Towlines

The Newsletter of the Albuquerque Soaring Club February 2006

www.abqsoaring.org

From the President *By Bob Hudson*

I am told that spring is around the corner, what corner I am not sure. This is the time that we should all be dragging our airplanes out and cleaning them up. When I say cleaning them up, I mean washing, waxing, vacuuming, lubricating, etc. A clean plane is a happy plane and you can quote me on that. For those who don't own a plane, there are seven (don't forget the two tow planes) planes in our hangar that all need the TLC that is often reserved for the private ships. But why should we stop with the aircraft, how about the hangars? There is a ton of "crap" in our hangars that needs to be relocated to the dump. 'Nuff said.

Good news: junior member Austin Heerman, has taken another big step in his aviation career by obtaining his private pilots license. Next stop…? Keep up the good work, Austin.

Speaking of juniors, we need to get some new junior members. If you know of any young, wannabe, aviators that need that little push over the edge … start pushing. A great way to get these guys started is to convince them they need an orientation ride with Rick (Sundance). That gets their appetite wet and then direct them down the ramp to the ASC.

The annual Safety Down Day is scheduled for the 18th of March at the airport. Remember this is a required meeting, so mark your calendars. Full details can be found in the next article, including the proposed changes to our Club operating procedures proposed by our three-man mishap investigation team. We will vote on them on the 18th.

Another presentation will be made by Brian Morrison on Part 91 and Part 61 of the FARS. This presentation will satisfy the requirement for one hour of ground instruction prior to your bi-annual BFR. So those of you due your BFR bring your log book and get it endorsed, but note this resets your due date. In other words in you count your one hour of ground instruction on the 18th of March, and then fly your practical portion in May, your next BFR is due two years from March.

Clay Phillips will fill us in on required aircraft documentation and Mark Mocho will educate us on the eds system, important because we are going to convert all our performance aircraft to EDS systems.

I am still trying to line up a couple of other speakers, such as Larry Richardson to give us parachute refresher training, so just be advised we are going to have a super Safety Down Day.

Proposed bylaw changes *By Bob Hudson*

Besides celebrating our success and enjoying the "gathering of eagles", our second annual Safety Down Day (March 18th) will have an opportunity to make some much needed changes to our Club's by-laws and procedures. As you know your Board charted three dedicated members to take a hard look at how "we do business." These intrepid airmen were Harry Saxton, Bob Knight and Ash Collins. The suggested changes are complete and ready for a vote of our membership. Per the requirements of our club we have to post these suggested changes in our newsletter prior to the actual vote. It is important that each and every one of you read the suggested changes and be prepared to vote. If you can not attend the "Down Day" but want to comment, you can e-mail, or post, me your thoughts, additions or changes. So here they are:

1. Suggested Mission Statement change to include:

a. The Albuquerque Soaring Club is a voluntary group of individuals who share common values of mutual cooperation, confidence and trust in one another.

b. All Albuquerque Soaring Club members understand that safety and professionalism are key success factors, to which all members subscribe and actively support.

Procedural Changes: (Wording to be added.)

2. CFIs must set an example of Safety, Professionalism and Competence. To that end each ASC CFI will submit to an annual "flight check" to be administered by the Chief Instructor or a designated "examiner". This flight check is to concentrate on standardization of training philosophy.

3. a. Flight Reviews and FAA Practical Tests in ASC aircraft may be given only to ASC members by ASC CFIs.

b. In cases in which an ASC member is flying with a non-member, the ASC member shall be the declared PIC at all times.

4. When two ASC members are flying a club aircraft, the PIC will be determined *prior* flight and will be annotated on the Ops sheet. If PIC duties are to be shared, then a clear understanding as to when the PIC changes hands is to be discussed prior to flight.

5. A new requirement will be added:

Each aircraft to have an approved Daily Inspection and Pre-Flight Checklist

Each member pilot or student pilot to be required to conduct appropriate inspections, and in the conduct thereof, to:

Ascertain the airworthiness of the aircraft

Determine if any damage exists that should

Red-Line the aircraft, or

Be noted in a damage report

(In the case of Daily Inspection) provide a signed copy of the Daily Inspection form to the ASC Duty Officer.

Note any exceptions and/or damage, in writing, to the aircraft, *prior* to flight to: Duty Officer, *and* Aircraft discrepancy Log

Any damage discovered will be attributed to the last PIC unless documentation of the damage is presented on the inspection list. In the advent of disputes, the Mishap Investigation Board (MIB) will be activated. The duty to perform on the MIB will rotate and will be formed at the discretion of the Club Board members.

6. Responsibility for damage is assigned to the individual pilot causing the damage; such responsibility to be established by:

Acknowledgement on the part of the pilot causing the damage (the desired outcome), and/or,

The operating and damage logs, (as referenced above)

7. ASC Web will carry a *current* report on aircraft status. However the final determination is up to the pilot taking command of the aircraft.

8. All damage to aircraft will be repaired with all deliberate speed by an authorized agent or individual (the Club Maintenance Officer, or his designee, will oversee this procedure); the fact that the aircraft may be considered "airworthy" should *not* be considered a reason for delay of repair.

9. Each member to read and sign a statement comprehensively and unreservedly subscribing to the Club's By-Laws and Operating Procedures.

10. Any amendments to the ASC By-Laws and/or Operating Procedures are to be published and promulgated to each Club member with each member signing/acknowledging receipt of the change.

11. A statement of insurance coverage is to be added to the operating procedures and will cover key points, including:

Limits, Exclusions, Deductibles, Named insured, in the case of DPEs (e.g. Rick Kohler), and Reference to Operating Procedures that apply to the above points

12. (Words need to be added) It is the responsibility of each ASC member to verify the flight time and tow altitude on the day of flight to assure accuracy of Club Ops Sheets. Otherwise, the data in the Op Sheets shall stand.

In the case of "blank" spaces, the member shall be charged for: 1.5 Hours, aircraft time, and a 3.0K tow.

13. Only ASC Board members and appointed officers will issue statements in regard to policy, billing and other official matters, and NOT by other members.

Study these proposed changes and be prepared to discuss and vote on them during the annual Safety Down Day.

Apologies to Renny Rozzoni

In the last issue of Towlines Renny wrote a most interesting piece on outlanding kit. Due to an editing error his byline was dropped from the piece. This was corrected on the on-line version of the newletter. Sorry!

Stalls and spins *By Billy Hill*

Were it possible to resurrect from the dead those pilots who have died as a result of a stall/spin accident and were we to put them in the cockpit of what ever aircraft they last flew and ask them to then demonstrate a stall and recovery there from, they most likely could do it flawlessly. This then begs the question, why did they not recognize and recover from the stall/spin that killed them in the first place?

I'm of the opinion that stall recognition and recovery is taught in a very sterile environment. By that I mean the stall series are taught as a separate maneuver which is divorced from the rest of the job of flying an aircraft be it a glider or something with an engine.

Once a pilot is proficient in recognizing the on-set of a stall series or perhaps a spin, they then need to be taught the circumstances under which a stall or spin might be encountered. That is to say we instructors need to introduce into the curriculum distractions while having the student perform stall recognition and recovery. An example of just such a distraction is pulling up into a gaggle of gliders and hauling back on the stick while aggressively rolling into a bank in order to center the thermal and out core the rest of the gaggle. You might ask, who in their right mind would do such a thing, but I've seen it happen and only cite this as an example, but not one that should be used as a teaching tool. A number of years ago, Paul Bickle is alleged to have done just that. It is said that he stalled his glider and ended up spinning down thru the middle of a thermal core filled with other sailplanes. Recognizing that recovery while in the middle of the gaggle was not prudent, he continued to spin the glider until he was below everyone else before recovering. Here we have a shining example of keeping one's cool after up-screwing! It's probably safe to say that inattention on the part of the pilot is what gets him into this sort of situation. Although most pilots can recite a litany of pre-stall indications ending with the buffet, there are an equal number of pilots who think that the buffet is the first indication of a stall. In reality, this is how stall recognition is treated by most pilots. That is, the first time they are aware of the stall is when the nose abruptly pitches down. More often than not, this is in the traffic pattern when the work load is the highest and there is the greatest opportunity for distractions. It is very easy to fixate on what might appear to be a problem. For example; another aircraft has cut you off in the pattern and seems to be completely oblivious of almost everything else! Whadda ya gonna do? The prudent pilot knows that there are a number of options available including such things as landing on the taxiway, or perhaps landing short on the runway, or even landing beside the runway. The bottom line is the prudent pilot does not allow him self to become distracted by circumstances over which he has no control. He continues with his approach, carefully flies his aircraft, does not allow himself to become distracted and most importantly, makes all turns in a coordinated fashion. He never stops flying his aircraft.

Coordination: Is yet another very important issue. The proficient pilot is never satisfied with anything less than a centered yaw string. This may sound obsessive, but if you continue to raise that particular bar, if you are able to tell when you are flying in an uncoordinated fashion even without looking at the string, then coordinated flight will be come second nature if not a conditioned reflex. As an aside, did you ever notice that Al Santilli has no yaw string on his Libelle? When you are becoming task saturated, it helps if you can fly with a centered string without thinking about it. One of the most difficult things to do in a sailplane is to fly it in a straight line with the string centered. Mother Nature's idea of a clever little joke is that she has her thermals gently push sailplanes away from their center. If the wise cross country pilot is flying with the intent of proceeding to a point in space ahead of the sailplane and he is keeping the string centered, Mother Nature will not fool him as he will be aware of being gently nudged away from a source of lift.

So, as we prepare for the upcoming soaring season, make a part of your proficiency flights flying with the string centered so that it becomes a conditioned reflex. As for me, I'm going to keep my yaw string on the off chance

that some portion of my anatomy might be numb…..if you get my drift.

See you at the airport.

Obituary: Galt Bowen *By Bob Woods*

Club members who recall the days when we flew on West Mesa will be saddened to learn that Galt Bowen died January 16 after a stroke. He was 70. Galt, along with John Wheatley, was instrumental in erecting our hangar in Moriarty. It was created according to a design by Ken Harper. Galt was a dedicated flier until forced a few years ago to quit because of medical problems. He had been active in club equipment as well as in a Schweizer 1-23 which he owned jointly with Ed Burnett. Among other accomplishments, Galt was flying the wave and radioed vital assistance from aloft during mountain rescue attempts after a wave flying accident in Pendaries, New Mexico. A memorial service for Galt was conducted on January 20."

Moriarty Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Feb 25 Saturday	AIKEN G	MORRISON B	SAXTON H	HILL W
Feb 26 Sunday	BUENAFE C	BANKS H		THOMAS R
Mar 4 Saturday	POZZI G	DULING K	ROESKE S	HILL W
Mar 5 Sunday	TRAVELSTEAD B	BROTHERS L		WADSWORTH H
Mar 11 Saturday	WILSON B	HARE J		HILL W
Mar 12 Sunday	KAWAL D	VREDENBURG P	TAYLOR K	WRIGHT R
Mar 18 Saturday	CUMIFORD Jr. J	CARRIS M	WIER J	CARLTON R
Mar 19 Sunday	OKANDAN M	HUDSON R		HILL W
Mar 25 Saturday	McKNIGHT P	LUBITZ M	BUEHRE K	FARRIS J
Mar 26 Sunday	SIGALA M	GUILLORY S		STOGNER M
Apr 1 Saturday	EKDAHL C	HEERMANN A	COLLINS A	THOMAS R
Apr 2 Sunday	RESOR B	LEVY R		TICHY T
Apr 8 Saturday	DEVINE R	MARTINEZ J	DAFFER J	WADSWORTH H
Apr 9 Sunday	BLOCH J	WOODS R		WILLAN V
Apr 15 Saturday	BOYCE J	GRAEBER U		WRIGHT R
Apr 16 Sunday	FERGUSON K	HARMONY D		CARLTON R
Apr 22 Saturday	PHILLIPS C	HUSS J		FARRIS J
Apr 23 Sunday	STEWART W	MOCHO M		HILL W
Apr 29 Saturday	CUMIFORD Jr. J	AIKEN G		STOGNER M
Apr 30 Sunday	DULING K	BUENAFE C		THOMAS R