

# Towlines

The Newsletter of the Albuquerque Soaring Club

March 2006

[www.abqsoaring.org](http://www.abqsoaring.org)

## *From the President By Bob Hudson*

For all of you who attended the Safety Down Day, I think you learned some good stuff. All the presentations were excellent and extremely pertinent to continuing our culture of safe flying. I received several very positive comments on the quality of the presentations.

Well winter is almost over and the "real" flying should begin soon. We are postured to start carving into the OLC and should start seeing some really strong flights. I was counting on Clay Philips knocking off some big flights, but it looks like the US Navy has other plans. Clay got notified that he will leave real soon for a year in Afghanistan. This will be tough on us but not as tough as it will be on Terry. I know you all want to say a prayer for Clay and we will count the days until his return. Also departing will be our Safety Officer, Markus Graeber. Markus has some stupid idea about getting married, only he has decided to do it in Columbia...and I don't mean South Carolina. The good news is he will return periodically and we will stuff him in a plane and tow him aloft. In the short time we have left with Markus, give him your best.

## Mitch Report:

A lot of you have been asking me if I have heard from Mitch (Hudson), well I have and I will continue, after all he was my sister before the operation, sorry Mitch, I meant to keep the secret. Well, Mitch, has moved to the flight line (at Laughlin Air Force Base in Del Rio Texas) and is flying the T-6. (If you don't know what the T-6 is take a look at:

<http://www.af.mil/factsheets/factsheet.asp?fsID=124>

Mitch should solo next week. When I talked to Mitch today he had this to pass on:

"So today I learned about the G- suit test button. I knew it existed and had used it

before, however this time it didn't come in so handy. We usually stuff our helmet bags down to the left side, right behind the circuit breaker panel. This is also where the G-suit test button is. I stuffed mine down here prior to the flight, as usual, went through all my checks and took off. We went out, shot a few touch and go's at the Aux field and then proceeded to do the area work. Of course, in the area work, you start off with a G-ex. Rolled into 70 degrees of bank and pulled around for a nice, 4G turn. Well, the G- suit kept tightening up, and tightening up, and when I relaxed, it was STILL inflating! I finally said (With much effort as the suit was at the max inflation) Sir, I have a problem, take the aircraft" The IP took the A/C and I immediately figured out what was going on. I moved the bag, and lo and behold the G-suit deflated... You should have heard me as I tried to talk with a fully inflated G-suit though! Funny stuff! All is well at pilot training." That's my sister, that's our Mitch.

Until next month...Fly safe, fly often. Huds

## *Laurie's Last Month*

This is the last month that Laurie Carlton, our club bookkeeper, will be serving the club in that capacity. Laurie decided that after 12 years on the job, she needed a break to pursue some other important tasks in her life. Next time you see her, let's all thank Laurie for her services. Being bookkeeper for the club means wading through all sorts of bills, invoices, mailings, ops sheets, and tax forms (and let's not forget the little audit that occurred a few years ago, which came out okay). A replacement is being finalized within the next billing cycle. Thanks for the years of help, Laurie!

I just returned from a very productive vacation at Seminole Gliderport in central Florida where I got to fly a two-seater all week with one of our current OLC enemies and my good friend from Pennsylvania Mike Robison of the *Ridge Soaring Irregulars*. We flew every single day, but of course it was his glider so he got the OLC points. I did my best to try to drive it into the ground when I was on the stick, but had no success. He's too skilled of a pilot to fall out that easily.

The OLC is amazing to me, still. The evening after our first flight, I noticed several people from the gliderport disappearing into a bush at the end of the runway with their laptops. After a while they'd come back out. I decided to check it out. As I neared the bush I find Tom Kelley (Albuquerque Soaring's newest OLC pilot, by the way) uploading his flight trace to the Internet. It blows my mind that you can fly all day, download your trace, go to a bush and set your laptop on a fencepost to "borrow" the neighbors wireless network connection for posting your flight for the whole world to see!

There were many eastern ridge-running pilots there that week getting ready for the Senior Nationals and I got to chat with them a little bit. They are having a blast with the OLC contest now. The serious ones are learning about extending their day to earn more points rather than landing at 4 o'clock in the afternoon. The ridge-runners seem to think that they might be able to score more points than anyone in the country in 2006.

So far this year, they are doing much better than they have done in the past. Knauff and team are getting organized and educated on task strategies this year and will likely score a lot if they get decent weather. Aero Club Albatross is having a blast flying the ridge whenever they can, even in the midst of winter weather. I kindly reminded these guys of our usual come-from-behind OLC assault that will hopefully start soon. Then I decided to shush-up so that they could take this time to enjoy their lead while it lasts.

We should see our first big thermal flights starting in April. Let's be ready to pour it on heavy and earn an OLC-USA three-peat victory!

Once your aircraft stops its landing rollout is not the time to wish you had planned for a land out. Preparation for a land out starts long before you start the trip to the airport. For instance, proper clothing for the weather you expect to encounter does you no good if it is home in the closet. You have heard me state this before...dress like you are going to have to walk home.

Okay let's look at the land out. You are committed, there ain't no lift going to get you out of the fix you are in, this airplane is going to land...and its going to land now. As you concentrate on the landing area you have picked, take a look around and survey your options. Nearest major road, where does it lead to, any houses? I say nearest major road because you might have options like a close-in road, a couple hundred of yards away that leads ten miles into town, or another road a quarter a mile away that leads to two ranch houses. I am heading to the ranch houses.

If time permits and you have buddies airborne try to give them as exact a location of your proposed landing site as you can, GPS coordinates are nice if you can pass them. (Also tell them how the landing ended up before turning your battery off.)

If you are alone, and you have a cell phone, try and pass your info to someone before losing the cell. This could mean making that call airborne, because you might not have line of site to a cell once you touch down. Of course always, always, fly the plane first. I don't want to find you in a ball with the cell phone stuck to your ear. Rick, probably doesn't know this, but I have his cell phone number programmed in my cell phone.

Do you have a survival kit? Each aviator should consider what they would like to have with them in preparation for a night out in the country. Now a lot of you might think that the odds of having to stay out all night are slim and I would agree, but once that sun goes down in the high desert, it isn't uncommon to see forty degree temp drops. For this reason I have a thermal blanket that I take with me. This blanket, which you can buy at any outdoor store, serves two purposes. One it helps to keep valuable body heat in and,

second, is a great 5 by 8 signaling device. In the chance that it should snow or rain (yeah right, when was the last time it rained...an hour after you land out), you can build a shelter with it. Take this blanket and place it in a large baggy and duck tape it to the back of the seat.

Now think about other things you might add to your survival “baggy”. Add some waterproof matches, a little list of phone numbers, a couple of aspirins and some advil, or the pain killer of your choice. If this stuff is taped to your plane then you don’t have to worry about prior to flight.

Lastly, as you await the eventual rescue, take a few minutes to concoct a great story to tell around the club house. Nobody wants to hear that you bypassed great lift and flew into an area of no hope. I use the New Mexico triangle gambit myself. Next month I will continue with some other ideas that just might make your adventure a little less adventuresome.

***On Working the Wave*** By Billy Hill

We all are aware that mountain wave is a series of atmospheric perturbations generated by underlying terrain. This condition can be enhanced by the presence of the troposphere which acts as the upper portion of the constriction in the atmosphere which accelerates the flow of air across the obstruction. Wave frequency remains somewhat constant, but can vary as wind direction and velocity change. Influxes of unstable air under the overlying wave can also come into play. When the winds are strong enough to generate what we have come to know as a “typical” standing wave, the frequency is often on the order of four to six miles between each cycle. When stronger

velocity winds exist, the frequency can be more than double that, even to the point of generating the first iteration of the wave where one would normally expect to find the secondary. Mother Nature only gives a hint of this possibility when there are no clouds to indicate that such a condition exists. That hint will be found in the winds aloft forecast. Best sources of lift can be readily identified when clouds form in conjunction with high velocity winds which indicate the location of the primary and each subsequent cycle. For that matter, when clouds form, i.e. rotor and lenuis, the location of the best lift is quite evident.

When working thermal lift, it becomes almost a point of honor to see how low we can release and still center up and climb. This technique quite often will not work when attempting to contact the wave.

When a strong temperature inversion exists as it often does during the winter months, thermal activity is all but non existent. So, you ask, what was that bump which spiked my verio while on tow?

Rotor turbulence can be found at almost any altitude from the surface up and can be quite dramatic when encountered at any altitude. In all likelihood this is what led to the crash of UAL 585 in Colorado Springs in the late ‘90’s.

Some rotor can be climbed in, but more often than not, it will just suck you into releasing too soon because you think you have nailed a reliable source of lift. If there is clearly a temperature inversion and little if any probability of thermal lift, then you are better off to tow into the laminar portion of the wave which exists above the rotor zone.

As the weather makes its metamorphosis from hard winter conditions into those enhanced by convective conditions the rules change a bit.

<i>President</i> <b>Bob Hudson</b>	<i>Vice President</i> <b>Pat McKnight</b>	<i>Secretary</i> <b>Mark Mocho</b>	<i>Treasurer</i> <b>Brian Morrison</b>
<i>Director at Large</i> <b>Bill Hill</b>	<i>Director at Large</i> <b>Bob Carlton</b>	<i>Chief Instructor</i> <b>Jon Daffer</b>	<i>Chief Tow Pilot</i> <b>John Farris</b>
<i>Ops, Scheduling</i> <b>Brian Resor</b>	<i>Ops, Training</i> <b>Robert Knight</b>	<i>Ops, Phone Calling</i> <b>Connie Buenafe</b>	<i>Safety Officer</i> <b>Markus Graeber</b>
<i>A/C Maintenance</i> <b>Ryan Thomas</b>	<i>Facility Maintenance</i> <b>J.D. Huss</b>	<i>Insurance</i> <b>Don Kawal</b>	<i>Newsletter Editor</i> <b>Howard Banks</b>
	<i>Parachute Maintenance</i> <b>Pete Vredenburg</b>	<i>Website</i> <b>Brian Resor</b>	

Yesterday was a shining example of just such conditions. We had a clearly marked primary which was located just west of highway 41. Underneath were an assortment of rotor cumulus clouds. This appeared to be one of those days when releasing in what could be called rotor enhanced thermal activity was possible. Under these circumstances a climb into the smooth portion of the wave which

exists above the rotor zone should have been quite doable. At that point, one need only contact ATC, (which should have been done prior to takeoff to see if the wave window was available), and let them know you are requesting a climb into class "A" airspace.

Happy hunting!



### Moriarty Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Apr 1 Saturday	EKDAHL C	HEERMANN A	COLLINS A	THOMAS R
Apr 2 Sunday	RESOR B	<i>New member here</i>		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	HUDSON R		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
May 6 Saturday	BROTHERS L	POZZI G		TICHY T
May 7 Sunday	HARE J	TRAVELSTEAD B		WADSWORTH H
May 13 Saturday	VREDENBURG P	WILSON B		WILLAN V
May 14 Sunday	CARRIS M	KAWAL D		WRIGHT R
May 20 Saturday	LUBITZ M	BANKS H		FARRIS J
May 21 Sunday	GUILLORY S	OKANDAN M		HILL W
May 27 Saturday	HEERMANN A	McKNIGHT P		THOMAS R
May 28 Sunday	MARTINEZ J	SIGALA M		TICHY T