

# Towlines

The Newsletter of the Albuquerque Soaring Club

August 2007

## Notice of a special membership meeting

Sept 25, 2007 at 6.30 pm

To be held at Heroes and Legends: located at Indian School just east of Tramway.

Full cash bar and food available.

The meeting is to discuss two changes to the by-laws proposed by the Board  
(full details below).

Your vote counts – Be There!

### Proposed changes to the club by-laws

The Board of the Albuquerque Soaring Club has implemented one change to our relationship with the Soaring Society of America and is proposing two resulting changes to the by-laws of the club.

As required by the by-laws, formal notice is given of a special membership meeting to discuss these changes and to vote on them. Amendments to the by-laws may be approved only by a two-thirds vote of the regular club members in good standing present at the meeting.

The meeting will be held on Tuesday, 25 September at Heroes and Legends, Indian School, Albuquerque (details above).

The change that the Board has voted on will affect how members' dues are paid to the SSA. Until now, the club has paid SSA dues and billed individual members for reimbursement. The SSA without notice eliminated the refund of a small amount of those dues to the club to help defray the club's costs involved. Therefore, starting with 2008 SSA dues, members will have to pay their own SSA dues directly to Hobbs.

This change has led to two proposed by-law amendments, as follows:

**The existing by-laws say**, inter alia, that: The ASC is a chapter member of the Soaring Society of America (SSA). All club members are required to maintain a membership in the SSA.

This wording shall be deleted and replaced by:

*The Albuquerque Soaring Club has a long relationship with the Soaring Society of America (SSA). Members are encouraged, but not required, to become members. At the time of joining the ASC, prospective members will be asked if they desire to join the SSA. They will be told of the benefits (badges, competition, magazine, etc.). If they elect to join, then the person assisting the new member will provide an SSA membership application to be filled out and sent in by the individual.*

The effect of this change would also be that those existing members who wish to remain SSA members will have to ensure that their membership is maintained by dealing with the SSA directly.

**The existing by-laws say:** Dissolution of the club will be in accordance with applicable laws. Three members shall be appointed by the Board as trustees and they shall liquidate the assets as soon as practicable, paying all existing debts and liabilities. Any remaining assets will be donated to the Soaring Society of America, Inc.

This wording shall be deleted and replaced by:

*Dissolution of the club will be in accordance with applicable laws. Three members shall be appointed by the Board as trustees and they shall liquidate sufficient assets as soon as practicable to pay all existing debts and liabilities. These three trustees shall propose the disposal of any remaining assets (equipment, funds, etc.) to a suitable and*

*viable soaring operation, subject to Board approval.*

Your Board urges you to be at this special meeting. Remember, your vote counts.

**From the President**      *By Bob Hudson*

Well, since the last time I chatted with you a couple of things have transpired.

First, Summer is winding down and the flying is getting better. We have seen an influx of new members and that is great! Some new members you might not have met are Benjamin Abeyta, Jean-Paul Chevalier, Andrew Vanis, Mary Hawkins and Willette Senter. (And of course we can't forget Molly the wonder dog-who brings Mary and Willette out and makes them bring Ops Snacks.) It is always great to have new members to pass the same old lies and stale jokes to. When you see someone you don't recognize then take some time to greet them.

While we are talking about summer we had a Club outing to the lab -- that is the Isotopes ballpark. Not a great Club turnout but a fun time was had by those who attended. We saw a great ballgame (rounders as Howard mistakenly called it. I must be gentle towards him as he did buy me a beer. Joan, being a Toledo Mud Hens fan kept Howard on top of what was happening on the field.) Beer and hot dogs were consumed and we were treated to a most pleasant evening.

Second, several Club members gathered for a tribute to Ed Burnett. I believe this event was organized by our own Sheri Nevins and Steve Work. What a great way to remember a fellow aviator. There was a large group in attendance and the fellowship was heartwarming. There was lots of food and drink followed by a chance to tell "Burnett" stories. This was the Aviators equivalent of a Viking funeral. Jim Wier pulls together memories of Ed (below).

But on to brighter issues. Geoff Aiken recently soloed in a power plane. (Knowing Geoff this is a prelude to his participating in the Reno Air Races.) Also Phil Newman got his private glider's license. (Good on ya Phil.) And last but not least, Austin Heermann took and passed his Instrument Rating Written Exam which puts him a little closer to that Instrument Rating. (Just think some day we might climb on to an airliner and hear that all

too familiar voice from Austin as our captain...he better authorize free cocktails or I am telling his father.) These are all great achievements and, as the Air Force says, "reflects great service" on the Albuquerque Soaring Club.

Elsewhere in this issue, you will see Billy-the-Zulu's proposal on aircraft captains. We, your Board, think this will be a great incentive for keeping our fleet in good condition. We will put the names of the airplane captains on the aircraft as a way to show some spirit for a hard task. To those who step forward, and we will announce next month who they are, I want to thank you in advance.

You know December is quickly approaching and that is when we elect new Board members. If you have an interest in helping to guide this Club, then step forward before the train passes through and you find yourself taking the oath. Let any Board member know of your desires.

Third, I have finally received the volunteer requirements list from the SSA for the convention being held here in February. If you have a desire to help, please contact me ASAP so that I can arrange to reserve a spot for you on the roster. Even though the convention is in February, they want a list of names now so we know who to count on. For your efforts you will be entitled to one genuine convention polo shirt and a free pass to the events. Contact me if you are interested. Don't make me have to search you out!

Lastly, have you been looking at the OLC site, boy have we been getting in some great flights now that the monsoon has decreased. It is great to see our cross country guys and gals are making some much needed progress, but of course we can use some more help, so come on out and strap in!

Well, it's time to close the hanger doors. As always, I want you all to fly safe...and often!

**Wanted: Crew chiefs and plane captains!**      *By Billy Hill*

Have you ever come out to fly one of the club aircraft and found it a bit wanting? Did it look a bit dingy and in need of some serious TLC? Did you ever wonder about the accuracy of the status board in the club house regarding that aircraft?

There was a time when the club had an individual who had volunteered to see about the care and feeding of each of the club gliders and tow planes. During that time, the collective club equipment was in better shape and there was always one individual who could keep the club maintenance officer up to speed on the status of that aircraft. Well folks, it's time to return to the days of old and re-embrace an idea that has come full circle.

If you are a club member who spends a good deal of time flying one particular aircraft you should consider signing up to be that aircraft's crew chief. For example; the 1-26 seems to spend most of it's time being flown by Bob Woods, and the Libelle by either Bill Stewart or Tim Hawkins. The 2-33 seems to get the most action from the individual student who spends weekends learning to fly it. In this case it's Mary Hawkins. The G103 sees a lot of action from almost everyone in the club.

Although the care and feeding of club equipment is the responsibility of every club member, we need to have some folks step forward and take a wing under their wing,

Since I'm currently towing more than teaching, I'm going to sign up for N4862Y. I'll do a review of its log books for currency and any other issues. I'll then make sure it has the prescribed oil changes and look after its general overall condition. This may include snagging a couple of club members to help me clean it from time to time.

So, how about it? We have a large crop of new members. Here is your chance to step forward to help keep our equipment in good shape. To sign up for this program, contact President Bob Hudson, (who is also serving as our maintenance officer) or myself.

### **Get-Home-itus**

*By W G Hill*

One of the first things a new cross-country glider pilot learns to do is sever that thin silver wire that keeps him within one thermal from the local gliderport. Once our fledgling is more than one updraft away from home base, he realizes that it is then OK to move on to the next source of lift, albeit with a measure of trepidation.

As mentioned in earlier articles on this subject, we have the advantage of flying over the Estancia Valley while remaining within gliding distance of a number of airports which

should help with our collective comfort levels in that a landing at a real airport is somewhat less stressful than planting one's piece of plastic in a farmer/rancher's field.

With that thought in mind, let's move on to the final leg home. Regardless of the length of the last leg, our goal is to intercept that point in space which defines a glide slope which will get us home. That, in turn will be determined by two things; the performance of the glider you are flying and the McCready setting you have chosen to use while working your way back home.

I've often said that anything less than a "four" on the McCready is just asking for trouble. You may find your self on final glide along with a modicum of altitude above what is needed only to run into an extended area of sink which will eat up your reserves and put you below glide slope.

Once you have achieved final glide altitude, you need to become aware of what other options you may need to exercise in order to get home. If it's clear that there are good Cu aligned with the final leg, then there is most likely not a problem and the glide home becomes academic. Keep in mind that what might appear to be a good course to fly may in fact be an area of extended sink. Should this happen, you should be considering what other options are available. For example: You may have just climbed under a fine fat Cu to intercept glide slope, (and added a bit more altitude as a buffer), and then you head out on course only to find your self falling out of the sky like a set of dropped car keys! What to do? One course of action is to do a one-eighty and go back to that last Cu in order to put more altitude in the bank while contemplating your next course of action. This option allows you to regain lost altitude while looking for other options which will keep you from landing out. Next choice might be an off course turn to an area of better looking lift. This could be as much as ninety degrees. Remember the point of this exercise is to get out of the rapidly descending air. Your comfort level will be increased considerably if you have turned toward what looks like a better portion of the air mass that will also put you within gliding distance of one of the many airports within the valley.

A mistake that should be avoided is getting "target fixation." You are aimed at Moriarty,

but are dropping below glide slope. In this example you are about to over fly Estancia with more than enough altitude to look for a minute or two for lift and still have altitude to make a pattern and land there, but not enough to get you to Moriarty. Doesn't it make more sense to at least look for lift around Estancia with an airport underneath you than to try to stretch a glide to Moriarty and then be forced to pick a field in which to land at the last minute? Or even just take any ugly field that happens to be where your wheel hits the sage brush.

There may become a point during a cross country flight when a change of mind set is necessary. Rather than a rush to the finish, you may need to think about the flight becoming a task of survival and staying in the air in order to make it back home no matter how long that might take. The trick is to recognize when you have flown into this situation.

See you at the airport.

## **Memories of Ed Burnett**

*By Jimmy Wier*

Ed loved flying and did so until he felt he was not safe because of his deteriorating sight. After that he and I would go to the field and I would do the takeoff and landing, Ed did the remainder of the flying. He would bring us back to the airport and do a wing-over then say "It's your plane". We had many hours of this kind of time together.

Bob Woods tells that he and Ed were checked out by Al Santilli in the Club's old 1-26 at West Mesa on the same day. Ed found it really exhilarating to fly a single-seater after taking dual instruction in the 2-22. He was so enthused after his first flight that he was bubbling over and ready to get right back in and go again.

Over the years, he had many planes, often in partnerships, including a 1-23H, standard Libelle, Nimbus and a Pik-20. He became a noted cross-country pilot and mentor to many in the club. Buzz Averill tells the story of a cross-country to Carrizozo, Ed in his Libelle (EL) and Buzz in his LS-3. It was good going

down but harder on the way back, added to by problems with the plumbing on Buzz's vario and electrical trouble as well. Just north of Claunch, Buzz made a last-amp transmission to Ed, many thousands of feet above, saying he would have to land. Ed opened his spoilers descending to Buzz's altitude, closed his spoilers, re-centered the thermal and led Buzz safely home.

Ed also had a certain attitude about rules. Ken Harper reckons that he may have had the world record in number of student pilot certificates issued while working on his private pilot ticket (Ken knows he owns the club record). When he soloed and was endorsed to fly the equipment available he couldn't be bothered with all the drill to get a recommendation to take the private pilot check ride. He could own and fly all he wanted without the ticket that would allow him to carry passengers which he wasn't into at that time.

He loved to fly fish, to travel, and especially to eat well. Buzz remembers post-flying terrific steaks, baked potato and western-style beans at the Feed Store in Estancia (with margaritas). Ken Harper remembers fondly family dinners at "the Brunettes" with classical music, wine, three-course menus and dessert liqueurs.

He was a loyal and hard-working club member. Stan Roeske recalls how Ed was always ready to pitch in and take the lead when something needed doing. And when the club acquired 62Yankee he and I went to Moriarty many days to work on fabric or painting or what ever needed to be done.

Ed liked a strong finish to a day of flying. Buzz says he would announce "time to land", open the terminal velocity brakes on his 1-23H, roll inverted and dive until he disappeared from sight. That was his way. I always enjoyed the times when Ed came back to the field from a flight and announced he was making a tactical let down, meaning aerobatics from about 9500ft to pattern alt. with loops, wing-overs, and rolls.

*[All of the memories of Ed can be found in full on the club website-Ed.]*