

Towlines

The Newsletter of the Albuquerque Soaring Club

November 2008

Annual Membership Meeting

We will hold the Club Annual Meeting on 13 December at the club house, at 9 am. It will be followed by pancake breakfast. The important order of business will be the election of officers. Please plan to be there.

Annual Winter Gala

January 24th, 2009. See below for details.

President's Notes

By Bob Hudson

It is with heavy heart that I write my column this month because the memory of Bob Knight is still fresh in my mind. Renny has done a great job in reminding us about Bob's contributions to the club and to aviation. He was a great pilot and a great friend. He will be missed by all that knew and flew with him.

Speaking about being missed, how's this for a transition, some of you didn't get your TOWLINES last month. Well after many years of working with Kinkos, they finally screwed up. Sorry about that, we will work with them to try and keep it right.

On the subject of keeping it right, the transitions just keep on flowing, next month (on the 13th of December, we will have our annual membership meeting. The big item on the agenda is the election of the 2009 Club Officers. The meeting will begin at 9 am and we will follow it with a pancake breakfast. Bring your vote, your ideas and your appetite. And by all means if you desire to help run your club, this will be the time to step up to the plate.

Brian Morrison stepped up to the plate (oh, tell me to stop). He was adamant about keeping us on track financially and it has paid off. We have reached the time to overhaul one of our Pawnee engines (actually it ate a bearing and has forced us into getting it overhauled). Thanks to Brian's savings plan we have the money to get it repaired without putting us in the poor house. We also will be spending some ducats as the Grob will go in for its

annual and will come out a new airplane...even with a radio that works.

When it comes to works, or working, I need to remind our OPs folks about some required duties that keep getting missed. When you set up "camp" down in the staging area, remember to take all the stuff. I know that sometimes it is a pain to take the canopy and the chairs but those items are for our club members and guests just as much as they are for the workers. You also need to take the bucket that has all the weak links, as you never know when you will have to change one out and it is a show stopper to have to go back to the hangar for another weak link when one fails or has to be replaced. Also pay close attention to how you are filling out the OPs sheets. Make sure all the data is there and make sure you get the right name (the whole name) in the PIC blank. Lastly remember to empty the wastebaskets and replace paper products in the club house as needed.

And you know what is needed? (Can't anybody put an end to this transition tom foolery?) We will have our Annual Gala on the 24th of January. It will be at the usual place (the Pyramid Marriott). So what is needed is that when I put out the call for RSVPs, you will respond with a yea or a nay. In the past we spend a lot of time on having to send out post cards and making telephone calls because people forget that a RSVP is a call for both positive and negative responses. Consider yourselves sufficiently reminded. For this

year's program, Renny has agreed to reprise his presentation on the life of Dick Johnson. Embedded in this presentation are some interesting notes about Mike Carris' father and Al. You will find this, and the camaraderie, enjoyable as always...of course we will also give out the annual awards.

And now for your award, er reward, I will desist and go away. Fly safe and have a great Thanksgiving! Your Prez

Window of Opportunity

By W.G. Hill

Perhaps now that fall/winter soaring weather is upon us, and because we are in the time line of the Mountain Wave season, (which can, under the right circumstances be found all year long), we should take a moment discuss the Wave Window. I'll assume that by now you either know how to work mountain wave or are planning on flying with someone who does.

As I've mentioned previously, when you are parked in the wave you are for all intents and purposes motionless. You are invisible on air traffic control radar unless you are transponder equipped. Without said black box, you are also invisible to any TCAS equipped aircraft. Additionally we all know that a glider head or tail on is all but impossible to see.

This begs the question, is there airspace available where we will not become a target of inopportunity? Why yes, there is!

A number of years ago the ASC entered into what is known as a "Letter of Agreement" with Air Traffic Control, specifically, the Albuquerque Air Route Traffic Control Center as well as the Albuquerque Approach Control. These are the folks who provide separation services for aircraft on an instrument flight plan. The ARTCC folks have jurisdiction over the airspace above and around that airspace delegated to Albuquerque Approach Control. In the middle of all that we have a chunk of airspace known as an ATCAA, (ATC Assigned Airspace.) This special use airspace known to us as the "Wave Window."

This window only exists in Class A airspace or airspace at and above eighteen thousand feet. Its vertical dimensions are defined by virtue of what is released to us by the watch supervisor at the ARTCC. The horizontal dimensions are

as defined in the letter of agreement and depicted as shown in the letter of agreement. Although lat/longs of the window are mentioned in the letter, the folks who designed that airspace made a point of using readily identifiable land marks in order to ensure the boundaries are clearly defined. A bird's eye down loadable depiction can be found on the club web site under Soaring Links.

There are actually two segments to the Wave window, Sandia North and Sandia South. Usually ATC will only give us one or the other. Rarely will we get both portions of the window released to us, but its been known to happen.

In order to access the window, those who fly in it are required by the verbiage contained in the letter to be fully familiar with the contents of the letter. Although I suppose one might memorize the boundaries of the window, the prudent pilot will have a sectional, or the down load from the club web site.

Next if one or more pilots feel that there is at least a good chance of getting into Class A airspace, he is required, by the letter of agreement to phone the ABQ ARTCC and request an entry time and an initial altitude. The supervisor at the ARTCC will issue a time to enter the window as well as a maximum altitude which may be used and the time all aircraft must be clear of the window. Once airborne, pilots may contact the ARTCC on the frequency found in the letter of agreement and request a modification of the initial coordination. That is, an expansion of the time the window is open as well as the maximum altitude which may be used.

Generally, the wave window is used by more than one pilot so it is of utmost importance that any modifications of the initial coordination with ATC be passed on to a central clearing point within the club. The obvious point of contact is the club operations as well as Sundance Aviation. The reason we need to involve Sundance is because they are the telephone contact mentioned in the letter of agreement.

WHAT ATC DOES

Generally ATC is in the business of separating IFR aircraft from other IFR aircraft. When we use the Wave Window per the letter of agreement, ATC separates IFR aircraft from our special use airspace or the Wave Window.

ATC takes IFR aircraft around, above and sometimes below our Wave Window. Below it you say? Yes, remember the vertical dimensions of the window start at eighteen thousand feet. Anything below that is free for anyone to use regardless of the type flight plan, (or no flight plan at all), they have filed.

One of the main reasons the Wave Window is located where it is, good soaring conditions notwithstanding, is that it is wedged between arrival and departure routes for the Sun Port. This means that there are fast moving arrivals, (for example fix which is just Southwest of Moriarty), as well as fast moving departures both North and South of Moriarty.

So if you have any intention of making use of the Wave Window, and certainly you should if it's a good wave day, you need to ensure you are fully familiar with the Letter of Agreement and that you have a way to identify the horizontal dimensions of the Window.

Should you choose to remain below class "A" airspace and run north and south in the wave please be sure to post it.

The 2009 OLC contest season has begun and we are off to a good start. Windy non flying days not with standing, we should approach the this year's OLC determined to best those clubs who have bested us and thus acquit our selves with distinction!

See you at the airport

Bob Knight 1926-2008

Renny Rozzoni

As many of you have now heard, Bob Knight passed away on October 27, 2008 at the age of 81. Bob was a long time and very dedicated member of the Albuquerque Soaring Club and over many years supported the club in numerous volunteer and elected positions.

Bob's flying career started at Capital Airlines which in 1961 became a part of United Airlines. Bob later retired from United Airlines and he then moved the family to Albuquerque in 1973.

In the late 80's Bob got interested in soaring and in short order earned his soaring license. Bob was an excellent pilot and in the early 90's became a partner with Buzz Averill in a DG-600. Bob and Buzz really enjoyed the DG and they both put a lot of X-C miles on the

ship out of Moriarty. They also took IBA to many outstanding SW soaring locations including: Taos, Durango, Alamogordo and Springerville, AZ. I first met Bob in 1993 and we soon became partners in our hangar which was built in 1996. It became "home" for his DG-600.

In 1994, during one of his trips to Alamogordo, Bob was involved in a crash of his DG-600 when he went down on one of the western ridges of the Sacramento Mountains. He crashed into trees at the 8,600 foot level and Bob was able to successfully get out of the wreckage. Although injured, he was able to hike down the mountain for 4 and ½ hours to a road where he was picked up by a hunter and transported to a hospital. Undaunted, Bob and Buzz soon bought another DG-600 and Bob was soon flying again!

In 1999 Bob earned both his FAI Gold Badge # 2247 and he also earned his Goal Diamond. He continued to fly his ship until he decided to retire from soaring in 2006. Bob then set his sights on restoring a 1932 Ford 2-door coupe. It took awhile but the job was done and this beautiful, classic car made it to several auto shows in the West. We all had the chance to see it at Moriarty earlier this year and it was really a beautiful vehicle!

During Bob's many years in the club, he helped out in many varying positions. These positions included Chief of Ops (for 4 years), Treasurer (2 years) and Director at Large. He also helped out in ops training and until very recently, Bob continued to support the club as he always kept the clubhouse soda machine stocked! In addition, Bob also worked on supporting the SSA Conventions held in Albuquerque in 1991 and in 2000.

Bob also served his country in the US Army



from Feb of 1944 to Dec of 1946. His Army service included duty as a radioman and vehicle mechanic and also included serving overseas in the Philippines.

With Bob's passing we have lost another dedicated member of the ASC family. He is

survived by his daughter, Kathy Hart, his son, Randy Knight and their families.

Bob was a great friend and partner and he will be sorely missed. -3R

ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Nov 15 Saturday	ANDREOTTI R	PHILLIPS C	WIER J	STOGNER M/
Nov 16 Sunday	WILSON B	BLOCH J		WADSWORTH H/
Nov 22 Saturday	HUDSON R	CATES J	MORRISON B	WRIGHT R/
Nov 23 Sunday	ROZZONI R	RESOR B		HAWKINS T/
Nov 29 Saturday	LEMON B	HUSS J		HILL W/
Nov 30 Sunday	MARTINEZ J	HUDSON R		STOGNER M/
Dec 6 Saturday	BOYCE J	CUMIFORD Jr. J	ROESKE S	TICHY T/
Dec 7 Sunday	MORRISON L	BOYCE J		WADSWORTH H/
Dec 13 Saturday	STEWART W	ROBERTS D		WRIGHT R/
Dec 14 Sunday	KOENIG C	HAWKINS M	TAYLOR K	HAWKINS T/
Dec 20 Saturday	PALA A	ABEYTA B	DAFFER J	HILL W/
Dec 21 Sunday	STOLL F	HAWKINS M		STOGNER M/
Dec 27 Saturday	BROTHERS L	HARE J		TICHY T/
Dec 28 Sunday	NEWMAN P	EKDAHL C		WADSWORTH H/
Jan 3 Saturday	HEERMANN A	OKANDAN M	COLLINS A	WRIGHT R/
Jan 4 Sunday	BANKS H	McKNIGHT P		HAWKINS T/
Jan 10 Saturday	PHILLIPS C	ANDREOTTI R		HILL W/
Jan 11 Sunday	HUDSON R	RESOR B		STOGNER M/
Jan 17 Saturday	BLOCH J	WILSON B		TICHY T/
Jan 18 Sunday	CATES J	MARTINEZ J		WADSWORTH H/