

# Towlines

The Newsletter of the Albuquerque Soaring Club

January 2009

---

## President's Notes

*By Bob Hudson*

I hope each of you had a great Christmas and now are enjoying a most prosperous New Year. As I reflect on what took place last year, I am proud to report we had a very safe flying year. Of course there were the usual bruises and road rashes that takes place when you operate in a flying environment, but over all it was a very successful season. I am pleased that we have such a safety minded group. Let's keep our record going.

By now you are probably aware of the results of the recent election of Club Officers. If you are not, then you can probably tell by the fact that I am writing this month's notes, that I was re-elected your President. I want you to know that I am honored that you have once again placed your trust in me and your Board.

Speaking of your Board, Brian Morrison has stepped down as our treasurer and was replaced by Mary Hawkins. Brian fulfilled the Treasury legacy by becoming the owner of not one but two airplanes. I promise to keep a close eye on Mary. All kidding aside, Brian did a good job on keeping your Board on track and focused on getting our treasury back into the black.

Unfortunately, our treasury will take a hit soon as one of our tow planes, 62Y, ate either a bearing or piston rings. We were fortunate that Tow Pilot Tim Hawkins noticed some oil pressure irregularities prior to us having a tow plane stuffed into the weeds. But as I was saying previously, Brian positioned the Club's finances so that this \$20K bill will not totally wreak havoc with our finances...thanks, Brian.

Looking forward into 2009, we see some good things on the horizon. First, some positive things are finally beginning to happen within the SSA. Grass roots movements are taking place to address some of the problems. Yeah, I know it is two years, or more, late, but I am encouraged about the reaction bubbling up from the membership. As these changes become reality I will do my best to keep you

informed. By the way a lot of these issues are being worked by our Club Director, Billy Hill. Please take your SSA issues to me or Billy.

In February, the OLC is hosting a National "Convention" in San Diego. Your Board has set aside \$600 to send an ASC representative to the convention. The name of our representative is still being worked but we felt it was in our best interest to have an ASC presence to ensure intelligent rules are adopted. If you have any ideas for OLC changes, please pass them to me or to Brian Resor.

I have been busy working on issues associated with our hosting the 1-26 National Contest this June (22<sup>nd</sup> June until July 1st). I will be putting out a call for help, but you can beat the crowd and offer up your services. Just let me know what you would like to do or I can assign you a task. Please get on the ASC 1-26 helpline (which happens to be my phone number).

Lastly, we are starting to plan for this year's Safety Down Day. I will be looking for presenters for this March 28<sup>th</sup> event. If you have a topic you would like to present then let me know. In closing, I look forward to serving you for another year and hope to see you soon at your Club House or at your Airport. Until then Fly Safe!

El Prez

**You talk to much** (You worry me to death)

*By W.G. Hill*

*Considering the average age of the ASC club members there is at least a good likelihood some of you remember the subtitle of this month's safety subject as that of an old rock and roll song.*

The current issue of the FAA's Aviation News has a well written article on the subject of

Non-Towered airports like the one from which we fly. I'm going to take some liberties with the fed's news letter and borrow a few of the points they have made and perhaps expound on some of them. I'll start by paraphrasing the following; The CTAF, (Common Traffic Advisory Frequency), is community property for all pilots. The underlying problem with this community property is that it's a party line on which everyone who is monitoring the megahertz is privy to and prone to chime in on.

What was designed as a safety of flight function has, at far too many places, turned into a verbal free-for-all.

Although radio communication is not required at non-towered airports, the prudent pilot will make use of his radio to alert other traffic in the area of his intentions. Herein lies the rub.

A good number of pilots who eschew towered airports do so because they are uncomfortable with two-way radio communication. When they do choose to avail themselves of said radio, they key the mike button before engaging their brains. Consequently their first utterance is quite often, "Err-Ah."

I've looked in the glossary of approved phraseology and have been unable to find "Err-Ah." On the other hand, I guess it sounds better than, "Like Moriarty traffic, this is like Cessna one-two-three, and we are like, (like being a sop to the under forty generation.) You get the point though, right?"

Before we start a transmission on One-Two-Two-point-nine for the entire world to hear we must organize our thoughts. If need be, we can even try stating our case without keying the mike just to see how it sounds although you might get some funny looks if you are carrying passengers.

When we do key the mike, we must be parsimonious pilots. We must be succinct. We must be men/women of few words. We must convey only that information which is necessary to insure the situational and positional awareness of those with whom we are about to share or are sharing the traffic pattern.

On the other hand, a blanket broadcast, - which in reality is what CTAF communications are for the most part about - does not relieve us from the responsibility of

keeping our heads on a swivel and looking outside that which we are flying.

Case in point, I was cut off by our very own Pawnee a few years ago while I was on the downwind in the 2-33 for runway two-six.

The pilot's excuse for not looking out the window was that he had made a broadcast on the CTAF and felt that was sufficient. Of course I reminded him that all aircraft are not radio equipped, (this 2-33 was not) and that his mid-field crosswind entry certainly meant that he should be especially vigilant for traffic on the downwind.....which was me.

Yet another problem with radio usage is the individual who is wearing a head set which provides him/her with audio feed back of their keyed mike. They have become enamored with the sound of their own voice and hence use fifteen words where four or five might have gotten the job done. Of course they think their stentorian voice and dulcet oval shaped tones will be admired by all. Perhaps, but not under these circumstances.

Then we have phrases which have evolved over the years and have become part of the pilot lexicon. They not unlike those phrases which have become part of the pilot/controller interaction in the rarefied IFR stratum, such as: "AirFlogger forty-five checking on, flight level four one zero." To say "checking on" is an excellent example of a superfluous piece of information which adds nothing to the overall picture.

Along those lines we have the individual who, contrary to the AIM Chapter 4-1-9, insists on saying, "any traffic in the pattern please advise." This is a superfluous transmission and does nothing more than obfuscate the situation and therefore should be avoided.

Transmissions on the CTAF should be stated as though you are delivering a soliloquy to any and all who may choose to listen. First person should be avoided. An example might be like this:

"Moriarty traffic, glider", (tells everyone what you are), "zero bravo hotel", (now other traffic even knows your "N" number should direct contact be needed,) over the water towers, left down wind runway two-six Moriarty", (now everyone knows where to look for you. Or perhaps something like this, "over the water towers left downwind number

two behind the yellow Cal-Air runway two-six, Moriarty.” Now everyone knows who, what and where. In addition to that, the pilot of the Cal-Air knows you have him in sight and are spacing your self accordingly.

The object is to convey enough information so that others who are operating or planning to operate in the traffic pattern will be adequately informed without being overwhelmed with superfluous information.

During soarable days, we are also guilty of using the CTAF to advise our friends of the conditions as we encounter them. What we should be doing once well above the traffic pattern, is to switch to one of the two frequencies reserved for glider communications.

Remember that one-twenty-two-nine is being used at every airport which does not have a Unicom or is run by ATC.

### **The Resor 300km challenge**

Also known more formally as the ASC Spring Prize Race. The winner is the first honest 300 handicapped kilometer (hkm) flight of the 2008 season. Here are the simple rules:

- Three turnpoint, 300hkm minimum (not OLC style 300hkm)
- Distance/speed calculated using the European handicaps (handicaps used in OLC)
- ASC members only
- Weekends only (Saturday/Sunday)
- Pure wave flying not allowed in winning flight
- Declarations not needed
- Task need not be closed course and start/finish altitudes are not considered
- Turnpoints can be repeated

- Start/finish points are at Moriarty regardless of where you release from tow (required takeoff at Moriarty, of course)
  - A land out location somewhere other than Moriarty will count as a finish point
- Pilots are required to penetrate one-statute mile radius cylinders around actual turnpoints from the most recent official Moriarty database (soaring turnpoint exchange, currently May 2008)
- If two or more pilots achieve the first qualifying 300hkm on the same day then the winner is the pilot with the longest handicapped distance.
- If those pilots use the same turns, then the fastest around the task (according to handicapped speed) is the winner

The idea is that a 300km task with three turns can easily be done without leaving glide range of the Estancia valley and there are plenty of points within the Estancia valley to choose from.

### **Prize**

- The winner of one year will supply the prize for the following year. Suggested prize is two decent bottles of wine
- The prize should be made available in the clubhouse as soon as possible after Jan 1 in the new year
- The winner of the prize in any given year is not allowed to claim the prize for the following year

The sole arbiter of fact is B Resor, unless UX is the winner, in which case all other likely competitors will become eligible judges in true ASC cluster-job fashion.

Have fun and please fly safely!

## ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Jan 17 Saturday	HARMONY D	RESOR B	COLLINS A	TICHY T/
Jan 18 Sunday	CATES J	MARTINEZ J		WADSWORTH H/
Jan 24 Saturday	BLOCH J	BRIGGS P	ROESKE S	WRIGHT R/
Jan 25 Sunday	HUSS J	MORRISON L		BUSS P/
Jan 31 Saturday	BIELEK K	GOLDMAN C		DAFFER J/
Feb 1 Sunday	BOYCE J	BUENAFE C	TAYLOR K	STOGNER M/
Feb 7 Saturday	CUMIFORD Jr. J	LEMON B		HAWKINS T/
Feb 8 Sunday	HAWKINS Mk	KOENIG C		BUSS P/
Feb 14 Saturday	ROBERTS D	ROZZONI R	COLLINS A	HILL W/
Feb 15 Sunday	STEWART W	PALA A		ROESKE S/
Feb 21 Saturday	McKNIGHT P	STOLL F	DAFFER J	TICHY T/
Feb 22 Sunday	HAWKINS My	BROTHERS L		WADSWORTH H/
Feb 28 Saturday	HARE J	NEWMAN P	MORRISON B	WRIGHT R/
Mar 1 Sunday	EKDAHL C	HEERMANN A		BUSS P/
Mar 7 Saturday	OKANDAN M	BANKS H		DAFFER J/
Mar 8 Sunday	HUDSON R	CLAASSEN L		HAWKINS T/
Mar 14 Saturday	PHILLIPS C	REED R		STOGNER M/
Mar 15 Sunday	RESOR B	BLOCH J		HILL W/
Mar 21 Saturday	WILSON B	HARMONY D		STOGNER M/
Mar 22 Sunday	MARTINEZ J	CATES J		ROESKE S/