Towlines

The Newsletter of the Albuquerque Soaring Club February 2009

President's Notes *By Bob Hudson*

What a great time I had at this year's Gala. It is always fun for Linda and I to get together with our soaring friends and their significant others and spend some quality social time with each other. Renny did another superb job as our Master of Ceremonies (see Renny's report below). To top it off, the Marriott did a fine job in making us feel at home. I am already looking forward to our next year's Gala. For those who couldn't attend, I hope that you can make it next year because this is one of the truly fun events on our calendar.

Now for some club news. Richard Reed managed to talk Stan Roeske into letting him solo and solo he did. Congratulations Richard! Also, we have two new members: Tommy Thompson and Robin Forster. Tommy is retired from the Coast Guard and has started his new, second, life here in Albuquerque. Although he learned to soar in England a few years ago, he recently came back to soaring and has passed his check ride a few weeks ago and is now a licensed glider pilot. Joining Tommy is Robin Forster. Robin is a seventeen year old Moriarty High School exchange student from Germany. He is a licensed pilot and hopes to join the German National Youth Team this summer. You will see a lot of Robin around the Club as we are working out details to get him flying time in exchange for labor around the club. Be sure to take time to say "Hi" to both Tommy and Robin.

On another note, I am going to have to change the date of our Safety Down Day due to the need to have Larry Richardson available for parachute training. I will let you all know the date of the meeting in next month's Towlines as well as on our web site.

You might have noticed that there will be a meeting in San Diego, next month, of the Online Contest Committee (OLC). Representing the Club will be Chip Garner and Mark Mocho. If you have any questions or suggestions to present to the OLC folks, then please contact Mark or Chip. This is our chance to effect change…"change you can believe in". No, wait that line has been used already.

A couple of Saturdays ago, the hangar was found with several doors unlocked. Remember if you opened the doors, please spend a few extra minutes to ensure the doors are locked, all of the doors. If you are on Ops, then, before you lock the front door, check the hangar doors! Two Christmas Eves ago, I had spent the day, alone, at the hangar working on my plane. For some reason I woke up at two in the morning thinking I hadn't secured the building. I drove out to the airport, yeah I know that's crazy, but I only live a few miles away. When I got there I found I had locked it up. But the trip wasn't a waste of time because I needed batteries for my grand kid's Christmas presents and Lisa's truck Stop is opened 24 hours.

Lastly, start thinking about the 1-26 national contest we are hosting in June. The Club will need some volunteers so start thinking about what you can do to help. In the mean time, come out and enjoy your Club and, as always, fly safe.

ASC Awards Banquet – 2009

By Renny Rozzoni

On January 24, 2009 the annual ASC club banquet was held at the Marriott Pyramid in Albuquerque. This well attended event treated ASC club members and many guests to great food, great fellowship, a retrospective on Dick Johnson, and as usual, some truly "unbelievable" table conversation!

Following a great dinner (and excellent dessert) Mike Abernathy treated us to several DVDs with test footage from ***"CloudStreet."*** These previews of Mike's new soaring film were stunning and the footage included the

flying of several ASC members including: Mark Mocho, Howard Banks, Billy Hill and Angel Pala. Mike gave us all an update and let us know that filming is now scheduled for May of 2009. We are all looking forward to the completion of this outstanding soaring film!

This was followed by an informative talk by Renny Rozzoni about Dick Johnson. Dick, who passed away this past summer, was truly a soaring legend and Renny's talk covered his many accomplishments from the 40's to the 70's. During his long and distinguished soaring career Dick won 11 national soaring championships, represented the US in 9 world glider championships, held numerous soaring records (including being the first pilot in the world to soar over 500 miles) and was a prolific writer. Dick was truly an outstanding pilot and a real gentleman. He will be sorely missed by the worldwide soaring community.

The presentation on Dick Johnson was followed by the presentation of club awards. A listing of this year's winners can be seen below.

The evening wrapped up with closing comments by our 2009 club president, Bob Hudson. Bob thanked the board and many club members for their hard work and support in 2008. He set the stage for another great year in 2009 and with the 1-26 Nationals scheduled for June at Moriarty; he will be asking the membership for their help and support! Bob concluded his comments by presenting a special award to **Brian Morrison** for his outstanding work in keeping the club's finances in excellent shape during his tenure as our club treasurer!

Finally, a big thanks goes to Bob Hudson and Pat McKnight for planning and organizing this outstanding event.

Congratulations to all of this year's award winners.

Most Aerotows - For the tow pilot with the most launches in 2008: Tim Hawkins - 137 tows

Most Instruction - For the instructor who tormented the most students on the most flights - Stan Roeske - 75 flights

AERO-TEK Award – Longest flight out of Moriarty -796.07 km - Jim Cumiford

Kim Harmon X-C Award - For longest 6 OLC flights from Moriarty (Gold Class)

1 – Billy Hill - 3485.07 pts

2 - Jim Cumiford - 3295.84pts

3 - Howard Banks - 3000.15pts

ASC Classic X-C Award – For longest 6 OLC flights from Moriarty (Silver Class)

1 - Steve Schery - 1693.85 pts

2 - Clay Phillips - 1370.45 pts

3 - Brian Morrison – 803.12 pts

The 1-26 Award goes to Kevin Bielek for his airmanship when confronted with two inadvertent spins as he was exploring thermal soaring.

ASC Best Speed - For the fastest speed on a flight of over 300 km from Moriarty – For a speed of 149.17 km/hr or 92.7 mi/hr - Jim Cumiford

Ain't Soaring Fun - This year the nominees were:

a. Tim Hawkins for all the fun he had with the state of NM trying to get a hangar built.

b. Mary Hawkins for trying to show a friend the joy of flying and the emergency room all on one flight.

c. Costello Insurance for having to locate a branch office inside the Albuquerque Soaring Club.

The winner though was Brian Resor, for offering up his airplane as a backstop for an out of control aircraft. "Mitch Happens!"

OLC High Point Award – For earning 16,284 OLC points – **Billy Hill**

Harland Ross - Excellence in Soaring - This award went to Angel Pala for his consistently excellent flying in the OLC. In addition he earned this award for his unselfishness in supporting the club financially, for his support of our social activities with food products, and for his organizing and hosting the annual club trek to Taos.

ASC Safety Award - This year's winner was Fidel Ramirez for all of his outstanding efforts in maintaining and repairing many of the gliders based at Moriarty. Over many years

Fidel has taken great care of all of our gliders to ensure that we all fly with safe equipment!

Paul Callies - Advancement in Soaring – This year's winner was Bob Hudson. Bob earned this award for all of his work as president supporting the club for the past 5 years. Bob's hard work included: organizing club BBQs, pancake breakfasts, movie nights, Isotopes nights, etc. In addition, Bob was instrumental in organizing the club's resources to support the 2008 SSA Convention in Albuquerque.

Paul Scates - Exceptional Service to the ASC. This year the winner was Stan Roeske for his research in defining club rules (Libelle checkout and defining Cross Country), his work with the board, his success in soloing multiple students and his continuous involvement in helping to produce excellent soaring pilots.

Tow Plane Safety *By Billy Hill*

Something that I have not addressed in any of the safety articles is a discussion of towing safety and so my first thought in an attempt to get the attention of our tow pilots was to title this piece, "*How can I kill thee, let me count the ways*," but that sounded a bit too morbid.

If memory serves, most of the tow pilot accidents have resulted from a failure on the part of the tow pilot to recognize and react to a hazardous situation. More often than not, that situation arose because the attached glider put the tow plane in a precarious position.

But before we elaborate on that issue, let's talk about the care and feeding of the tow plane and perhaps the tow pilot.

The Tow Plane: The prudent tow pilot will arrive early enough to do a through pre-flight of the tug to ensure it is in airworthy condition and that it's properly serviced, which includes cleaning the wind screen. The nice thing about having two tow planes is that more often than not, (the overhaul of the engine on 62Y not withstanding), we have a back up.

As an aside, the chief tow pilot, Tim Hawkins needs to be kept aware of any issues regarding the condition of the tow plane. As the club's maintenance officer, Robert Mudd also has a need to know.

The Tow Pilot: Getting back to the flying end of the tow pilot's job, proficiency in tail wheel aircraft, more specifically the Pawnees is of paramount importance. I'm of the opinion that, when towing gliders, the takeoff is more critical than the landing because the tow pilot must not only maintain control of his aircraft; he must remain on the alert for any adverse situation created by the pilot of the glider attached to the other end of the tow rope.

The Tow: Most tows are made with the glider offset to the north of the runway where it's positioned on taxi-way Delta Because of this the tow pilot is holding full right rudder and perhaps a bit of right brake as well in order to overcome relative position of both aircraft as full power is applied.

If the glider has a CG hook, there is an increased possibility of that glider departing the runway before getting airborne when a cross wind is involved. This situation can have an adverse effect on the tow plane and cause it to depart the runway surface as well.

As the glider becomes airborne and is now within the third dimension, (at this point the tow plane – by virtue of still being on the ground - is still in just two), the potential for an untenable situation for the tow plane increases by an order of magnitude. If the glider gets too high, it will pull the tow plane's tail up high enough for a prop strike or worse.

Even though both glider and tow plane are well clear of the ground, there is still the potential for an adverse condition requiring either the tow plane or the glider to part company. Getting high on tow with the tow plane out of sight of the glider is one example. Excessive slack rope or too far out of position to the left or right while on tow would be two others. Then of course there is always the possibility of issues with the tow plane wherein the tow pilot wags off the glider.

Because of the above mentioned, the prudent tow pilot remains ever vigilant for a situation such as this and is prepared to jettison the tow rope and leave the glider pilot to fend for him self.

Although almost all of us are in two way communication with the tow plane via our radios, it behooves pilots at either end of the tow rope to be well versed in non-verbal communication, which are the standard SSA launch signals.

Yet another issue for those who have towing duties on a weekend is the importance of

remaining hydrated. Keeping a Camel Back behind one's head on the package shelf of the tow plane allows the pilot access to a source of water. Additionally, yank'n and bank'n for the better part of the day will also deplete one's energy so it's important to pack something along to eat that will you at the top of the energy curve, power bars for example. Food for the inner man as well as food for thought…..

See you at the airport.

Training for that moment when every second counts *By Val Paget*

This article was taken from AOPA On-line. The original was accompanied by two pictures of gliders, one involved in a water landing in Finland (lakes are often the only place available to land out in that heavily wooded country), and one in mountain flying. The article also quotes our own Danny Sorenson.

When an emergency occurs in flight, three skills are in great demand: situational awareness, creative problem solving, and energy management. One doesn't have to be flying a large aircraft with 155 people over a crowded urban environment to recognize the value of developing these skill sets.

Piloting an Airbus 320, US Airways Capt. Chesley B. "Sully" Sullenberger made a successful emergency landing on the Hudson River after the loss of engine power essentially turned the airliner into a giant glider. This was not his first glider landing. Along with thousands of hours as pilot in command and a career as a safety expert, the captain holds a glider rating.

A spokesman for US Airways said that it is difficult for ditching to be replicated in a flight simulator. According to media reports, a US Airways pilot who has flown the A320, said that the chances of ditching are rare and that pilots don't routinely practice the maneuver beyond ground school.

Glider pilots develop a unique situational awareness. Glider instructors drill their students about landing decisions: At 2,000 feet agl, out of glide range, pick a spot. At 1,500 feet agl, commit to that spot. Glider pilots train to think outside the box. If a river is the best solution, they can immediately commit to landing there before too much altitude is lost.

U.S. Air Force Capt. Danny Sorenson, who instructs in F-16s, is a glider pilot. He stated, "As a result of my glider training, I'm always thinking, 'Where can I land this thing?'" He also noted that during his F-16 training, simulated flame-outs were never a problem for him, "It's instinctive," he said. "I'd just fly my pattern and glide in."

Instincts like this save precious seconds. When Sullenberger took the controls, the aircraft was a glider, at 3,200 feet over New York City.

Mark Montague, a captain currently flying 767-757s for United Airlines and a certificated flight instructor-glider (CFIG), observed, "Glider flying promotes the sort of informed self-reliance that is essential in successfully handling any emergency. Having taken off, a glider pilot is of course obligated to land—aren't we all?—but can't count on having the option of diverting to an alternate or of delaying the landing. It doesn't matter how turbulent it is on final, or how vicious the crosswinds might be; the landing must be accomplished. Gliding is full of opportunities such as this to test oneself, to unblinkingly measure one's ability against one's self-confidence."

In a glider, every landing is a dead stick approach. Energy management is everything. Pilots carry energy in the form of speed and altitude. There's only a finite amount of energy to use before the plane will land. The goal is to keep enough speed in the turns, pull spoilers to dissipate the energy, use ground effect, and touch down exactly as planned. More wind than expected? Cut the approach short. More altitude than needed? Slip it in. Stall-spins are more likely if a pilot panics. Learning to deal with energy issues gives the pilot the confidence to face emergencies with equanimity. With practice, effective energy management becomes instinctive and gives pilots a real edge in emergencies.

"Glider training provides real insight as to exactly how and why an aircraft flies. As compared to most other heavier-than-air aircraft, a sailplane is large for its speed. The dimensions of the glider are not negligible when compared to the radius of a curved flight path. This means that in maneuvering flight, the various parts of the airframe are moving with markedly different speeds and directions," Montague stated. "Because of this, a glider exaggerates all the subtle nuances of

aircraft handling: adverse aileron yaw, the tendency to overbank in turns, the penalty for poor coordination of the controls, and so on.

"A good grounding in these details is worth its weight in gold when a pilot is suddenly faced with the need to operate at the very edge of the envelope or to do anything that falls outside of the canned profiles practiced in the simulator."

OLC 2008 Wrap-up ***Brian Resor***

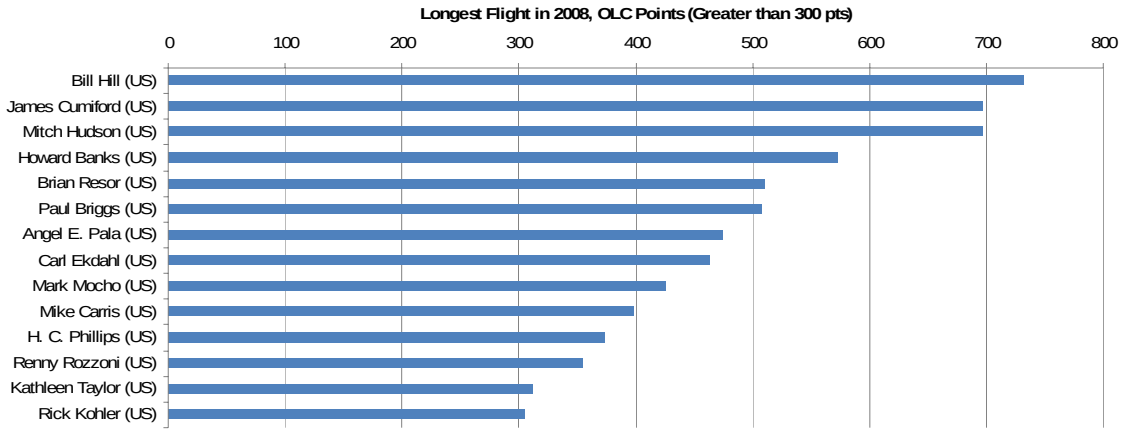
2008 was not our most productive soaring of recent years at Moriarty, but it was still very good considering the weather! I can remember watching the jet stream forecasts this year through the spring and thinking, "what on Earth is going on?" There was SOO much wind and the wind was blowing well into June. This was not a normal occurrence (we hope!)

Earlier this year we had an article on the owls, and how we suspected they were evil and they were nested right under our runway. Then there was my article on La Nina, which finally shed light on an explanation why we were being swept away by the jet stream for so much of the spring and early summer. The prediction that weather would eventually get good again became true. The middle weeks of June provided some really amazing soaring. If you were fortunate enough to take advantage of the week-day soaring you were rewarded with some long days. We had visitors to Moriarty during this timeframe that flew regular flights of 700km up to 1000km.

This epic weather was due to the fact that some airmass boundaries were trying to move in from the east after the jet stream finally moved north as the desert southwest heated up. With no jet stream aloft the airmasses were more free to move around our area. As the moist air from the east tried to push west we experienced some really amazing convergences. Finally, by June 20 the airmass from the east pushed past the central mountains into the Rio Grande valley. With the jet stream now well north (effects of La Nina gone) the moist air was not easily scoured out. This represented the beginning of air that was pretty moist throughout the summer, which limited our soaring quite a bit. Not quite the typical monsoon pattern, but moist nonetheless. Remember the Taos outing? Yeah, that's what I'm talking about.

Given all the mess with the weather this year, I think everyone who flew did a great job of racking up miles. Many of you have been flying very hard for the last four years of OLC and needed a break anyway. Let's look forward to another great season in 2009!

	2007	2008
Club Points	**205,267**	**156,521**
Club Flights	**722**	**604**
Club Rank (USA/World)	**2nd / 3rd**	**2nd / 8th**
OLC-League Points (USA)	**885 (1st – 886)**	**457 (1st - 524)**
OLC-League Rank (USA/World)	**2nd / 2nd**	**6th / 5th**



ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Feb 7 Saturday	CUMIFORD Jr. J	LEMON B	WIER J	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	HARE J	PALA A		ROESKE S/
Feb 21 Saturday	McKNIGHT P	STOLL F	DAFFER J	TICHY T/
Feb 22 Sunday	HUDSON R	BROTHERS L		WADSWORTH H/
Feb 28 Saturday	STEWART W	NEWMAN P	MORRISON B	WRIGHT R/
Mar 1 Sunday	EKDAHL C	HEERMANN A		BUSS P/
Mar 7 Saturday	OKANDAN M	BANKS H	ROESKE S	DAFFER J/
Mar 8 Sunday	HAWKINS My	CLAASSEN L		HAWKINS T/
Mar 14 Saturday	PHILLIPS C	REED R		STOGNER M/
Mar 15 Sunday	RESOR B	BLOCH J	TAYLOR K	HILL W/
Mar 21 Saturday	WILSON B	HARMONY D	WIER J	STOGNER M/
Mar 22 Sunday	MARTINEZ J	CATES J		ROESKE S/
Mar 28 Saturday	BRIGGS P	HUSS J	COLLINS A	TICHY T/
Mar 29 Sunday	MORRISON L	BOYCE J		WRIGHT R/
Apr 4 Saturday	GOLDMAN C	BIELEK K	DAFFER J	
Apr 5 Sunday	BUENAFE C	CUMIFORD Jr. J		
Apr 11 Saturday	LEMON B	STEWART W		
Apr 12 Sunday	KOENIG C	HAWKINS M		