

Towlines

The Newsletter of the Albuquerque Soaring Club

March 2009

President's Notes

By Bob Hudson

Spring appears to be here and good things are emerging, and I don't mean just the flowers. First, Billy Hill and his crew chief Jimmy Wier have returned from their trip down south to take on fifty-four of the best senior pilots in the Nation. Thanks to Mark Hawkins we were able to watch the "Geezer Glide", aka the Senior Nationals' aerial combat, on-line and we were rewarded with seeing Billy capture fourth place overall, while one day he was able to take a first. This is quite a feather in our Albuquerque Soaring Club cap, hip, hip, hooray!

Second, if you haven't noticed we have a new junior Club member, Robin Förster. Robin is a Moriarty High School exchange student from Germany. He is a licensed glider pilot with high hopes of returning home at the end of the school year and making the German National Junior Team. (Our task is to help Robin prepare for this.) If you spend anytime with Robin, your first impression is that if we could harness his enthusiasm then we wouldn't need thermals. The other day I helped launch Robin in the Libelle (*RU*). His goal for the flight was speed. He told me that in Germany conditions are not conducive to speed and so he wanted to see if he could fly a flight with an average over 100kph (62 mph). After he landed he couldn't wait to download his flight to check his speed and much to his pleasure the speed came out to 105.11 kph (65.3 mph), but more importantly he grabbed 76 OLC points for the Club. Another hip, hip, hooray, for Robin!

Another piece of good news, it was nice to see Howard Banks back from the Falkland Wars. His arrival in the Islands was a little late but it was the thought that counts. Be sure to ask him about his trip, it is an entertaining story...and educational.

Speaking of the Falklands, Mike Stogner made a stop there also and his tale is equally interesting. Speaking of Mike Stogner, if you have him in your address book, remove it and replace with mic.stogner@yahoo.com. The change was necessitated by his account being compromised by our African friends. Some of you might have received the e-mail from "Mike" asking for

money. It was a total scam which means you should not open any emails from the now-defunct michael dot stogner at yahoo account. But if you already put aside the money to send to Mike, you can send it to Mary Hawkins or Erika Zahnle instead, they know how to put it to use.

Right now, Mark Mocho is in Australia, with Bob Carlton and his air show act. When he returns he will be unveiling our new Grob trailer. It is a beauty and it will open the Grob to cross country flight. In anticipation, we are having a pancake breakfast at the new Moriarty Airport terminal on Saturday, 28th March, at 9 am. After the breakfast we will have an OLC and cross country seminar. Speakers (tentatively) are Chip Garner, Brian Resor, and Renny Rozzoni. This will be fun as well as educational (not to mention tasty).

The following weekend, on the 4th of April, we will have our Annual Safety Down Day, also at the Airport Terminal. This is a required meeting, so mark your calendars and plan to be there. This meeting will start at 9:30 am and will last two hours. As always this will fulfill your BFR ground requirements.

Well, that's all the news that is fit to print, so get on out to your club and strap on a "ship" and enjoy the Land of Enchantment. Fly 300k plus flight using real turnpoints and you could win the Resor challenge and its two bottles of red. And while you are at it, remember to fly smart and fly safe. Your Prez, Bob.

2009 OLC Convention *By Mark Mocho*

I was able to attend the 2009 USA OLC Convention in San Diego due to the generosity of ASC member Earl Fain, who donated airline tickets for the trip. Many thanks, Earl!

The meeting had about 30 attendees, including Reiner Rose and Martin Petz, organizers and software specialists from Germany. ASC member Chip Garner was there, along with a

number of pilots, mostly representing Southern California Glider Clubs.

Garrett Willat, from Warner Springs, hosted the event. He welcomed us and introduced Chip Garner as a member of the 2008 US OLC Committee. Chip gave an overview of the committee's actions in 2008 and named the 2009 Committee members. They are: Doug Haluza (chairman), ASC Member Brian Resor, Paul Remde (Cumulus Soaring) and Terry Stroud (Texas Soaring Assn.)

Chip noted that the OLC has put the US in contention in worldwide soaring in a way that the "usual" competition scene has not been able to do through the regional and National contests that select the US Team for the World Championships.

Jim Payne gave a photo presentation summarizing his 2008 season, which resulted in his winning of the overall World OLC Championships. Jim had the highest point total over his best six flights; all conducted in strong mountain wave conditions in the Sierra Nevada Mountains. These flights totaled 9,170 km (1,528 km average). His season had 20 flights, for a total of 19,964 km- a 998 km average!

Preparations for the flights (all from Rosamond, CA) were extensive, involving detailed weather analysis, water ballast with antifreeze, cold weather preparation and attention to the hazards associated with high-altitude wave flight. The most significant concerns included extreme turbulence on tow, recognition of aerodynamic flutter at high speeds and altitudes that necessitated course diversions to avoid speeds above Vne. He noted that all pilots who fly at high altitude need a chart that defines Indicated vs. True Airspeed relative to altitude. As an example, 120 kts IAS equals 175 kts TAS at 18,000 ft. MSL.

Jim says that the most important safety device he had was the SPOT Satellite messenger for position reporting. He knew that any numbers of people were following his progress- a great source of comfort. Along with SPOT, Flight Service and pilot radio relays kept his crew informed. He highly recommends SPOT, and notes that the annual subscription fee includes Search and Rescue Insurance. According to Jim, the only thing that could improve the SPOT would be altitude reporting.

After Jim's presentation, Chuck Deerinck from Warner Springs gave a presentation on what turned out to be the best week of soaring from that site. Eight days of unusually good soaring conditions allowed some excellent flights,

including the first 1,000 km flight from Warner Springs. Each day started with cumulus development as early as 0830 and no overdevelopment along lengthy cloudstreets allowed long, fast glides over areas rarely flown.

Chuck closed his presentation with some thoughts on maximizing distance:

- 1- Fly whenever you can. Don't sit on the ground because "it doesn't look that good." Weak conditions can change for the better rapidly.
- 2- Fly somewhere new. If conditions are good, try a new route—it might turn out to be a great surprise.
- 3- Lead or follow! Two pilots can spur each other on to higher performance by doubling the amount of information gathered and searching for lift is more effective. Mentoring, either as leader or follower rapidly improves your skill.
- 4- Don't be afraid of landing out. It's inconvenient, sure, but the fear is greatly overstated.
- 5- Go where the good conditions are. This goes along with number 2. If a cloud street develops in an unusual direction, try it!

Reiner Rose then took over and gave a short history of the OLC over the ten years it has been in existence. The impetus for the OLC came about from the desire to create a decentralized, worldwide soaring competition that would promote cross country flying and be available to many more pilots than the existing competition scene. By all measures, these goals have been achieved, and the soaring world has been changed profoundly.

The advent of the US Department of Defense Global Positioning Satellite system and the rapid advances in the Internet have made the worldwide system of reporting and scoring available to soaring pilots everywhere, resulting in a sophisticated information service. Pilots worldwide can see where the flying is great, and participate in an informal yet challenging contest. As a result, cross country soaring has taken a new and exciting direction, with longer and longer flights becoming the goal for a wide variety of pilots.

As part of Reiner's presentation, an overview of the OLC's history was shown, along with some impressive statistics. At its inception in 1998, the OLC only had ten rules! Naturally, THAT had to change. The target was for Online registration and reporting, a short registration time and rapid display of flight information to

the public via the Internet, and no observers required. The “no observer” requirement made the development of secure flight recorders a necessary technological advance, as the desire for free flights as opposed to Declared Tasks was of primary importance.

Over the last ten years, National Aero Clubs in Germany, Australia, Holland, Norway, France, Italy, and the US have embraced the OLC as part of the competition world, with many other countries participating. In addition, specialized competitions such as the German League, Barron Hilton Cup and the Bitterwasser Cup have adopted the OLC as their scoring method of choice.

Numbers show the rapid expansion of the OLC worldwide:

In 2002, 3,575 pilots submitted 20,663 flights for a total of 5.9 million km.

In 2008, the number was 11,701 pilots, 89,536 flights and 25.9 million km.

The United States figures are particularly interesting:

In 2002, 35 pilots submitted 183 flights for 55,000 km.

In 2008, 907 pilots submitted 10,354 flights for 2,754,000 km.

Martin Petz, OLC System Design Chief, took over the presentation to give an overview of new developments coming to the OLC. The first is a new way to enter flights in an area that may have poor Internet access. This will be through www.olcpda.org. In essence, a flight may be turned into a ZIP file and submitted either through a mobile PDA such as a Blackberry or any other Internet capable mobile device using a mobile phone service.

Other enhancements to the OLC will be centered on improved analysis of flight statistics, as exemplified by the display of information for each leg of the flight and improved SEARCH and FILTER functions that will allow us to rapidly access data on particular pilots and clubs.

After Martin finished, the attendees responded with questions on rules and other issues that affect US Clubs’ participation. The first concerned the OLC League, a section of the OLC that offers the best chance for the US to contend for the League Championship due to our strong conditions.

The League is based on the best speed for three pilots in a club on a weekend. This normalizes the competition to a fixed number of scores and gives no advantage to the large clubs with lots of “retired” or unemployed (or unemployable) pilots available to fly during the week. It takes place over 19 weekends during the strongest part of the season, and is naturally different for the Southern Hemisphere.

This year, the League competition begins April 25. Martin noted that the scoring system is based on a “Formula 1” type of point distribution, with the largest point value going to the club with the fastest combined speed. Each successive club receives 1 less point. Therefore, the only valid strategy is extremely important- YOU HAVE TO FLY EVERY WEEKEND! Missing even ONE weekend can completely take your club out of contention. Martin remarked that it isn’t unusual to see gliders in Germany launch when it is raining in order to at least get a point or two.

The next point about the League scoring is that it is based on the FASTEST two-and-a-half hour segment of the flight- with one caveat: the altitude at the start of the 2.5 hours must be equal to or higher than the end of the segment. This means that a long final glide from 17,000 in Colorado to 7,000 pattern altitude at Moriarty scores precisely ZERO! Definitely something to keep in mind!

Other concerns raised by US pilots about small US clubs trying to outscore large European clubs (40 pilots vs. 100+ pilots) and the preponderance of flights made from other than “Home” airfields (including flights made from other countries and continents) were basically shrugged off. There will be no change to rules that allow these flights, or to pilots who live somewhere and choose to score for any club they pick. The only thing is that a pilot may only declare ONE affiliation so that a flight is not scored twice (i.e. for Warner Springs AND the 1-26 Association).

As an explanation for not changing the way these situations are handled, Martin and Reiner basically said, “There are 400 German Gliding Clubs, with over 40,000 pilots, and they like it this way.” End of story.

In reality, there are so many European gliding clubs and sites that many pilots fly from several sites each season and are members of more than one club, irregardless of where they might live. The current rules are the only way to handle this situation equitably. Unfortunately, it handicaps

US clubs, but we aren't a large enough community to influence the situation.

I asked if there was anything we could do about the deadline situation. I informed Martin and Reiner that some ASC members have had flights made on a Monday not scored because for one reason or another, the flight was ruled "Invalid" and the Tuesday midnight deadline precluded resubmitting the IGC file, or required a hurried extra trip to the airport to attempt to download a valid version. My suggestion of an across-the-board one week deadline for any flight was rejected, as the target of the OLC is to have weekly scores valid as of Wednesday. A one-week deadline would make scoring reports suffer a prolonged delay.

As a solution, Martin suggested just submitting the flight, invalid or not, by the Tuesday deadline and contact them for assistance in getting a resubmitted flight scored. Apparently, it happens occasionally, and the OLC crew is more than willing to assist, as are the US OLC Committee members.

Lastly in Martin's and Reiner's presentation was an overview of the Support the OLC" movement. They noted that the entire staff of the OLC effort is comprised of volunteers (who also all seem to fly LS gliders for some reason). Only the Internet servers and some hardware are donated. Therefore, there has been an effort to encourage participating pilots to become a "Friend of the OLC" and have their scores marked with a "Smiley Face" to show that they have donated at least 10 euros to the OLC. In the past few years, this has been met with less-than-enthusiastic response in the US, primarily because of the difficulty in donating online and then not getting recognition by having the "Smiley Face" displayed.

Martin apologized for the situation, and informed us that there is a solution in the works. Anyone wishing to donate can log on to the OLC site with their name and password, click "Settings," go to their individual pilot record, check the information for accuracy and, at the end of the page there is a button to allow a VISA or MasterCard contribution. Martin noted that the donation of 10 euros will get a Smiley Face" but bank and credit card fees might net less than the required sum. He suggested checking to see what the fees are, and adding it to the contribution amount.

It will take a few days to add the "Smiley," but if it doesn't show up in a reasonable amount of time, please contact them by email.

Finally, Chip Garner and the OLC representatives awarded plaques and certificates to the US Clubs and pilots who took the highest positions for the contests:

World Champion Individual Pilot (6 flights):
Jim Payne (Tehachapi) 9,170 km 7,459 pts

US Top overall score (13th World) Tony Smolder (Tucson) 30,247 km 26,300 pts

US Top Club (3rd World) Warner Springs 209,647 km 184,514 pts (36 pilots)

(Albuquerque placed 7th, with 178,929 km 158,262 pts (40 pilots))

US Top OLC League Club (2nd World) Warner Springs 407 pts

US 2nd OLC League Club (3rd World) Black Forest 399 pts

US 3rd OLC League Club (5th World) Albuquerque 379 pts.

Thanks again to Earl Fain for the opportunity.

Aircraft Staging *By Billy Hill*

Between taxiway Alpha – the parallel taxiway – and runway eight/two-six we have the infamous taxiway Delta which was specifically designed the way it was in order to accommodate glider operations at the Moriarty airport. Because of the airport regulation under which 0E0 was constructed, we have a "hold short" line which is at right angles to both the runway and taxiway Alpha. Were the Moriarty airport a "towered" airport, we would be required to remain north of that "hold short" line until cleared either into position or for takeoff by the air traffic controllers in our imaginary tower.

I've flown from "towered" airports and glider operations run at a considerably slower pace than they do at 0E0 although there are times when that doesn't seem to be the case.

Because of the increased amount of powered traffic using "our" airport, we need to be aware of the safety issues regarding the separation of both landing and departing traffic from gliders parked in close proximity to the active runway.

Although there is certainly nothing magic about that "hold short" line, it is in the FAA's airport regulations as a first line of defense between aircraft awaiting departure those which are either landing or taking off. In that regard we

have certainly been lucky that an arrival or departure has not lost control and departed to runway only to be stopped by glider operations parked on taxiway Delta. Well, actually there has been one minor incident along those lines. If you are curious, contact either Mitch Hudson or Brian Resor.

Just last weekend I noticed we, that is to say both the ASC as well as Sundance were parking our gliders along the north edge of the east end of taxiway Delta. Additionally I've noticed we are also staging gliders with the wing tips within inches of the runway. This in it's self is not a problem if there is not powered traffic as a part of the equation and certainly if a glider pilot wants to be positioned on the center line of the runway, he/she should certainly do so. But again, we should keep in mind that we are sharing the airport with other traffic and thus should strive to be good neighbors and not be thought of by our fixed wing brethren as a bunch of "glassholes." Having said that, what should be done?

Because our entire operations are conducted from taxiway Delta, we should park, (as opposed to stage), no gliders south of the "hold short" line. Departures should be staged far enough west in order to allow landing gliders to clear the active runway and comfortably taxi behind glider traffic awaiting departure.

I realize that when we have a good soaring day and everyone is waiting to see if the first glider launched sticks before queuing up that operations can get congested; all the more reason to be as organized as possible.

Again if there are training gliders up during this time we still need to stage far enough west of the north/south axis of taxiway Delta in order to allow landing glider traffic to clear the runway.

It's very important that those conducting OPS keep a firm handle on glider staging in order to keep the operation from becoming a potentially unsafe situation or just a general fuster cluck.

See you at cloud base, (or 1000ft below it.)

On an eagle's wings *By Geoff Aiken*

The glider banks for the next tight thermal with what I call the 10,000 hour turn, no wavering, no questioning, just coordinated and smooth -- turning on rails as Rick would say. We are cored in lift with gliders all around us trying to do the same, but this is our first turn and they are going to finish behind us today. I wish that I could say that I am responsible for this deft

maneuvering but only a notepad and pen are in my hands. The controls reside in the more than capable hands of 12-time US soaring team member Karl Striedieck.

You probably don't want to suffer through this kind of crap so here is the straight stuff. I was pretty excited to make it down for Senior Nationals this year. I have not even accrued half of the "experience" required to fly in the thing but I was excited to see Billy fly in my home state. I was also very happy to get a space to fly with Karl for the first day of the contest. It was hot and I did not touch the controls after we got in the start cylinder but I think that I got some good notes for my upcoming contests.

Karl later stated that he would not have changed anything about the day's flight and that was how he flew. When we turned, it was centered in lift (one time he went off the side to slightly decreased lift, and I think that he cursed himself more and for longer than I do when I fall out of the things). We did not fly over 80kts and we did not really fly under 65kts except to thermal in the Duo Discus. He limits deviations from course to find lift to 30 degrees except when he has to find lift or there are gliders climbing strongly.

It is good to fly the lengths of the clouds at the start to get to know the trends if there are any, Karl explained. It would also be good time for a low hour pilot like myself to venture out to check conditions 5-10 miles out on course. We checked the start thermal for strength before we used it. Karl called in the start and then clicked off the radio until it was time to call the finish.

He emphasized the importance of knowing the altitudes on air space as we were going to have to skirt some this day. It is pretty comfy in the back of the Duo and Karl takes quite a few steps to minimize glare and maximize comfort for his passengers. Some of these touches are probably from his wife Iris who is very nice and a very knowledgeable pilot too. My flying before the start showed that the Duo is probably the sweetest flying two-place that I have ever been in but pretty heavy on the rudder pedals. Karl gave me some constructive comments that let me know that I probably should not be waiting on a call from the US Soaring Team.

Karl explained how it is good to turn to where a good thermalling bird is and to always turn in the direction that your wing gets thrown up when running along. I mentioned that the birds in Florida are mostly retirement birds and much less focused on proper thermalling and improving their ETF's...it is okay, he did not laugh either. He mentioned that the thing is to fly in better air, not so much the thermals of the

day. We also had a day with plenty of Cu so he “wandered” to follow them.

We nipped most turn circles to make up for the cylinder that we pushed very hard into. That turnpoint secured his win for Day 1’s 187 mile in 2:45 task. He has a 700’ cushion dialed into the final glide on his Ilec and he dialed down the McCready to eek out the final glide when he was happy. We did not have a diving, swoopy finish. We did not pull over +2 or -1 g. We did however pass go and just about every other glider in the field. I was very excited with what I learned from the experience with him and his answers to the questions that I asked. It was also really neat to see Billy toward the end of the task.

This was basically my experience flying with Karl Striedieck, US soaring legend, in a Duo Discus at Senior Nationals. I tried to take a mess of pictures to make up for how depressed I am when I try to look at contests online and see basically nothing except smiling pilots sitting on the grid. It was also great to use and be a part of Mark Hawkins’ Spot page. Thanks for doing that Mark and congratulations to Billy on an excellent first contest in my home swamp!

Newsletter Calendar 2009

March 28	OLC Workshop/Seminar and Pancake Breakfast Start Time: 9:00 Breakfast; 10:00 AM Workshop; @ OE0 new Terminal Bldg.
April 4	A.S.C. Safety Day Meeting – Attendance Required Start Time 9:30 AM; @ SW Soaring Museum (tentative)
April 25	Start of OLC League Flying (19 weekends)
June 13	NM Pilot Bash (location TBD)
June 5-7	Taos Soaring Invitational
June 12-12	Springerville Invitational (Ariz. Soaring Assoc.)
June 23 – July 2	1-26/World-Class National Championships @ Moriarty (OE0)
Sept. 12	EAA New Mexico Fly-In @ Moriarty (OE0)
Sept. 19	Santa Fe Airshow

If you know of a flying event that should be added to the calendar, please contact Stan Roeske

ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Apr 4 Saturday	RESOR B	HARMONY D		
Apr 5 Sunday	BUENAFE C	CUMIFORD Jr. J		
Apr 11 Saturday	ROBERTS D	THOMSON T	DAFFER J	
Apr 12 Sunday	KOENIG C	HAWKINS M		
Apr 18 Saturday	PHILLIPS C	PALA A	MORRISON B	
Apr 19 Sunday	HUSS J	STOLL F		
Apr 25 Saturday	BROTHERS L	HARE J	ROESKE S	
Apr 26 Sunday	NEWMAN P	EKDAHL C		
May 2 Saturday	HEERMANN A	OKANDAN M		
May 3 Sunday	BANKS H	FÖRSTER R	TAYLOR K	
May 9 Saturday	HUDSON R	WILSON B	WIER J	
May 10 Sunday	CATES J	MARTINEZ J		
May 16 Saturday	BRIGGS P	LEMON B	COLLINS A	
May 17 Sunday	ANDERSON R	BREWER V		
May 23 Saturday	REED R	HARMONY D	DAFFER J	
May 24 Sunday	KAWAL D	BROTHERS L		