

# Towlines

The Newsletter of the Albuquerque Soaring Club

April 2009

## President's Notes

*By Bob Hudson*

The good news, the Spring March winds of are upon us...the bad news is that they are here in April. Oh well, that is New Mexico. As I write this, the State is moving rapidly towards Texas and Oklahoma. Now that's Enchantment!

So what's happening with our Club? First, the Pancake Breakfast we hosted on the 28<sup>th</sup> of March was a huge success. We are still getting "kudos" from the Moriarty Airport Community as well as from Club members. The many members who did all the work need to be congratulated. Complimenting the breakfast was the OLC training session held following the meal. Although I couldn't be there, I was told that Chip, Brian and Renny did a fine job and got the ole competitive juices flowing. It proves that old Baptist saying, "Give them food and they will come."

Second, we held our fifth Safety Down Day before 47 club members. I am sorry to say that it wasn't before 133 members (that is our total membership) because there is nothing more important than safety. But to the 47 that came out on that blustery Saturday morning we heard some good speakers and had some great discussions. One thing I took away from the meeting was that we might have to consider doing this twice a year because there was an obvious desire to have more information. The two hours went fast. I personally want to thank our subject matter experts (Stan, Brian Morrison, JD, Billy and Renny) who prepared briefings and then expertly presented their subjects. (By the way, Renny is working to set up a parachute training class sometime in the near future.)

I'd like to think our Safety Down Day instilled some renewed interest in safe flying, because seven of our members went out, on Monday April 13<sup>th</sup>, and ripped out 3208 kilometers (that's 1993 miles for you metrically handicapped). Led by Doctor Billy Hill (549 Kilometers), this group took advantage of some great soaring weather and moved the ASC up the OLC ladder.

And speaking of moving up the OLC ladder, did you see what the folks at Blairstown, Pennsylvania, did? Three pilots flying 1-26s managed to fly 967, 782 and 584 kilometers apiece. Ron Swartz, who flew the 967 kilometers, was strapped to his 1-26 for over twelve hours...wow! These 1-26ers will be here for their national contest mid-summer.

We all owe to Renny Rozzoni and Vern Willan a serious debt of gratitude that will only become really apparent when the cross winds are 30 knots and gusting, for a new crosswind emergency strip. It is located on the "grass area" just to the west of the ramp where all those trailers are moored. Renny did the thinking bit and Vern bought his tractor and smoothed things. There are now, thanks to Renny, tires marking the southern end of this north-south 700 foot strip and red tapes showing the wire fence at the north end. It is all on airport property, so retrieving the glider will be fairly easy. By the time you read this Renny will also have installed a small windsock out by this strip. Be ready for when you need it; go walk it and see for yourself.

While I was writing my notes, JD called. We spoke about the Program Letters issue for experimental certificated gliders. I was told that Don Halbert, a maintenance inspector, and JD are working on an example letter and some "plain language" interpretations of your operating limitations. JD also mentioned FAA Order 8130.2D was rescinded on September 1, 1999. The FAA is now operating with Order 8130.2F (with change 3). His point is that everyone with an "Experimental" certification for the purposes of Exhibition and Air Racing is required to submit a program letter to their local FSDO – there are no "Grandfathered" program letters.

Don Halbert's background notes on what the rules now require are published below. It is important for all of us to read these notes, including those not directly affected, since it provides a window into the way the FAA thinks about gliding.

Keeping things painless is our goal, especially when flying...now fly safe.

### **Those Program letters**

Donald Halbert and JD Huss of the local FISDO have pulled together the paragraphs of the rules covering program letters that are relevant to gliders, and added explainers as to their meaning and/or interpretation. We print

these in full. By the next newsletter Don Halbert will have also written a model letter, which we will also print.

Note: This material only applies to gliders based in New Mexico. Do not expect to be able to negotiate changes to these rules. They are the ones that the FAA has to live with and enforce. But if you have questions, do call either of these men at 505-764 1200.

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**EXPERIMENTAL AIR RACING OPERATING LIMITATIONS.**

**These Operating Limitations are for Aircraft in Phase 2 Flight: Phase 1 Test has a different set of limitation.**

**Note: Operating limitations shall be designed to fit the specific situation encountered. The FAA inspector may impose any additional limitations deemed necessary in the interest of safety. The FAA inspector and /or designee must review each imposed operation limitation with the applicant to ensure that the operating limitations are understood by the applicant.**

**Below is an example with a brief description of the minimum Operation Limitations issued to an Experimental Air Racing Glider.**

(1) No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance so that it is visible to passengers or flightcrew members.

*“Is your Airworthiness Certificate in the aircraft, is it visible? Did you know your Operating Limitations are part of your Airworthiness Certificate and without both in your aircraft, your aircraft is un-airworthy.”*

(4) In accordance with § 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant address. Such notification is to be made by submitting Aeronautical Center Form 8050-1 to AFS-750 in Oklahoma City.

*“Have you moved in the last 30 days? Did you notify AFS-750 in Oklahoma City? Did you notify AFS-760 for your pilot’s certificate?”*

(6) Application must be made to the geographically responsible FSDO for any revision to these operating limitations.

*“If any revisions to your Operating Limitations are needed, contact your local FSDO. Have you made any changes that might place the aircraft back in Phase I test? Where is your Phase I test area?”*

(7) This aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control.

*“See note 1 and 2, in most situations you are going to get NOTE 1”*

**NOTE 1: Special operating limitations for particular aircraft to permit takeoffs and landings may be authorized in accordance with § 91.319(c). The certificating inspector should consult with a FSDO operations inspector in order to determine if takeoffs and landings should be authorized. If authorization is given, the operating limitation will read as follows:**

*“(7) Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by air traffic control or in an emergency situation. When exercising this authorization, the pilot in command must request a departure route that will avoid densely populated areas and congested airways whenever possible.”*

**NOTE 2: The FAA will coordinate with the local FSDO operations unit to ensure that the departure/approach corridors that are established subject the fewest number of persons and least property to possible hazards and aircraft noise. This concept of a departure/approach corridor must be used when issuing operating limitations for aircraft that are based at airports within class B airspace. Established corridors will be used for all proficiency flights and event attendance.**

(10) No person may be carried in this aircraft during the exhibition of the aircraft’s flight capabilities, performance, or unusual characteristics at air shows, or for motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to

and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.

***“After Phase I is completed and signed off in aircraft log book and if your aircraft is certified to carry passengers, you can carry passengers during proficiency flying and the flight to the event, but not during competition or exhibition of the aircraft’s flight capabilities, performance, or unusual characteristics.”***

(11) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

***“Self Explanatory”***

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.

***“Self Explanatory”***

(17) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.

***“When was your last condition inspection done? Check your aircraft log book. Was it more than 12 months ago?”***

(20) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.

***“Self Explanatory, but did you know a condition inspection can be signed off by an Airframe and Powerplant Mechanic.”***

(21) The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93.

***“If you make a major change in your aircraft, you cannot fly it without notifying your local FSDO and receiving a written response.”***

(22) This aircraft must display the word “EXPERIMENTAL” in accordance with §45.23(b).

***“True, look it up”***

(23) This aircraft must contain the placards, markings, etc., required by § 91.9.

***“All the required placards from the Flight Manual must be installed and legible”.***

(25) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.

***“Pretty straight forward. If you fly at an airport with a tower, talk to the tower and let them know your aircraft is experimental.”***

(27) The ejection seat system must be maintained in accordance with the manufacturer’s procedures and inspected in accordance with the FSDO-approved inspection program applicable to this aircraft. In addition, the ejection seat system must be mechanically secured to prevent inadvertent operation of the system whenever the aircraft is parked or out of service.

***“I have not seen an ejection seat system on a glider, there might be one out there, so if this applies to you, I’m sure you will keep it mechanically secured when the aircraft is parked or out of service.”***

(28) This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is permanently mounted in a manner that will prevent in-flight jettison, and there is an entry in the aircraft records indicating that flight testing has been accomplished with this equipment installed.

***“If your going to mount something to the external part of the aircraft make sure it is mounted so it will not come off (Duct Tape Does Not Count) and make sure an entry is made in the aircraft log book.”***

(30) No person may operate this aircraft for other than the purpose(s) of [identify purpose(s)], to exhibit the aircraft, or participate in events outlined in [identify applicant]’s program letter (or any amendments) describing compliance with §21.193(d). In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, and all additional limitations herein prescribed under the provisions of §91.319(e). These operating limitations are a part

of Form 8130-7, and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.

***“This aircraft can only be operated as an Experimental Air Racer and only be exhibited or participate in events outlined in the annual program letter or amendments to the program letter. In addition, all Part 91 rules apply. The Operating Limitations are part of your airworthiness certificate and must be carried in the aircraft at all times and available to the pilot in command.”***

(35) Proficiency flights are authorized without geographical restrictions when conducted in preparation for participation in sanctioned meets and pursuant to qualify for Federal Aeronautique International (FAI) or Soaring Society of America (SSA) awards. These flights may only take place as defined in the applicant’s program letter, and prior to the specific FAI or SSA event. The pilot in command must submit a description of the intended route and/or geographical area intended to be flown to the local FSDO.

***“If you are conducting proficiency flights in preparation for a sanctioned event that is listed on your program letter, you have no geographical restrictions. If the event is not on your program letter contact your local FSDO and amend your program letter.”***

(36) This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by air traffic control.

***“Self Explanatory”***

(37) The owner/operator of this aircraft must submit an annual program letter update to the local FSDO that lists airshows, fly-ins, etc., that will be attended during the next year, commencing at the time this aircraft is released into phase II operation. This list of events may be amended, as applicable, by letter or fax to the FSDO prior to the intended operation amendments. A copy of the highlighted aeronautical chart, when applicable, must be carried aboard this aircraft and be available to the pilot.

***“The day your aircraft goes into Phase II of operation, the owner / operator must submit an annual program letter to the local FSDO that lists all the air shows, fly-ins etc. that you plan to attend during the next year. This list may be amended as required, prior to the event. If you participate in an event you must have charts available to the pilot.”***

(38) This aircraft is authorized for flights or static display at air shows, air races, and in motion pictures conducted under a waiver issued in accordance with § 91.903.

***“Does the air show, static display, air races or motion picture that you plan to attend have a waiver for gliders? If so, you can participate in the event”***

(41) Aerobatic maneuvers that have been satisfactorily accomplished and recorded during the flight test time period may be performed.

***“OK, did you do this maneuver during the Phase I test flight? Did you document it? If yes to both you can do it, if it’s safe, otherwise you can not do it.”***

(44) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.

***“I don’t think you will be doing this but, if you really want to do this. (get a plane)”***

(45) This aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another country’s CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.

***“This aircraft does meet the airworthiness requirements of other countries, you will need additional paperwork / permission to fly outside the U.S.***

(46) Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for maintenance of the aircraft. (Maintenance, as defined in § 1.1, is the reference for the purpose of these flights.) Before the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight must be recorded in the aircraft records in accordance with part 43.

***“Does not really apply to gliders, (most glider pilots will just put it in the trailer and save the headaches) but it states if you are having maintenance done at an airport other than the one you***

*are doing a show at, you can fly there if you receive permission before the flight. All maintenance must be recorded in the aircraft records”*

(47) The following placard, pertaining to gliders and sail planes having experimental certificates, must be displayed in the cockpit in full view of the pilot in addition to the requirements of § 91.9. “NOTE: No person may exceed the designer’s or builder’s recommended limitations as follows: maximum gross weight \_\_\_\_\_; CG limits \_\_\_\_\_; airplane tow speed \_\_\_\_\_; maximum airspeed in smooth air \_\_\_\_\_; and maximum airspeed in rough air \_\_\_\_\_.”

*“Is this placard installed in full view of the pilot? Is the required information filled in?”*

(48) As the Owner / Operator, I have read and understand the Operation Limitations issued this date.  
Name: .... Date: .....

## POH OR AFM

*By Billy Hill*

FAR’s 135 and 121 require pilots to perform a review of aircraft systems, FAR’s and company policies in conjunction with a pass/fail flight test, whereas we are only required a review of our knowledge and ability once every twenty-four months.

FAR 91 gives us quite a bit of latitude regarding currency, proficiency and flight reviews, because as pilots who fly under part 91 we are not required to do anything as stringent as professional aviators, but that certainly does not mean we should eschew good practices like reviewing all the pertinent information regarding our aircraft of choice.

Since most of us have flown very little during the winter months, we should embrace the idea of taking a ride with a CFI and in conjunction with that, demonstrate a good working knowledge of the machine we will be flying.

It doesn’t matter what you call it, Pilot’s Operating Handbook or Aircraft Flight Manual at least once a year, we should all break out our copy of said manual and give it a good read. We even discussed this during the last board meeting and I suspect that if we can get our various club aircraft manuals scanned onto a computer, we will have them available on the club web site so that you can read them there and take a short open book quiz each spring in order to remain qualified to fly the club glider/towplane of your choice.

It is also worth emphasizing that you should also study and take note of your aircraft manual before you attempt such things as practicing spin entry and recovery. And how about the cross wind limits for take off and landing? Two of three General Aviation accidents result from a loss of aircraft control during takeoff or landing. Know your aircraft's limitations and, just as important, know your personal limitations.

## Ed Burnett X-C trophy *Renny Rozzoni*

During our January ASC Banquet Barbara Burnett generously offered to provide a new X-C trophy in memory of long-time, club member Ed Burnett. As a result, a new trophy has been established and will be awarded in January 2010. The criteria for this new award are as follows:

- Eligibility:** Any ASC pilot is eligible, if:
  - The pilot did **not** compete in any sanctioned SSA contests or International Contests in the prior calendar year.
  - In the prior calendar year or earlier the pilot has not:
    - earned the 500 km distance leg of the diamond badge.
    - completed a 500 OLC point flight via the OLC.
    - completed an OLC handicapped 500 point flight on their own that wasn’t documented via the OLC.
- Start Point:** Flights must originate in the State of New Mexico.
- Rules:** The general rules found on the OLC website for the OLC classic contest will apply.
- Period:** The time period for scoring will be the period designated by the OLC rules.
- Scoring:** Flights will be uploaded to the OLC website and will be scored according to the OLC classic rules.
- Winner:** The winner of the award will be the eligible pilot that scores the most OLC points over their 6 best flights. The intent of this new award is to encourage and recognize those who desire to improve their cross country skills to pursue X-C flights. This new award will compliment several existing ASC awards including: the ASC Classic X-C award, the Kim Harmon X-C Award and the OLC High Point Award, but will be more attainable by less experienced ASC pilots.

## Newsletter Calendar

2009	Calendar of Events
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)
June 27	SW Soaring Museum Benefit Buffet Dinner (see note below)
Sept. 12	EAA New Mexico Fly-In @ Moriarty (OE0)
Sept. 19	Santa Fe Airshow
Oct. 7	Tucumcari Airshow

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

Note: The US Southwest Soaring Museum will host a benefit buffet dinner on Saturday the 27th of June in the Route 66 building to coincide with the 1-26 Nationals. A social hour will begin at 6PM followed by the dinner at 7. At 8 we have scheduled a talk by Bob Carlton on self-launching sailplanes. Tickets are \$50 a person. Casual dress is encouraged. Contact George Applebay on his cell phone 505- 328-2019, Bob Alkov at 281-7264 or Kathy Taylor. The Museum will be open all day Saturday in conjunction with the 1-16 Nationals.

## ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
May 2 Saturday	HEERMANN A	OKANDAN M		WIER J/
May 3 Sunday	BANKS H	FÖRSTER R	TAYLOR K	WRIGHT R/
May 9 Saturday	HUDSON R	WILSON B	WIER J	BUSS P/
May 10 Sunday	CATES J	MARTINEZ J		HAWKINS T/
May 16 Saturday	BRIGGS P	LEMON B	COLLINS A	HILL W/
May 17 Sunday	ANDERSON R	BREWER V		ROESKE S/
May 23 Saturday	REED R	HARMONY D	DAFFER J	STOGNER M/
May 24 Sunday	KAWAL D	BROTHERS L		TICHY T/
May 30 Saturday	GUILLORY S	GOLDMAN C		WADSWORTH H/
May 31 Sunday	MOCHO M	AIKEN G		WRIGHT R/
Jun 6 Saturday				WIER J/
Jun 7 Sunday				BUSS P/
Jun 13 Saturday				HAWKINS T/
Jun 14 Sunday				HILL W/
Jun 20 Saturday				TICHY T/
Jun 21 Sunday				WADSWORTH H/
Jun 27 Saturday				WIER J/