Towlines

The Newsletter of the Albuquerque Soaring Club May 2009

President's Notes *By Bob Hudson*

What a great start to the flying season!!! As I sit here typing away on my computer, it is comforting to note that the Albuquerque Soaring Club is tied for first place in the *World* Online Contest (OLC) League. Additionally , we are number one in North America in the regular yearlong OLC contest. That means we are doing some really great flying by some really great pilots. I am already getting inquiries as to see if we are really that good, my response, "just keep watching!"

This last month has been quite busy with some controversial issues between the Club, the Airport and the City. Early in April we received a letter from the city that was less than professional indicating that the city needed to charge for some of the activities that were taking place at the airport, such as parking of trailers and the accumulation of junk around some hangars. The Club reacted quickly and formed an impromptu team, made up of Club members and non-Club members, to put together a proposal for the City Council. Two Club meetings, two City Council meetings and a City Council/Club planning meeting later and an Airport Trailer Policy has been passed by the City Council. The bottom line is that the Club was able to influence almost all the items in the policy. The only item that didn't go "our" way was the yearly cost for parking/storing trailers on the western edge of the parking apron. The City wanted a fee of $250, an unknown "source" recommended $480, and we countered with $120 a year. After much discussion, the City Council adopted $200 a year, however they stated that this was "a start" and could be negotiated further between the Airport Board and the City Council. (The complete policy will be posted to our website as soon as I receive it.) The issue isn't dead, but the process is still working. Speaking of the Airport Board, Bob Carlton and I were added to the Moriarty Airport Board and we will both continue to try and work issues that benefit all airport users.

In typical ASC fashion some real champions stepped up to the plate to help with the Airport Trailer proposal. I want to personally thank Renny, Billy, Mark, Carlton, Andreotti, Howard and non-club members Steve Hill and Tim Feager for providing much needed staff work in getting this turned around into a positive policy…now take a day off and go fly.

We are nearing the final stretch for the 1-26 and World Class Soaring contest. I am going to need some support so don't be surprised if I come calling with my hands out. If you can find time to assist, then please volunteer. I will be going out with "needs" by e-mail very soon.

We have two new members to welcome. First, Don Waldron has joined the Club and is already flying. Don is a great guy, for someone that earned his undergraduate degree from Missouri (a Big Twelve rival of my Kansas State Wildcats). The second new member is David Stevenson who lives in Cedar Crest. I had met David back during the SSA Convention and he told me then he was thinking about moving to Albuquerque….it took him a while, but we are glad he is finally here. Be sure to go out of your way to make both of them feel at home.

Lastly, I want to thank Joe Martinez and Cliff Goldman for the work they have done around the club house. Joe repaired our damaged ceiling and painted the outside trim giving us a Southwest look and Cliff has been repairing the South East hangar doors so Connie can get her plane in and out. Thanks Cliff and Joe for your time and efforts. Well, that's enough of me…now go forth and aviate but do so safely.

Got Transponder *By W.G.Hill*

During the course of two cross country flights, and in approximately the same area, I had encounters with Southwest Airlines Boeing 737's. In each case I contacted the Albuquerque Approach Control facility to ask them what, if any information they might have provided the pilots of the 737 about my presence.

Because I had my transponder on in this heavily trafficked area, (actually it's always on when the Discus is powered up), I discovered that ATC had in fact issued me as traffic to the afore-mentioned Boeings. Additionally, in one case the airliner had seen me on its TCAS which provided the flight crew with relative threat information. As it turned out, I was never close enough to be any sort of factor in this instance. I was aware of the location of the 737 well in advance of that aircraft being a conflict issue for me. In fact, it never was a factor. It was reassuring however, to know that all the equipment -- mine, ATC's and the TCAS on the Boeing -- worked as designed/advertised. Actually the 737 was aware of my presence long before I was aware of its relative bearing from my glider. During the course of my short conversation with ABQ approach control I verified the accuracy of my encoding altimeter. It was right on.

My second encounter was again during a northbound leg at about fifteen thousand feet which is the usual altitude to which the inbound IFR traffic is generally cleared.

In this case I became aware of the 737 *after* it had responded to a TCAS conflict resolution command to descend in order to "de-conflict" itself with yours truly. Put another way, the combination of information provided by both ATC and the airborne TCAS equipment allowed the 737 flight crew to make a descent which prevented me from arriving in Albuquerque as a Pitot cover on the Boeing.

Again I contacted the approach control facility to verify what had happened and they informed me that the Southwest 737 had used its TCAS equipment to de-conflict itself from me. All of this was made possible because my glider is transponder equipped.

The question this brings up is would the Southwest flight crew have seen me in sufficient time to avoid a mid-air collision? Knowing what I do about the amount of time flight crews look out the window during this phase of flight, and knowing what I do about flight crews reliance on their TCAS equipment as a means of avoiding other traffic I would guess the answer is that you may well have read about my demise in the local papers which would have read, "Terrorist Glider Pilot Rams Airliner!" See You at the airport.

[A*lways bear in mind just how stealthy gliders are. Just read a note about glider-to-glider near misses. It referred to an earlier Brit study published some time back in Sailplane & Gliding which showed that at a relatively modest closing speed of 200 km/hour (roughly 60 knots for each glider) the wingspan of the other glider just one second before impact is about the same size as a 2.25 inch instrument – yes, that's one of the small ones. – Ed.]*

Draft Program letter

Following the notes from our local friendly FAA office about program letters in last month's *Towlines*, here is their suggested boiler plate for their Annual Program Letter.

The FAA issues the Operating Limitations for your experimental aircraft. These are their guidelines for operation of an experimental aircraft in public airspace and with the public safety in mind.

The Annual Program Letter is your chance for you to tell the FAA what you are going to do with your aircraft, within the guidelines of your Operating Limitations. There are no templates for issuing Operating Limitations, only guidance. When the FAA certifies an Experimental aircraft there is guidance we must follow.

"Operating limitations shall be designed to fit the specific situation encountered. The FAA inspector may impose any additional limitations deemed necessary in interest of safety."

Item 37 in your Operating Limitations requires an annual program letter be submitted. This annual program letter must be in compliance with 14 CFR Section 21.193(d), which defines:

(1) The purpose of the experiment. *(RACING)*

(2) The estimated time or number of flights required for the experiment. *(What events you plan to participate in, location and dates)*

(3) The areas over which the experiment will be conducted; *(This will come from your limitations or a waiver for the event)*

An Annual Program Letter needs to have a purpose, number of flights, a timeframe and boundaries, Example:

I am submitting *"John Doe's"* program letter as per 14 CFR Section 21.193(d) for *"N12345"* a *"Red Brick Glider"*, Serial Number *"XX-XXXX"*

"N12345" has a Special Airworthiness Certificate issued on *"01/01/20XX"* for the purpose of Experimental Racing. The Operating Limitations for this aircraft are date *"01/01/20XX"*

I plan to participate in the following events: Name and list in tabular form all the events you plan to take part in with location and dates. And then state: All proficiency flights for these events will be within a 300 nautical mile radius of my home base of *"Testing, TX"*; any flying outside of the area stated in this program letter will only be conducted for formation flying, training, or pilot checkout and in conjunction with a specific event listed in this letter, or amendments thereto.

Note: *(300 nautical miles is the maximum distance authorized, it can be a smaller area)*

If an event comes up you did not plan to participate in, amend your program letter before the event. This can be done just by submitting an amendment to your program letter, either by fax or by dropping off the amendments at your local FSDO. If you intend to drop it off in person, remember to call first, you must have an appointment.

Those that are members of SSA (Soaring Society of America) or taking part in events authorized by the FAI (Federation Aeronautique Internationale) should add the following language: I plan to participate in the following FAI or SSA event (again listing in tabular form the events, place, dates, and distance from that place, of all the events you intend to participate in.

All proficiency flights when conducted in preparation for participation for sanctioned meets and pursuant to qualify for Federation Aeronautique Internationale (FAI) or Soaring Society of America (SSA) awards, have no geographical restrictions. These flights may, however, only take place as defined in this program letter and prior to specific FAI or SSA events.

The OLC (On Line Contest) is a decentralized racing event. It is a FAI / SSA event; you need to list the name of the event, location of the event, distance to be flown from the place and the dates of event. One thing to remember is that there are proficiency flight requirements, as with any event, so we cannot say every flight is for the OLC.

Again the requirement is for a table listing the event and the place, distance from that place, and the specific dates, even though in the case of the OLC that all depends on the weather. Remember too that you can amend the program letter at any time by fax.

2009		**Calendar of Events**
April 25		Start of OLC League Flying (19 weekends)
June 5-7		Taos Soaring Invitational
June 13		NM Pilot Bash @ Cutter Flying Service (ABQ International)
June 12-14		Springerville Invitational (Ariz. Soaring Assoc.)
June 20		EAA Ch.-179 Young Eagles Rally @ Moriarty (0E0)
June 23 – July 2		1-26/World-Class National Championships @ Moriarty (0E0)
June 27		SW Soaring Museum Benefit Buffet Dinner (see note below)
Sept. 12-13		EAA New Mexico Fly-In @ Moriarty (0E0)
Sept. 12		CAF Garage Sale and Ice Cream Social @ Moriarty (0E0)
Sept. 13		EAA Ch.-179 Young Eagles Rally @ Moriarty (0E0)
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.

Museum Benefit

The US Southwest Soaring Museum will host a benefit buffet dinner on Saturday, June 27th 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 8PM 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 1-26 Nationals.

ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
May 30 Saturday		RESOR B	MORRISON B	WADSWORTH H/
May 31 Sunday	HAWKINS My	AIKEN G		WRIGHT R/
Jun 6 Saturday	McKNIGHT P	Talarczyk R	ROESKE S	BUSS P/
Jun 7 Sunday	NEWMAN P	GOLDMAN C		HAWKINS T/
Jun 13 Saturday	PHILLIPS C	STEWART W	WIER J	HILL W/
Jun 14 Sunday	CLAASSEN L	STOLL F		TICHY T/
Jun 20 Saturday	HUSS J	FÖRSTER R		WADSWORTH H/
Jun 21 Sunday	PALA A	BLOCH J	TAYLOR K	WRIGHT R/
Jun 27 Saturday	Roberts D	BIELEK K	WILLAN V	BUSS P/
Jun 28 Sunday	CUMIFORD Jr. J	MORRISON L		HAWKINS T/
Jul 4 Saturday	Roberts D	BUENAFE C	MORRISON B	HILL W/
Jul 5 Sunday	MARTINEZ J	STOLL F		TICHY T/
Jul 11 Saturday	HAWKINS Mk	KOENIG C	DAFFER J	STOGNER M/
Jul 12 Sunday	HUDSON R	HARE J		WADSWORTH H/
Jul 18 Saturday	HEERMANN A	BROTHERS L	ROESKE S	WRIGHT R/
Jul 19 Sunday	EKDAHL C	Waldron D		STOGNER M/
Jul 25 Saturday	BRIGGS P	LEMON B		BUSS P/
Jul 26 Sunday	AIKEN G	REED R		HAWKINS T/