

Towlines

The Newsletter of the Albuquerque Soaring Club

August 2009

President's Notes

By Bob Hudson

This month's issue of the *Towlines* marks another milestone, or millstone depending on your outlook, in the history of the Albuquerque Soaring Club as we are going all electronic. Your Board recognizes that almost all of our club members have access to e-mail and so in a cost saving move we are going to provide your *Towlines* to you electronically. For those who don't have e-mail, we will provide several hard copies at the Club House for their reading pleasure. This move will save us almost a thousand dollars a year and will give us the flexibility to vary the size and content of the *Towlines* based on what is happening and what needs to be conveyed. We also will be able to add pictures easier and include color. I hope you will like this new option. Give me your feedback, please.



So what has been going on? Well, Colleen Koenig and Mark Hawkins (as well as Kathy and George Taylor) just returned from Slovenia and the Women's Soaring Symposium (her report below). Howard Banks, Jim Cumiford, Angel Pala, and Paul Briggs are back from the Region 9 Soaring Contest in Logan, Utah. (It was good to see that they brought Jimmy Wier back with them also.) Meanwhile, back at the ranch, the Moriarty flyers have been pushing their lead in several divisions of the on-line contest. It's been another good month. Billy Hill still remains a close second in the speed contest, while the ASC flyers are number one in the World in the OLC League and number two in the World in the distance contest. If you see me walking around with my chest "puffed" out you now know why.

Talking about Soaring Contests, Club Member Danny Sorenson won the Region 10 Standard Class contest recently held in Brenham, Texas.

Connie Buenafe noticed she had a new partner (picture above) in her parking space, in the Club hangar. Seeing how "he" wasn't paying his share, Connie got Bob Wright to relocate the intruder out by the wind sock.

A special thanks goes out to Bob Wright for all the work he is doing on one of our tow planes (62Y). Bob has expended a lot of effort getting that plane up and right. Soon, it will be back into the air. By using Bob's skills our Club has saved a large amount of money and maybe we are getting closer to getting another high performance two seat aircraft.

If you have been paying attention, you would have noticed that we had two more members achieve first solo: Terry Bryan and Don Waldron. Both of these gents are proving to be great Club members and both are on their way to being accomplished soaring pilots. Good on ya!



Terry Bryan



Don Waldron

On the downside, Paul Briggs' brother, John suffered a heart attack while at Logan. Our thoughts and prayers go out to John as we look for a fast recovery. And while I am delivering bad news, many of you got to know Vern Hutchinson during the 1-26 National Contest. I don't think I ever saw Vern when he wasn't smiling. Well, Vern passed away from a massive stroke this weekend following the contest at Logan. We will get John back and we will miss Vern.

ONLINE CONTEST MUSINGS

I have been approached by several pilots proposing that we need to do something to endear ourselves better with the City of Moriarty. One suggestion has been to change the name of the Club. I, personally, am against this approach. Then it was suggested that we compete in the On-line contest as an organization of Moriarty pilots. The basis of this idea is that we have several pilots competing as Albuquerque Soaring Club when they are in fact not members of the club. Under this proposal, Club Members and non-members alike would log all on-line flights as a Moriarty entity. We would still maintain our Club affiliation (earn badges, compete, etc.), yet when it comes to the OLC we would be apart of a greater Moriarty effort. Of course if we do this, it has to be done before the next OLC cycle and we would have to come up with a clever name (such as the Moriarty Air Pirates [MAPs] or the Moriarty Orbiting Buffoons [the MOB]. Come on help me out here, I am dying. Let's hear your comments. Please post to the Club Forum on our Web Site.

CHALLENGE COINS

The Albuquerque Soaring Club has their own Challenge Coin thanks to Mark Hawkins. Now what is a Challenge Coin you might ask? Well, your President is about to answer that question... read on.

History of the Military Challenge Coin: During World War I, American volunteers from all parts of the country filled the newly formed flying squadrons. Some were wealthy young men who left colleges such as Yale and Harvard in order to enlist in the military. In one squadron, a wealthy lieutenant ordered solid bronze medallions embossed with the squadron emblem for every member of his squadron. He carried his medallion in a small leather sack about his neck. Shortly after acquiring the medallions, the lieutenant's aircraft was severely damaged by ground fire during a mission. He was forced to land behind enemy lines where he was captured by a German patrol.

In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. He was eventually taken to a small French town near the front lines where he managed to escape during a night bombardment. During the attack, he donned civilian clothes and fled without personal identification. After escaping, the brave pilot succeeded in avoiding German patrols until he reached the front lines. With great difficulty, he crossed no-man's land and stumbled into a French outpost. Unfortunately, the French in this sector had been plagued by German saboteurs, who sometimes masqueraded as civilians and wore civilian clothes. Not recognizing the young pilot's American accent, the French thought him to be a saboteur and made ready to execute him. Just in time, the American remembered his leather pouch containing the bronze medallion. He showed the medallion to his would-be executioners. When the French captors recognized the squadron insignia on the medallion, they gave the pilot enough time to confirm his identity. Instead of shooting him, they gave him a bottle of wine.

Eventually the pilot made it back to his squadron, where it became a tradition to ensure all members carried their medallion or coin at all times. This was accomplished through a challenge. A service member would ask to see the coin. If the challenger could not produce his coin, he was required to purchase a drink of choice for the member who had challenged him.

If the challenged member produced his coin, then the challenging member was required to pay for the drink. This tradition continued through the war and for many years after while surviving members of the squadron were still alive. Today, military service members often trade these coins while deployed. In some cases a coin can be earned meritoriously for a job well done.

If you want to see the coins, come by the Club House. If you want to purchase one, it is a sort of insurance, see me. They are \$5 a piece (for Club Members) or \$7.50 for non-Club members.

THE AIRPORT

Changes you will soon see are a resurfaced runway and taxiways plus the addition of the AWOS. (More information on the AWOS can be discovered on the website http://www.allweatherinc.com/aviation/awos_dom.html.) The AWOS will start very soon and should take about a week. The resurfacing will take place following the conclusion of the 2009 OLC and should take several weeks. I am told we will still be able to operate but the details are still to be figured out.

Risk Management

By W.G. Hill

The FAA has created, (with the help of the AOPA and others), a new booklet titled RISK MANAGEMENT. Catchy title, eh?

I've taken the liberty of borrowing a few points raised in this federal tome and combined them with some of my own thoughts which I hope will allow me to expound a bit on the subject of risk assessment and management.

Perhaps this begs the question, what is risk? Well, risk suggests measurable probability, (my definition.) Having said that, what types of risks are we likely to encounter as pilots?

In no particular order and from the FAA booklet, they are as follows:

Identified Risk; is that which has been determined through various analysis techniques. The first task of the prudent pilot is to identify, within practical limitations, all possible risks.

Unacceptable Risk; that which cannot be tolerated by the pilot. An example might be a crosswind which exceeds the limits of either the pilot or the glider or, for matter, both. Unacceptable risks must be either controlled, (wait until the wind dies down), or eliminated, (fly another day.)

Acceptable Risk; those identified risks which are allowed to persist and are considered manageable, such as a crosswind which is within the limits of both the pilot and the glider. Accepting a tow under these conditions is tacit concurrence on the part of both the tow pilot and the glider pilot that the crosswind is an acceptable risk.

Unidentified Risk; something that has yet to be identified as a risk. For example, during a pattern tow, you encounter strong sink on the downwind leg. Of course this is now an identified risk. How you deal with it will be a function of your training, currency and pilot proficiency.

Yet another element *not* identified in the FAA's new publication is *Uncertainty*, when the likelihood of future events is incalculable. *Uncertainty* is when you don't even know what you don't know. *Uncertainty* is humility in the presence of ignorance. It is here that we enter the realm of the unknown. Whenever possible, uncertainty is to be avoided.

If, during the course of risk assessment, the probable outcome of an action is clearly in question, then you are peering into the abyss of uncertainty.

This begs the question, "what does one do?" More often than not, nothing until you are somewhat sure the course of action to be taken will have a high probability of success.

During the course of weighing the possible courses of action, remember the Heraclitus principle: To do nothing is to do something as well. There is no null-set alternative. Some action must be taken, but it should be an action based on, (here we go again), training, currency and pilot proficiency.

The prudent pilot is one who practices effective risk management which incorporates predetermined personal standards; has formed habit patterns and uses them in conjunction with checklists.

The above mentioned pilot is one who is able to perceive a problem - which is one half of the equation and is otherwise known as situational awareness - and processes all available information in order to take appropriate action.

See you at the airport!

Womens' Soaring Seminar, Slovenia

By Colleen Koenig

One of the many joys of soaring is the opportunity to explore new places. When the Women's Soaring Pilots Association seminar was announced for Lesce-Bled Slovenia, the call for exploration was loud and clear.

The Slovenians worked with their government to enable us to acquire pilots' licenses. A physical, hemoglobin, and EKG were all that was required. This was just one of numerous little things required to make the seminar successful. In general, the women who organized the seminar worked tirelessly to provide ample opportunities to fly. Available aircraft for our lease: Blanik L-13, Blanik L-23, Grob Twin Astir, DG505, DG101, DG303, Weihe, ASH-26.

Field checkout consisted of a flight in a Blanik L-13 with a cold-war era flight instructor (not the English-speaking kind) taking the controls then releasing them, completely unannounced. The highlight of the checkout was being asked to fly slow close to stall. Can you guess what happened next? Yep, he put it into a spin for us to recover from. It was great fun, just frustrating not knowing who was supposed to be flying. I had forgotten how much I enjoyed flying a Blanik.



We toured the repair facility, Glider Service, which had 6 paint booths where repairs and refinishes take place with sailplanes coming in from all over the world. The place was immaculate. The lady who showed us around was very knowledgeable and the before and after picture albums were impressive. We also toured Elan, where a Sinus was being manufactured; if you can call the delicate and extraordinary work they

do manufacturing.

Mark and I flew tanning booths (DG-101). It is a very docile plane which is perfect when you are flying a few wingspans from the sheer face of a mountain in the Alps for the first time. Did you know there are passing rules for flying ridge? How about thermaling in figure 8's, so as always to turn away from the ridge? It was a thrill to put some of that book learning to use.

Slovenians are friendly, the country is clean, safe, and very beautiful. The highlights of the trip for me were the opportunity to fly ridge for the first time, and landing on a grass runway. It was also quite a treat to have a *very* nice restaurant on the field allowing you to sit comfortably in the shade with a man-servant bringing you food and drinks, all while watching the sailplane ops. Can you work on that one for us Bob?

[Colleen and Mark were also put to work, with a smile, at the BBQ (evidence below). Now that is another something that El Prez could work on for us at OE0 perhaps. Ed.]



Region 9, Logan

As El Prez has already noted, a smallish bunch of ASC types went to the Region 9 contest at Logan in northern Utah. This is a brand new contest site that may come into common use so here are some notes.

The scenery is great, mountains to the east and the west, Tetons to the north. The University town has several motels and lots of eating places. The airfield is large (bizjets are common operations), plus a Utah State University training operation, other flight training, the odd commercial operation delivering freight, and so on. There is a relatively small gliding club operation based there too.

Gliders and trailers for the contest were tied down along either side of a disused runway, there was water arranged for the FAI classes, and a hangar owned by Leading Edge (one of two FBOs at Logan) was made available as contest office, meeting place and the site for the three catered meals during the event. For most of the contest we used one of the two active runways, leaving the main runway for normal traffic. On one occasion, the wind direction shifted and the whole grid was moved to use the main runway.

That meant a late start that day – but that was nothing out of the ordinary. A feature of this site was late starts (3pm launch!), and therefore late finishes, some well after 7pm. The

weather in the area also seems to “turn off” somewhere after 6 pm, so there were a fair number of landouts. Soaring at Logan is also described as technical – which means that local knowledge often helps, rock polishing on the mountain ridges is common, and there can be some very slow final glides –along the ridges, well below ridge tops, or across the valleys hopping from ridge to ridge to get home.

The future of Logan as a gliding contest site is still being discussed. It could for sure be fun, but also pretty intimidating.



The ASC Logan gang: Banks, Cumiford, Pala, Briggs and (our savior) Jimmy Wier.

ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Aug 29 Saturday	BIELEK K	RESOR B	ROESKE S	HILL W/
Aug 30 Sunday	CUMIFORD Jr. J	PALA A		STEVENSON D/
Sep 5 Saturday	HARMONY D	KAWAL D		WADSWORTH H/
Sep 6 Sunday	MARTINEZ J	HUDSON R	TAYLOR K	TICHY T/
Sep 12 Saturday	STOLL F	MORRISON L		WRIGHT R/
Sep 13 Sunday	BROTHERS L	Bryan T		BUSS P/
Sep 19 Saturday	KOENIG C	HAWKINS M		HAWKINS T/
Sep 20 Sunday	REED R	EKDAHL C		HILL W/
Sep 26 Saturday	AIKEN G	Waldron D		STEVENSON D/
Sep 27 Sunday	LEMON B	BRIGGS P		TICHY T/
Oct 3 Saturday	Talarczyk R	BLOCH J		WADSWORTH H/
Oct 4 Sunday	BANKS H	THOMSON T		WRIGHT R/
Oct 10 Saturday	McKNIGHT P	OKANDAN M		BUSS P/
Oct 11 Sunday	PHILLIPS C	STEWART W		HAWKINS T/
Oct 17 Saturday	HARE J	BOYCE J		HILL W/
Oct 18 Sunday	RESOR B	BIELEK K		STEVENSON D/
Oct 24 Saturday	BUENAFE C	Sapp J		TICHY T/
Oct 25 Sunday	ROZZONI R	CUMIFORD Jr. J		WADSWORTH H/
Oct 31 Saturday	HARMONY D	PALA A		WRIGHT R/
Nov 1 Sunday	HUSS J	KAWAL D		BUSS P/