

Towlines

The Newsletter of the Albuquerque Soaring Club

February 2010

President's Notes

By Bob Hudson

Well our annual Gala has come and gone and, according to the responses I am receiving, it was an unqualified success!!! Ninety people attended, which is the most we have had since I have been a member. One of the high lights of the evening was having Buzz Averill and his wife Diana present. In case you don't understand the significance of this, I will relate. You see, this year's Gala recognized the fact that we (the Albuquerque Soaring Club) are celebrating our fiftieth anniversary and Buzz is one of the original founders of our Club.

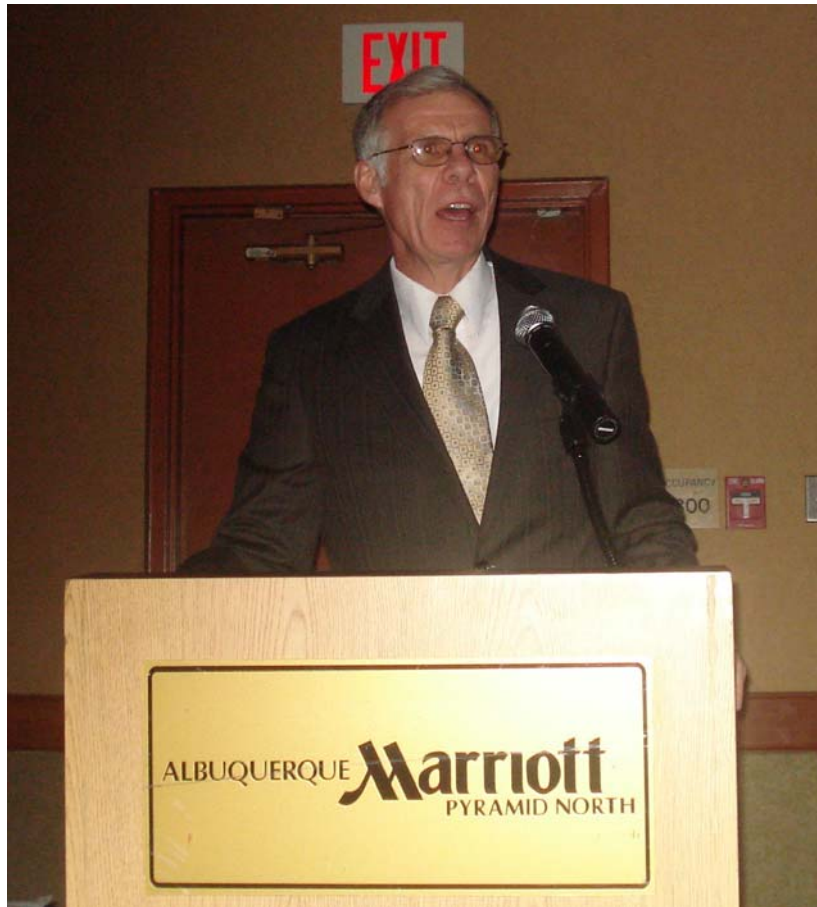
Renny opened the "festivities" with a quick introduction and pointed out that he, with Bob Alkov's help, had provided each attendee with an abbreviated history of the past fifty years. Also, thanks to Renny, each person present received an anniversary coffee mug. (There are some extra coffee mugs for sale. If you want one contact your Prez. Also, the history will be posted to our website.) The Gala evening was expertly hosted by our Mistress of Ceremonies, Mary Hawkins.

I will now briefly entertain you with a quick synopsis of the evening. First, Club members, Vern Raburn and Mark Mocho gave a briefing, accompanied by pictures, from the recent SSA Convention. Following this presentation our State Aviation Director, David Ploeger, gave us a short "State of the Union" on New Mexico Aviation.

A highlight of this "talk" was the revelation that our crosswind runway is being held hostage by a single disgruntled individual. It was pointed out to David that we are ready and willing to work with whomever to see this much needed enhancement to Moriarty completed as soon as possible. It is amazing that the safety of the public can be held up by someone who is too chicken to confront the truth and see the proper action taken. (I make this statement because no one, NO ONE, has ever approached the Club with any issues dealing with the safety of our operations.) There, I think I have said enough. Also, David was kind enough to answer some questions. The bottom line is that we (and the state of New Mexico) are lucky to have David Ploeger working for us and aviation. David was accompanied to our Gala by his lovely wife Joanne.

Following the dinner, our Mistress of Ceremonies, Mary, gave out the annual awards (see below for the list of recipients). Assisting Mary was her able helper Colleen Koenig's daughter, Nyla.

Two awards of note were the President's award, which went to Cliff Goldman, and a special award that went to Jimmy Weir. The President's award was given to Cliff for the work he has done in repairing the doors of the main hangar and for his work in trying to control the weeds around our hangar apron. Also Cliff is an associate member, due to his owning a motor glider, yet he has volunteered to continue to pull his share of Ops duty. Guys like Cliff help keep our Club operational and therefore he was most deserving of the President's award.



David Ploeger, New Mexico State Aviation Director

Jimmy Weir was given a special award presented to Jimmy by Angel Pala, Howard Banks, Jim Cumiford, Paul Briggs and Billy Hill for his willingness to come to the aid of his fellow aviators. Jimmy is always there to provide manual labor or retrieval help whenever a Club member needs it. Just like Cliff, Jimmy is always ready to assist the Club and so it was appropriate for his “friends” to recognize his contributions.

Following the awards, I had the opportunity to present some thoughts about the past year and the direction I think the Club is headed. It also gave me a chance to thank the membership for their support of me and our Board of Directors. And with my comments, we closed out the Gala for another year. Next year we need to top a hundred people present, so already plan to attend and drag a friend along. Now go out and enjoy your Club and, oh yes, fly. And as always fly safe. El Prez

ASC Awards for 2009

Billy Hill was given the award for the Tow Pilot who performed the most aero tows over the last year.

Our second award goes to the instructor that tormented the most students on the most instructional fights. This year’s winner is the same as last year...Stan Roeske.

For the longest flight out of Moriarty, we presented the AERO-TEK Award to Chip Garner for a flight of 912 Kilometers. (For you kilometer challenged out there that is 567 miles).

For the longest six OLC flights from Moriarty (in the Gold Class) we give the Kim Harmon trophy. In third place: Bill Hill. In second place, flying all of his flights in the Club's Libelle, David Stevenson. First place went to Chip Garner.

The Award for the six longest flights from Moriarty in Silver Class went to: In fourth place, Brian Morrison. In third place, Mark Hawkins. In second place, Pete Vredenberg, all in a 1-26. And the winner is Robin Forster.

The award for the fastest speed on a flight over 300 kilometers from Moriarty went to Billy Hill. Billy's winning flight was a 472 kilometer flight at 159.5 kilometers an hour, or 99 miles per hour.

The award for the most number of OLC points (or as we call it the retirement or unemployment award) also went to Billy Hill who amassed 26,671.97 points in 63 flights.

The Ain't Soaring Fun Award goes to the person who "suffered" due to his or her addiction to soaring. And when I say suffered, it is appropriate that the award goes to George Applebay who was severally hurt while arranging book shelves over at the Soaring museum.

The 1-26 Award is given to the person who did the most for the advancement of 1-26 Operations within the club. This award appropriately went to Mitch Hudson for his work this past summer in Directing the National 1-26 Contest.

The Harland Ross Excellence in Soaring award, goes, this year, to Chip Garner for his outstanding airmanship and the positive attention he brings to the ASC.

Our annual Safety Award went to Mark Hawkins for his excellent work in research and acquisition of affordable transponders for club and private operations. He also is recognized in his work in producing workable solutions to tracking operations through the technology of using SPOT hand held devices.

The Paul Calles Trophy for Advancement in Soaring went to Bob Carlton for his groundbreaking work in bringing affordable jet propulsion to glider operations.

The Paul Scates award for Exceptional Service, once again went to Stan Roeske for his work with our new transponder systems, his development of our Operations area shade canopy, just to name a couple of the things he does for the club.

Angel Pala presented a special award to Jimmy Weir, on behalf of himself, Jim Cumiford, Howard Banks, Paul Briggs and Billy Hill.

Mark Hawkins received the first ever Ed Burnett Memorial Trophy.

The last Award was the President's Award and this year it went to Cliff Goldman.



Billy got three awards from Nyla – for most tows, for most OLC points and for the fastest 300k flight out of Moriarty



Chip also got three awards, for the longest flight out of Moriarty, the six best OLC flights and the Harland Ross award for soaring excellence.



Mark Hawkins received the initial award of the club's new Ed Burnett trophy from Barbara Burnett. The award recognizes the best OLC performance by a pilot who has not yet flown a 500km flight under OLC rules. Mark was also awarded the club's annual safety award.

Jimmy Wier

Just to make the point, Jimmy was seen at the field the morning of the annual party flying with the club's newest solo, Walt Szadkowski. Later, all cleaned up at the Gala, Jimmy was given a special award organized by Angel Pala (with his friends) to recognize the selfless way that Jimmy is always ready to come and retrieve an ASC pilot down in some awful spot.



Jimmy was a lot prettier at the Gala!

Our Dutch friends

You will remember from last month that Mark had sent a plaque honoring the Dutch Amsterdamsche Club Voor Zweefvliegen. for its win in the world club OLC contest. One request was that it should be displayed in the club bar next to the best beer pump. Well, here it is – and yes, they have a bar and a favorite beer pump. Next time you take a look at our club room, eat your heart out.



More on Landings

By W. G. Hill

As a Captain of the line at SkyWest airlines, I would quite often tell my first officer that the last thing a passenger is likely to remember is the landing you just made and that good landings are made from good approaches.

Tom Knauff, consummate expert on all things glider related, has written a new tome on the subject of traffic patterns which goes hand-in-glove with the above (a slight nod to Johnny Cochran as regards the rhyme.) However, I'm not in full agreement with everything he has to say on the subject. Not saying he is wrong mind you, just that I don't agree with him. I'll now attempt to support my opinion with a reasoned and objective discourse on the subject. Tom says:

The base leg should be long enough to allow for ground-track adjustments should they be necessary. This requires the downwind leg to be flown some distance from the landing area. The general rule is to be no closer than a 45 degree angle looking down from your glider to the landing area / runway while flying the downwind leg. A 30 degree angle is better. Pilots should be trained to recognize this angle. This assumes a normal pattern altitude.

Although I'm not sure about any general rule regarding the distance laterally from the runway, I like the idea of about a forty-five degree angle between the runway and the down wind leg.

At this point the three constants a pilot should be aware of are; height above ground, distance laterally from the runway and of course airspeed. Having these three constants in mind will make it somewhat easier to recognize when the glider is being flown in contravention to them.

By having an entry point or IP from which to join the traffic pattern, the prudent pilot can start fine tuning the manner in which he/she is flying in order to maintain the three above mentioned constants and therefore be more situationally aware of the manifest forces of Mother Nature.

For example; if we are about to join the downwind and find ourselves a bit shy of the desired altitude above the ground we might consider delaying an increase in airspeed to that which we intend to fly the pattern until we are a bit further along on the downwind leg.

At the Moriarty airport we are fortunate to have some extended fence lines and roads as points of orientation which in turn allow us to readily recognize when a heading change needs to be applied in order to correct for a north or south wind while landing to the west. Of course a glance at the wind sock while entering down wind provides additional information regarding wind direction and velocity **at the surface.**

If, for example, we have made a heading change to the left in order to maintain a constant ground track (remember that a traffic pattern is nothing more than a ground track maneuver made with decreasing altitude), we know that when we turn onto the base leg we will have a head wind of some sort which in turn means we can delay the turn to final a bit longer because we know that as we do so, we will roll out with a heading change to the right of the runway center line in order to correct for a wind which is still attempting to blow us to the south. By virtue of our westerly heading the wind is now coming from the right side of the aircraft.

Here is a trick you might try next time you are coming in to land. As you turn final, treat the maneuver as a turn-around-a-point in that you keep the far end of the runway from showing any relative movement as you complete the turn. By doing that you will roll out on final with

very close to a perfect wind correction angle established - if one is needed. By the way, it doesn't matter what you are flying, this works with any aircraft.

Remember what I said above, "good landings are from good approaches made." The longer you spend time on final fine tuning a heading which will allow you to "track" down the center line of the runway, the less likelihood of your landing anywhere but on the centerline of the runway. The exception to the centerline issue is if you are flying a tail dragger and because of limited visibility over the nose, you are a proponent of landing with the center line to one side of the aircraft so that you can see it better. Either way, you remain aware of any propensity for drift as a result of a cross wind component.

Tom seems to suggest that ground track corrections are all made on the base leg. It's my contention that they should start making ground track corrections as you enter the down wind leg.

Once you turn final the three constants change to; runway alignment, touch down point and again airspeed.

I prefer a higher approach angle than some pilots because it's been my experience that altitude is much easier given away than regained once on final. Because of this I like to open the dive brakes a bit once abeam the touch down point. With the brakes open it is easier to control glide path to the touch down point with my left hand and airspeed with my right.

Of course if I allow the speed to drop as much as five knots below target speed, I will need to close the brakes a bit in order to accelerate back to the correct speed without losing too much altitude and drifting below the projected glide path.

If I'm also correcting for a crosswind, I will maintain the crab angle (drift correction), until I bring the nose up for the flare. At that time I align the nose with the centerline of the runway with the rudder while at the same time lowering the upwind wing in order to correct for drift. It is important to remember that the upwind wing is lowered to maintain runway alignment while correcting for the crosswind. Downwind rudder is applied to keep from turning toward the lowered wing. The correct combination keeps the longitudinal axis of the aircraft aligned with the runway during the crosswind landing.

About the only time that technique does not work for me is when I'm flying a low wing jet like the Canadair CRJ200 which requires a different cross wind skill set. Admittedly it's been a while since I've done that.

There is more to the italicized portion of Knauff's book than that written above, but I'll save some of his other thoughts for another safety column.

See You at the airport.

The strange perambulations of a 1-26

By Renny Rozzoni

A long time ago and in a place not too far away I made my first land-out in a 1-26C. One would think that this event might have been long forgotten, and it was, but amazingly it all recently came back!

In 1979, I was in the army and stationed at Ft. Sill, OK. Having returned from S. Korea in June of 1978, I quickly joined the SW Oklahoma Soaring Association which flew out of Chattanooga, OK. I flew their 2-33 in 1978 and then in 1979 began flying their 1-26C, SN: 376. I made several local flights, but as I knew I would be moving to Texas in the summer of 1979, I wanted to try to make a silver distance X-C flight before I left.

On July 8, 1979 I gave silver distance a try and launched from the Chattanooga, OK airport on a blue thermal day. I climbed out, headed north and slowly descended until I landed in a very nice, plowed field. The total distance was an astounding 15 miles and the flight lasted all of 50 minutes! Upon landing no one was anywhere to be seen. After finding a farmhouse and a friendly farmer, a phone call was made (no cell phones in those days), which fortunately resulted in a routine retrieve.



I moved to TX less than a week later and within a month bought my first ship, a very nice 1-26B, SN: 309, which I flew for seven exciting years.....

We now jump ahead 31 years to 2010. A question came up a few days ago on my early flying days, and as I checked in my old logbook, I wondered what had happened to that 1-26C, SN: 376 in which I had made that first (but very short) cross country flight in 1979. Well, thanks to the FAA aircraft registry database I was able to look up the N number and amazingly found that the ship was now residing in NM. In fact, it was registered to an owner right here in Albuquerque!

The ship was registered under a company name, but I thought I recognized the business address. I checked the club roster, found the address and then sent out a quick email. Within a few minutes I received a quick confirmation that the ship did in fact belong to long-time, ASC club member, Ned Godshall! Ned explained that he was the owner and that it was currently at Moriarty in a trailer on the west side of his carousel hangar. He went on to explain that he had made several very nice flights in it, including an exciting downwind dash that he recounted:

"The last flight I made in #376 was in June 1999. It was a 'downwind dash' day (good lift, but incredibly strong winds out of the west). The kind of day when you knew if you got off of tow – you weren't coming back to the airport, except in your trailer ...

I was urged to do it by Bob Carlton, who was still trying to push me 'out of the Moriarty nest'. We hooked up the 376's open-trailer to Bob's truck – and he took off out on I-40 heading east. I was continually surprised that I could find several good thermals despite the strong wind out of the west. All I had was a hand-held radio to talk with Bob. At times, Bob said he was having trouble keeping up with me on the ground – the wind was that strong. After passing Santa Rosa at >15,000 MSL, I started to actually believe Bob when he kept telling me that I should be able to cross the Texas line in

a 1-26 that day. Alas, it wasn't quite meant to be – I ran out of lift just as I approached the 'Cap Rock' south of Tucumcari. In fact, the only 'hairy' part of the flight, for me, was the last-minute decision of whether to go for landing on top of the Cap Rock, or finding a place to set #376 down west of the Cap Rock wall. Being inexperienced at land-outs, the only thing I knew was that I didn't want to try landing out on the Cap Rock wall. I did make it over the wall though, and landed out in a field just east of the wall. Landing to the west, the strong winds that had carried me 106 miles also now favored me with a very short final and roll-out; landing was more like a helicopter landing than I'd ever done before or since.

Faithful friend Bob found me fairly rapidly; we took 376 apart and strapped her down on the trailer; and then both drove north and had a great dinner in Tucumcari before arriving back at the field late that night."

I then asked Ned how he ended up owning #376 and he went on to explain that he had purchased #376 from (amazingly) Bob Carlton on Nov 12, 1993.

An email then went off immediately to Bob. He proceeded to fill me in on a bit more of the history of #376. He bought #376 in June of 1992 from a private owner in Norman, OK. It appears, based on some old 1-26 Association files, that the ship was owned by at least three individual owners between the time of my flight in 1979 and Bob's purchase of the ship in 1992. Bob brought it home on a Friday, had George Applebay perform an annual, and on Saturday Bob went downwind along I-40 and – of course -- landed-out!

Bob went on to have some great flights in #376 including flying in the 1-26 Nationals at Albert Lea, MN in July of 1993. Bob tells more of #376's background:

"The flight Ned is referring to was a flight out of Durango. I flew up to Telluride, intending to stay the night with some other pilots and fly home the following day. Once I got there, they had plans that didn't sound fun (German music concert or something), so I decided (at 5:00 PM in September, with thermals topping at 'only' 16K and no charts) to fly home. I left the Telluride valley at 15,500' and only caught two thermals all the way home. I had some very close calls slipping through the passes. The last thermal was at Engineer peak. As I topped out, I radioed down and had someone calculate the glide from there (23:1). I glided down the valley in absolutely still evening air and made the field with just enough altitude to do a low pass before landing.

I think the longest flight was a 210 mile out & return, but my favorite thing to do was run downwind. I made several flights into Texas, but always got stopped at dry line when the wind shifted 90 degrees just past the Texas line. On one such flight, I was right over the state line at the dry line. Cloud base went from 16,000 to about 12,000. I flew right up to the wall and circled down the edge to peek beneath. I noticed a bunch of police cars headed east on I-40. The weather looked pretty rough under the deck, so I thermalled back up the cloud face, turned back west and landed at Tucumcari. After I landed, I heard that the police cars were heading to San Jon because a tornado had hit there."

So, 31 years later it was really wonderful to see that #376 had made some great flights since my very short 15 mile X-C flight back in 1979. In addition, it was truly amazing to find that #376 had found itself a new home right here at Moriarty!

As the saying goes "it's a small world" and in the world of soaring, let there be no doubt that it's an even "smaller world!"



376 resides today behind the Carousel hangar in an enclosed trailer.

ASC Spring Prize Race “The Spring 300k challenge” -- *B.Resor*

We’ve been trying this for a few years now. The first year exhibited some pretty fierce competition with Howard Banks coming out the winner. The second year (last year) had us going from tough weak windy weather straight to very good long free distance weather...No body actually flew a course to turnpoints and met the criteria for the award.

The winner is the first honest 300 hkm (handicapped kilometer) task of the 2009 season. Here are the simple rules:

- Three turnpoint, 300hkm minimum (not OLC style 300hkm)
- Distance/speed calculated using the European handicaps (handicaps used in OLC)
- ASC members only
- Weekends only (Saturday/Sunday)
- Pure wave flying not allowed in winning flight
- Declarations not needed
- Task need not be closed course and start/finish altitudes are not considered
- Turnpoints can be repeated
- Start/finish points are at Moriarty regardless of where you release from tow (required takeoff at Moriarty, of course)
 - A land out location somewhere other than Moriarty will count as a finish point

- Pilots are required to penetrate one-statute mile radius cylinders around actual turnpoints from the most recent official Moriarty database (soaring turnpoint exchange, currently May 2008)
- If two or more pilots achieve the first qualifying 300hkm on the same day then the winner is the pilot with the longest handicapped distance.
- If those pilots use the same turns, then the fastest around the task (according to handicapped speed) is the winner
- The winning flight must be flown on or before the summer solstice. If no winning flight is claimed, then the prize giver waits another year to give his prize to the winner.

The idea is that a 300km task with three turns can easily be done without leaving glide range of the Estancia valley and there are plenty of points within the Estancia valley to choose from.

Prize

- The winner of one year will supply the prize for the following year. Suggested prize is two bottles of wine
- The prize should be made available in the clubhouse as soon as possible after Jan 1 in the new year
- The provider of the prize in any given year is not allowed to claim the prize for the following year

The sole arbiter of fact is B Resor, unless he is the winner, in which case all other likely competitors will become eligible judges in true ASC cluster-job fashion.

Please fly safely!!

ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Mar 6 Saturday	Sapp J	Waldron D	ROESKE S	BUSS P/
Mar 7 Sunday	OKANDAN M	HAWKINS M		Bryan T/
Mar 13 Saturday	KAWAL D	CLAASSEN L	MORRISON B	/
Mar 14 Sunday	HARMONY D	STEWART W		/
Mar 20 Saturday	ROZZONI R	Roten C		/
Mar 21 Sunday	CUMIFORD Jr. J	Szadkowski W	TAYLOR K	/
Mar 27 Saturday	BOYCE J	Cooper S	WIER J	/
Mar 28 Sunday	HUSS J	MARTINEZ J		/
Apr 3 Saturday	HUDSON R	Pierce K		/
Apr 4 Sunday	EKDAHL C	Waldron D		/
Apr 10 Saturday	HAWKINS Mk	KOENIG C		/
Apr 11 Sunday	Talarczyk R	BANKS H		/
Apr 17 Saturday	BUENAFE C	Roberts D		/
Apr 18 Sunday	RESOR B	Raburn V		/

ASC Webpage

ASC Members, Visit the members' section of the ASC webpage for more information about the club, including rosters, mug shots, duty information, and miscellaneous documents and information.

www.abqsoaring.org