

Towlines

The Newsletter of the Albuquerque Soaring Club

March 2010

President's Notes

By Bob Hudson

It looked like we were starting to extract ourselves out from under winter when, bam, we get hit with ten inches of white powder. The snow was so bad that Mark Mocho spent three hours trying to get from the airport to Edgewood, seven miles. He ended up spending the night at my house while Bob Carlton had to bunk down in his hangar. Amazing, I had Ops on Saturday and the weather was truly beautiful, we filled up a whole page on the Ops sheet.

Speaking of weather, Brian Resor has been "teaching" a class on soaring weather. He is using Dennis Pagen's book, Understanding the Sky. The feedback I am receiving is that it is well received and Brian is doing a great job of presenting this much appreciated information.

And while we are on the subject of weather, our Club members (Howard and Chip) who traveled to the National Seniors Championship (Geezer Glide), held at the Seminole Lake Gliderport, were rained out after two days of competition. Chip was able to grab the second place position based on his two days of racing while Howard was down in the standings due to a land out. It is a shame they traveled so far to only get in two days of racing. They could have stayed here, s at in the Club House and stare at the weather.

Some of you are aware that our cross wind runway is being held hostage by the FAA. They are concerned that our operations are unsafe. This conclusion has been reached without any contact or observation from the FAA. They (the FAA) have taken a much needed safety initiative and put it on hold. That is the bad news. The good news is that we are



Mark finally figured out how to give someone a ride in (on) his glider.

going to have our operations area “rebuilt”, possibly this fall, into a much safer location for launching gliders. Next month I will have a complete description of this project, after I get the drawings from the architects.

On to other things. Diana Roberts has been championing a Cross Country Training Camp and it has moved into the final planning stages. The concept is to go to John Brittingham’s ranch (twelve miles north east of Anton Chico, NM, VOR) and spend three days flying and having lectures all designed to make emerging cross country



Two Club Members got Oryxs this year...so far. Here is a picture of Bill Lemon and his recent harvest.

February. The concept is to host the convention during the day and then meet to have our Gala in which some of the OLC participants will join us for the evening. The next day we will have the OLC folks out to tour the Museum and maybe some flying. Something to look forward to. Now get out and enjoy your Club, and fly safe. El Prez

pilots better at the task. John is a Soaring Hall-of-Famer and his ranch has facilities to house and host a large contingent of flyers. We will keep you informed by e-mail as things progress.

I got an e-mail from Robin Förster recently. He says school work is keeping very busy. He wanted me to make sure everybody knows he is still alive and he misses us...even Billy.

For those that didn’t make it to the Gala, we have fiftieth anniversary coffee cups now. If you want one then contact me and we will make arrangements to get you one...of course five dollars would have to cross my palm.

We have agreed to host the 2011 OLC Conference and it will be held in conjunction with our 2011 annual Gala, 5

Live in the yellow

By W. G. Hill

The title of this safety article is designed to at least “cause a pause” in your reading of the club’s newsletter in hopes that you will peruse my screed in its entirety in order to determine the reason for such a title.

Actually the term comes from a Concealed Carry class I took over the third weekend of February, thanks to Willette Senter who talked me into signing up for said class.

One of the lecturers who has been teaching gun safety (which is really what the class was about), has a color code by which one can assess his surroundings and determine what, if any, threat may be present.

So, you ask. What does this have to do with the price of eggs in China or even aviation for that matter? Patience Grasshopper -- all will be revealed -- but first let me give you the four color codes and define their meaning.

WHITE: Relaxed, unaware, unprepared, a head down – sheep like attitude.

YELLOW: Relaxed alert, unspecific, aware a problem may manifest it’s self.

ORANGE: An issue or specific alert/situation has been identified.

RED: The threat is immediate, action must be taken.

Having read the above, you might now see, if not the direction in which I’m heading, at least the correlation between handling a hand gun and flying an aircraft.

Because we fly gliders as a form of recreation there exists a tendency not to take the act of committing aviation as seriously as we might. One may have a mind set which could be said to be flying while in the **WHITE** zone. That is; relaxed, unaware and unprepared.

As pilots engaged in a sport involving three dimensions, we should always fly in the **YELLOW**. Although we may be relaxed, we should be *alert* and at the ready for any not yet manifested problem. In conjunction with that, we should even consider reciting to ourselves what problems might manifest themselves during the course of the launch, takeoff and climb out and what course of action we will take.

Should a problem crop up, we are ready to morph into the **ORANGE** mode because a problem has been identified which in turn leads us to the **RED** mode which will cause us to revert to our training in order to deal with the situation identified because we have been “flying in the **YELLOW**.”

There is an aviation axiom which states, “the emergency situation the fickle finger of fate sticks you with may well be one for which you have not been trained.” Certainly a truism regarding large complex flying machines but because professional pilots have had extensive training regarding emergencies, they tend to deal with the situation in a calm analytical manner much in the way Capt. Sully dealt with his landing in the Hudson.

As recreational pilots we don't have access to the simulators and training environments professionals do, so we must look for ways to improve our "safety" related knowledge and flying abilities.

There is also an old saying; "Practice makes perfect." That's only true if you practice perfectly (or as close to perfect as you can.) Practice for the sake of repetition is not good enough because if you are not doing it correctly, you will only reinforce bad habits. If you have some question regarding a procedure, ask a CFI -- or better yet, fly with one.

Yet another saying worth remembering; "An amateur practices until he gets it right. A professional practices until no longer gets it wrong." Fly in the **YELLOW**.

See you at the airport.

Some Thoughts on Tie Downs

A problem we often face, when preparing to fly, is the need to secure the aircraft when faced with winds when we are not quite ready to present the plane to the launch area. It is particularly a problem when your airplane doesn't have a good way to attach a rope to the wing tips. Well, Home Depot has a nifty solution to tying down your aircraft when you don't have a good means to get a rope hooked up, like with my Libelle. The solution is called Hang Alls. Hang Alls are Velcro straps that have a heavy carabineer attached. (See photo) You take the strap and fasten it around the wing tip and then tie the rope through the carabineer. With this "tool" you can quickly tie down your aircraft and keep it from moving. These Hang Alls can be found in the section near the ropes and other tie down pieces of equipment at your local Home Depot.

Now that you have your plane tied down, what about the times when you don't have a place to attach your Hang All to the ground, like at a real tie down area. Well, Mark Hawkins has a solution to a tie down that will work in an emergency. Take it away Mark...

If you don't want to shell out the bucks for the tie down kit that Paul Remde sells, one of the cheapest and most effective tie down stakes that I've used is very easy to make. It is made from simple, easily attainable rebar. In my case, my intent wasn't to use these stakes to tie out my glider assembled. No I always put my sailplane back safely in its trailer for the night. I find I don't sleep very well when it's tied out over night. A few minutes after flying and then in the morning are not worth losing sleep over to me. Instead, I used these stakes to tie down my trailer. I have seen the results of an unsecured trailer (with glider inside) that went tumbling like a matchstick across an airfield during a strong thunderstorm. Not a pretty site to say the least. And this was on the east coast and not one of the SUPER thunderstorms we have around here.

You can purchase precut lengths of rebar at any Lowes or Home Depot. I don't remember the exact length they come but each is around 2 feet long I think. While that's not long enough for something like DEEP beach sand, it is long enough for most locations even out here in the desert. What I did then was to put each one in a

vice and heat one end with a handheld torch until it was red hot. Then I tightened a large monkey wrench onto the glowing end and proceed to use the wrench to bend the rebar around the head of the wrench. This will leave you with a decent loop in the rebar. I carried 3 of these with me when I traveled with my glider/trailer. Once the glider was in place at the airfield I was visiting, I would hammer these stakes into the ground with a small, short-handled sledge hammer I carried. Note that you should drive these into the ground at an angle to make them harder to pull out of the ground in an upward direction. I would then tie the tongue as well as the back two corners of the trailer down to these stakes with regular ratchet straps. To remove them from the ground, you simply take the sledge again and bang them sideways in the ground a few times and they will normally pull out without too much effort. I wrapped them together in a large piece of canvas or heavy cloth along with the ratchet straps. This bundle then easily fit in the front of my trailer.

It's possible that you could use these same stakes for tying out your glider as well. However, if you do that, you would probably need to put something over the head of stakes/eyelet to keep it from marring the wings or tail of the glider should something come loose. I'm sure there are other ways to do the same thing but the above has worked well for me.



ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Mar 20 Saturday	ROZZONI R	Roten C		Jenson K/
Mar 21 Sunday	CUMIFORD Jr. J	KAWAL D	TAYLOR K	TICHY T/
Mar 27 Saturday	BOYCE J	Cooper S	WIER J	HAWKINS T/
Mar 28 Sunday	HUSS J	MARTINEZ J		WADSWORTH H/
Apr 3 Saturday	HUDSON R	Pierce K		WRIGHT R/
Apr 4 Sunday	EKDAHL C	Waldron D		Bryan T/
Apr 10 Saturday	HAWKINS Mk	KOENIG C		HAWKINS T/
Apr 11 Sunday	Talarczyk R	BANKS H		BUSS P/
Apr 17 Saturday	BUENAFE C	Roberts D		Jenson K/
Apr 18 Sunday	RESOR B	Raburn V		HILL W/
Apr 24 Saturday	BLOCH J	OKANDAN M		STOGNER M/
Apr 25 Sunday	REED R	THOMSON T		TICHY T/
May 1 Saturday	PHILLIPS C	Sapp J		WADSWORTH H/
May 2 Sunday	HAWKINS My	Roten C		WRIGHT R/
May 8 Saturday	HARMONY D	McKNIGHT P		Bryan T/
May 9 Sunday	BROTHERS L	MARTINEZ J		BUSS P/
May 15 Saturday	EKDAHL C	CUMIFORD Jr. J		HAWKINS T/
May 16 Sunday	HUDSON R	STOLL F		HILL W/