

# Towlines

The Newsletter of the Albuquerque Soaring Club

May 2010

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## President's Notes

*By Bob Hudson*

Let me start by thanking all those who kept me in their thoughts and prayers during my recent surgery. I greatly appreciate your friendships and concerns. Now to my narrative.

Since the last time we "talked", the Club held a cross country encampment at the Park Springs Ranch near Anton Chico. For three days we ate, slept and drank soaring. Each day we held briefings and discussions on a variety of soaring subjects and even got a little soaring in. On Friday, the flying was blown out by extremely high winds, but on Saturday we were able to get a few flights in with Chip Garner contributing "hands on" training. Kathy and George Taylor brought Kilo Tango the 27 and Kathy was able to get one flight in. On Sunday our tow plane "ate" its starter and so we lost that day of soaring.

Even though we didn't get to experience much in the air, the fellowship and exchange of information was tremendous.

One of the highlights of the weekend was just being a part of this magnificent ranch and the hospitality of Big John and Jean Brittingham, who "loaned" us the ranch. The ranch foreman Todd and his wife Denise couldn't have been more helpful. Denise managed to get a glider ride and Todd got to ride around the ranch in Michael Graves' Bellanca. (Upon landing Todd was heard to say to Big John, "we got to get one of those.")

Saturday night Todd and Denise feed us a smoked rib and hot links dinner that was better than any BBQ you have ever had. During dessert, Big John (Brittingham) gave us some insights into his adventures with soaring. Rick Kohler and Amy flew in for the evening in Amy's Maul and after dinner Rick entertained us with a selection of opera tunes. Mitch Hudson and Kimmine Peirce also flew in for the evening in Mitch's Cessna 120. (Be sure to ask Mitch about the trip back to Moriarty.)

Of course the event wouldn't have been such a success if it wasn't for the efforts of Diana Roberts. Assisting her was Connie, Mary, and Carol. Our speakers (Kathy Taylor, Paul Briggs, Mark Hawkins, Chip Garner, and Stan Roeske) provided us with good information as well as facilitated some lively discussions. I cannot forget the transportation that was promptly provided by Nyla Koenig and the help in eradicating the plague through the selective elimination of the rodent population conducted by Casey Koenig.

Plans are already in the works for a second session, possibly this fall. We will keep you informed. If you want to see some pictures from the camp, then log on to: <http://tinyurl.com/2uuh4ne>

The week following the cross country camp saw some of the club traveling to Eureka California to participate in the Avenue of the Giants half marathon. Completing the 13 ½ mile trek through the giant redwoods was Connie Buenafe, Mary Hawkins, Erika Zahnle and your President. Ernie Buenafe also ran the 10K portion of the event. (This trip fulfilled one of the items on my personal bucket list.)

Also during this time, five Club members ventured down to El Tiro, Tucson, to participant in the Region Nine South soaring contest. At the end of the contest three of our members were able to gain a place on the podium. Billy Hill was third in the standard class, Jim Cumiford finished third in the 15 meter class and Angel Pala was third in the 18 meter class.



*All the thirds, from the left, Angel (18M), Sir William (Standard) and Jimmy (15M).*

Paul Briggs and Howard Banks were also competitors with Howard having to return early due to some wind damage to his plane (see below) and Paul fought the hard fight coming in 13<sup>th</sup> in the sports class. Once again the ASC showed the world that we are a force to reckon with.

And speaking of a force to reckon with, we are off and running in this year's OLC. After four weeks in the league we are number one in the World. In the Classic we are number two behind Tucson but we are slowly making up ground. Why just this last weekend we were able to scratch out over 5,600 kilometers in scoring (about 3,500 miles). Also, Billy and Cumiford are third and fourth respectfully in the OLC speed contest. Let's help our club by going out and grabbing some big distance.

The last issue I want to take up is our lack of Operations capable members. Our easy policy of granting Associate status to members has left us with a shortage of people to "pull" operations duty. As we call upon the same people to handle more and more days of duty we run the risk of burning them out. If you are currently an associate member, please consider returning to full membership status to help out your fellow club members. Heck, if it a financial consideration you can retain your associate status (like Cliff Goldman does) and we will let you pull a few tours of Ops. Anyway give it a thought and in the meantime, get out to your Club and take to the air. But as always fly safe. See you in my next thermal. El Prez

## Our latest aviator



*Kimmine Pierce, with her instructor Stan Roeske on Sunday, 16 May, having joined the ranks of those who have soloed a glider. Now she is working to complete her license.*

## Region Nine South

*By W. G. Hill*

Randy Acree, who was kind enough to put me up at his place during the contest had said early on that the scheduled dates might be a few weeks too early. If the wind on the second contest day was any indication of the veracity of that statement then we could have been in trouble. As it turned out, we got in five excellent race days.

This contest was certainly the most mellow, lay back fun time I've had in a while. Generally a contest generates enough angst that at least a few tempers flare up. Not so during this contest. If there were any short fuses they did not manifest themselves.

For the most part, we were treated to blue thermals which certainly gave me an appreciation for the AZ guys who generally fly under said conditions.

Some of the days saw conditions reaching not much more than seven thousand feet agl with four knot lift, to days where the convective process took some contestants to as high as thirteen thousand feet agl in ten knot thermals.

Each morning we conducted topic-specific classes taught by the likes of Garret Willat, Tony Smolder, John Seaborn and myself. One of the topics I covered was what to do in an emergency situation, the crux of which is not to be in a hurry to do something until you are sure of what needs to be done.

Toward the end of the contest, nineteen year old pilot Eric Redweik who was flying a Zuni (thanks to the generosity of Randy Acree), had an in-flight failure of the ailerons and the elevator. The only means of banking the Zuni was with rudder input. He was able to get some forward elevator movement because the failed part rested against the portion of the control system which allowed him to push against the elevator control. In order to reduce airspeed, he relaxed pressure on the system thus slowing down the crippled Zuni.

Eric, who was called “Young Sky Walker” during the course of the contest made the decision to land the Zuni at Pinal Airpark, which has some long, wide 727-size runways. This he achieved with only the loss of a gear door when the glider struck a landing light (at this point he had no brakes with which to stop the Zuni.)

During the entire incident, “Young Sky Walker” remained calm and collected while he assessed the problem and made his decision to land his crippled craft.

After the fact, he told me that he had remembered what he had learned during the class and applied those lessons to his in-flight emergency. Erick is a talented young man who will go far in soaring.

## **Do NOT do this**

*[This was scribed by your editor and edited by our safety guru, W Hill III. Compare and contrast with the happy outcome of the more serious issue described above.]*

It happened on practice day at El Tiro. The soaring was better than forecast, with some widely scattered cu. The wind speed was higher than forecast and there were some strong gusts.

I was finishing, which means planning to cross a one mile cylinder at above 400 feet agl at maximum efficiency, which often does not mean going flat out but the best speed. Going flat out usually means that you have climbed too high in one of the last thermals. Well this particular day was better than planned for and I gained height on the final glide as I hit bumps. So I ended up motoring.

As I came closer to the finish circle I saw another glider ahead and to my right. He was a bit higher, had gone a lot faster than I had overall and was not in a practice finish – just flying steadily and ignoring the fact that he was finishing high.

**Lesson one:** On practice day nothing counts, so don’t push it. My excuse was that I was practicing a “proper” finish.

There are lots of runways at El Tiro. The other guy chose one and I chose the main runway in front of the nice club house. It was pretty windy, surprisingly so, a quartering headwind from my left. On final, there were a couple of pretty serious gusts pushing me right of my planned final. Each was corrected and I got the thing on the ground landing a bit diagonally across the grass to reduce the cross wind effect. I don’t know the speed of the gusts. Those on the club-house deck described those earlier as moving heavy things around on the tables. SeeYou shows an average speed of a bit over 33 mph at 45 deg to the runway from the time I put the gear down on downwind until I was stopped.

So far so good. But just before the glider came to a halt, in front of everyone on the club house deck, the right wing dropped and the glider did a rapid 90 deg turn to the right and stopped. No damage.

**Lesson two:** The landing ain't over 'til it is over. Just what my problem was here I do not know. Did I relax because I had the thing down OK despite a pretty strong, gusty wind? Was there a bigger than before gust? I do not know. But with hindsight I should have gone for the runway used by the other pilot which was better orientated to the winds.

Then came the true piece of brain fade. There had been no calls on the radio from other gliders wanting to use this particular runway. But I was in a hurry to get out of the way. A couple of people came running to help; one kind glider wife more or less lay on the right wingtip to stop the thing blowing around. Joan my wife appeared with the car which contained the tow gear. So I undid the canopy releases.

Did I start to push it up a bit and given Schleicher geometry change the position of my hands to get a safer grip? Don't know. In any case the canopy ripped forward doing all kinds of damage to the hinge area and other essential bits of carbon etc.

**Lesson three:** When the weather is difficult, especially when there are high winds and lots of serious gusts, think before you act. The wind and the gusts were more or less directly from the glider's rear. It didn't help that I was still strapped in and once the canopy took off couldn't reach anything on the instrument panel to try to prevent more damage.

It was the end of my time at what proved to be a fun contest. I was really lucky that the canopy and frame were not damaged, just the bits that hold it in place. My ego, however, remains in tatters. Oh, the other glider pilot landed in a part of the airfield where there was no instant help; he sat in his glider for, he says, a full 10 minutes waiting for the gusts to subside long enough for him to be able to get out safely. Mmmm.

### **Happier Times at R9(S)**

Below is the group after dinner cooked by Paul Briggs at the house he leased during the contest. In addition to Jimmy C, Billy, Angel, and Jimmy W, are Paul's wife Patricia and his brother-in-law-crew John.



### **Meanwhile, back at Moriarty**

Ash Collins took 90-years old World War II Navy pilot Billy Bush up for a spin in Ash's ASK-21. Billy flew almost all the flight (below just after the landing) and Ash said it was as if he never left aviation. "It was a real treat to meet and chat with Billy," said our President.



## Communications and Radio Discipline

*By W. G Hill*

The following subject matter is something you may find as dry as a popcorn fart, but every bit as necessary.

What little is written on the subject of radio usage can be found in Chapter Four, Section One, (4-1-9) of the AIM. This paragraph deals with communication procedures at non-towered airports where UNICOM or MULTICOM frequencies are used (at Moriarty we use the MULTICOM Common Traffic Advisory Frequency or CTAF, 122.9.)

Table 4-1-1 gives the RECOMMENDED communication procedures and for Moriarty, refer to number two of this table. No I'm not going to reproduce it here.....go look it up!

Section Two of Chapter Four goes into greater detail regarding correct phraseologies between pilots and ATC a good deal of which can be used when transmitting on the "Glider" frequencies.

The Federal Communications Commission (FCC) promulgates the rules and regulations regarding the usage of the VHF radios we have in our sailplanes and can be found in CFR 47. The following is a cut-and-paste from their web site and is something worth keeping in mind.

**Be brief. Transmit essential messages only.**

Our local MULTICOM frequency 122.9 should be used for safety-of-flight information. Although some of the soaring related transmissions could be construed to be safety related, it is very easy to get into information that is better transmitted on one of the glider frequencies. On the other hand a broadcast, even in the blind, that says you are going to one-two-three-point-three is certainly safety related as it lets others still on the MULTICOM frequency know where they can find you.

The reverse is also true when returning to Moriarty as more often than not we tend to return in close proximity to each other. Therefore it is a good idea to announce when changing from “Glider frequency” to MULTICOM.

Now that we have AWOS (118.05), someone in the gaggle should monitor it and then give the information to the remainder of the group once he has returned to the frequency on which the others can be found.

As for the traffic pattern, it is wise to spend a moment listening on the MULTICOM frequency for a bit before announcing your intentions as this will allow you more situational awareness should there be other traffic “self-announcing” in the pattern.

A proper self-announcement call-up might be something like this; “Moriarty traffic, Glider Alpha Sierra five miles north planning left traffic runway two-six ,Moriarty.” Remember to mention the fact that you are a glider as this alerts powered traffic that you may need to exercise your right to go to the head of the landing sequence.

Subsequent pattern calls should include, in this case, cross-wind, down-wind, base and final as well as your relationship to other traffic in the pattern. For example; “Glider Alpha Sierra down wind runway two-six, number two behind the red Cessna, Moriarty.”

As for radio failure.....what to do? Arrive high over the airport in order to assess the situation which will of course include the wind direction and other potential traffic. If altitude permits, wait until the other traffic is on the ground. In any case be extra vigilant for other traffic and DO NOT assume that they see you.

Being the sentient, witty raconteurs that we are, we sometimes get a bit carried away when we feel the need to wax eloquent on either of the glider specific frequencies which, as we now know are being used by others. This begs the question why does the Army need to use “our” frequency when they have all the other bands on which they can conduct business.

Getting back to the issue at hand, extraneous radio chatter can be a distraction for both the individual transmitting as well as those on the receiving end of non-soaring or for that matter, even soaring related blather.

It’s been my experience that flying my sailplane takes about one hundred percent of my undivided attention and that unnecessary transmissions - either made or received by me (yeah, I’ve done it myself), or someone else - tend to distract me from the task at hand.

There have been more than a few times during the prime soaring season that I’ve had to listen to the folks at Hobbs engage in endless banter regarding the quality or quantity of the conditions in their neck of the woods. It wears thin very quickly. I’m guessing they get tired of listening to us as well.

There is a fine line between sharing too much information regarding your current location and not broadcasting about conditions which might keep someone else out of trouble.

Asnd yet a further aside, ground crews should not initiate calls to their pilots.....as a general rule.

The bottom line is that one should consider the merits of making a transmission before doing so in order to keep the airways somewhat un-cluttered and free for safety related issues.

SeeYou at the airport.

## **Future airport development**



Robert Mudd has “fixed” this picture of the airport to show what our operations area will look like after the planned construction is completed this fall.

### *ASC Operations Schedule*

<b>Date</b>	<b>OPS 1</b>	<b>OPS 2</b>	<b>Instructor</b>	<b>Tow Pilot</b>
Jun 5 Saturday	Szadkowski W	BLOCH J		Bryan T/
Jun 6 Sunday	OKANDAN M	BOYCE J	TAYLOR K	BUSS P/
Jun 12 Saturday	HUSS J	Roberts D	DAFFER J	HAWKINS T/
Jun 13 Sunday	HAWKINS Mk	KOENIG C		HILL W/
Jun 19 Saturday	BROTHERS L	REED R	WIER J	Bryan T/
Jun 20 Sunday	HUDSON R	Sapp J		TICHY T/
Jun 26 Saturday	PHILLIPS C	Roten C	MORRISON B	WADSWORTH H/
Jun 27 Sunday	CUMIFORD Jr. J	KAWAL D		WRIGHT R/
Jul 3 Saturday	HARMONY D	MARTINEZ J	ROESKE S	STOGNER M/
Jul 4 Sunday	HUDSON R	PHILLIPS C		BUSS P/
Jul 10 Saturday	BIELEK K	STOLL F		HAWKINS T/
Jul 11 Sunday	BANKS H	HAWKINS M		HILL W/
Jul 17 Saturday	McKNIGHT P	EKDAHL C		Jenson K/
Jul 18 Sunday	STEWART W	Szadkowski W		STOGNER M/
Jul 24 Saturday	Waldron D	HUSS J		TICHY T/
Jul 25 Sunday	BOYCE J	OKANDAN M		WADSWORTH H/
Jul 31 Saturday	BLOCH J	Talarczyk R		WRIGHT R/
Aug 1 Sunday	RESOR B	BUENAFE C		Bryan T/
Aug 7 Saturday	BROTHERS L	REED R		BUSS P/
Aug 8 Sunday	KOENIG C	HAWKINS M		HAWKINS T/