

Towlines

The Newsletter of the Albuquerque Soaring Club

June 2010

President's Notes

By Bob Hudson

Summer hit on the 22nd and we are off to a good soaring season start, even though the spring was less than desirable. I heard some weather experts say they think the monsoon will be mild here in the Land of Enchantment, however they say it will be strong over in Arizona. Not being a weather expert, I don't understand that, but if true it works well for our OLC chances. Only time will tell.

Well, we have had some great flights lately, but we also lost some great flying days thanks to Mr. Wind! Over Memorial Day we managed to get quite a few fantastic flights in and at the same time we were able to entertain guest flyers from Arizona, Oklahoma and Colorado.

A couple of the days the launch resembled what you come to expect from a national contest and I want to thank everyone for operating safely. I especially want to thank the crew that gave up their Memorial Day to man the Operations Area and to tow. Of course we capped the day off with a Bar-b-que (with the meat donated by Angel Pala).

Speaking of Angel, once again he hosted flyers for another fly-in at Taos. And once again I am proud to point out that it was accomplished in a very safe manner. Although I wasn't there, I was told the sorties were extremely good. One Taos highlight saw Billy Hill squeezing out 710 kilometers, averaging 141 kilometers per hour (441 miles at 88 miles per hour). Way to go Billy.

You might remember that we (the ASC) held a "practice" cross-country camp at Big John Brittingham's Park Springs Ranch back in April. Remember? Well, now we are preparing for the "real" cross country camp to be held September 16-September 19. In preparation for this event I am going to need some "project officers".

First I am going to need a Lecture Manager whose job will be to solicit volunteers, choose the topics and to program the talks around the flying schedule. Second we will need someone to act as Accommodations Manager. This person will book the rooms, plan for campers and to make sure the Brittingham's are paid for the hospitality. We will need an Operations Officer, who will schedule the flights, arrange and supervise the Ops personnel, ensure that the planes are properly bedded down and see that the planes arrive and are returned safely.

Perhaps most crucially, we will need a Hospitality Director. The Hospitality Director will help plan the meals and the cleanup after the meals. And lastly we will need the Big Albuquerque Soaringcamp Supervisor (the Big ASS). The Big ASS will be responsible for seeing the team performs, maintains the spreadsheets for the finances, and arranges for someone to purchase suitable gifts for Big John, Jean, Todd and Denise.

Now I would like to see volunteers for these positions as soon as possible so we are not running around at the last minute trying to get stuff organized. Contact me if you desire to help out. Because of the Cross Country camp, we will probably move our Oktoberfest and OLC Celebration into October, but I will keep you informed.

In the near future it is time to start preparing for our annual night out with the Isotopes at the beautiful Lab. This year's game will be held on the 17th of July (7:05 pm). I need to know by the 8th of July who wants to go, so please contact me as early as possible.

Well, that's all for June. So now it is up to you to come out to your Club and take to the air, but remember to always operate in a safe manner.

Why we need the new ramp*



Mark Mocho took this picture on Memorial Day, May 31, 2010. AsMark says, the ramp capacity was overwhelmed, topping out at 27 gliders, three towplanes and three other visiting powered aircraft. "I hope that the proposed operations area expansion can be modified to include more space for parking aircraft to avoid encroaching on the taxiways," Mark so correctly adds. [** Your editor knows we also need the crosswind runway, but the ramp change is what we are going to get – for now, at least.*]

The MacCready Setting And Thoughts Regarding It's Use

By W. G. Hill

I seemed to have come full circle regarding the use of the MacCready settings I've been using over the years. Perhaps because of my failure in the past to more fully comprehend the finer points of some of the computer equipment I have been flying with, I have tended to give the MacCready settings short shrift. At the very least I've paid less attention to them than perhaps I should have.

Because I've come to realize what a wonderful piece of equipment my SN-10B is I have changed my approach to both MacCready settings as well as flying the suggested airspeeds.

Generally I start the day with a setting of four knots on the averager. I only do this because (a) you have to start with something and (b) why not be an optimist?

After a few climbs, I've got an average computed by the trusty SN-10B. I use that value to get me away and on course, but if I hit a few really good ones while en-route, I will crank up the value to reflect the newer average rate of climb, but only if I think conditions ahead warrant doing so.

Along with the audio tone – which also has a dead zone when flying the suggested MacCready speed – the SN-10B has both up and down arrows in the cruise mode which are a part of the MacCready information.

It's important to remember that although MacCready values may be factored into cruise speeds, the actual MacCready setting should be derived from “anticipated” climbs. Put another way, it's equally important to read the sky ahead of you and fly an appropriate speed for the conditions you anticipate encountering. This may mean you are flying at a speed which may be faster or, for that matter, slower than what is suggested by the MacCready setting. It's also important to remember the higher we fly, the higher the true airspeed we will achieve.

So, let's say the conditions in which you are flying jibe with the MacCready setting you are using, do you fly by following the commands your computer gives you regarding speeds? That technique is the one that won the worlds for Dr. MacCready, (inventor of this form of flying), back in the fifties, but I'm not sure religious adherence to said commands is always the best way to fly. Again, it's important that the conditions yet to be encountered are factored into the speeds flown.

Generally I will devote the greater portion of my attention to what I see outside the cockpit, (after all that's why we fly with audio variometers, and all that transparent plexiglass -- right)? On an almost subconscious level I am listening to the speed-up-slow-down tones coming from the audio and if I feel that by virtue of what I see ahead is in harmony with what the instruments are telling me, I will fly something close to the commands as they are given.

Final glide MacCready settings are yet another part of the equation. I used to set in four knots for the final glide which, if adhered to, would get me home at a reasonable glide speed. After discussing this with Chip, I've lowered my initial setting three point five which means I will be flying a slower final glide. Of course if I hit something worth stopping for on the way home, I will increase the MacCready value to compensate for the additional altitude.

On the other hand, if it looks as though conditions are good along the last leg, I might actually start final glide below glide slope all the while anticipating encountering enough lift along the way that I can do a series of little pull-ups in order to intercept the glide slope from below. In conjunction with that, it's equally important to put a minimum altitude above the airport for your pending arrival. This ensures two things; first, you arrive with sufficient altitude for a safe and comfortable pattern and second, you arrive back at the home 'drome without trashing your pucker meter by making a squeaky final glide.

See you at the airport.

Stern Warning from your Editor

If you are of a squeamish nature, you might want to skip the following photograph. As a fearless edit-type I had no choice in the matter – but you do.



This is what happens in Taos when there is no flying and the children get bored. You were warned

Club Calendar

Please put these upcoming Club activities on your personal calendar:

3 JULY-CLUB BAR-B-QUE

17 JULY-ISOTOPES BASEBALL (reply to El Prez by July 8)

14 AUGUST-PANCAKE BREAKFAST

6 SEPTEMBER-PANCAKE BREAKFAST

25 SEPTEMBER-OKTOBERFEST

23 OCTOBER-OLC CELEBRATION

13 NOVEMBER -PANCAKE BREAKFAST

11 DECEMBER-ANNUAL MEETING; LOOKING FORWARD

1 JANUARY-PANCAKE BREAKFAST

When you are on duty

When setting up "camp" at the launch point, be sure to add the tie down straps (seen below in the picture) so that the canopy isn't ripped off by winds. The straps are found in the OPs box. Even if the winds are forecast to be light, you still need to add the straps as thermals and dust devils can rip the canopy apart. Also, add enough lawn chairs to accommodate at least nine guests and crews.



2010 ASC Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
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	Waldron D	EKDAHL C		Jenson K/
Jul 18 Sunday	STEWART W	Szadkowski W		STOGNER M/
Jul 24 Saturday	McKNIGHT P	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/
Aug 14 Saturday	Roberts D	Pierce K		HILL W/
Aug 15 Sunday	MARTINEZ J	KAWAL D		STOGNER M/
Aug 21 Saturday	CUMIFORD Jr. J	Sapp J		Jenson K/
Aug 22 Sunday	HUDSON R	BIELEK K		TICHY T/
Aug 28 Saturday	PHILLIPS C	BANKS H		WADSWORTH H/
Aug 29 Sunday	HARMONY D	Roten C		WRIGHT R/
Sep 4 Saturday				BUSS P/
Sep 5 Sunday				Bryan T/