



Albuquerque Soaring Club Monthly Newsletter

Volume 12, Issue 1

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TOWLINES

A Note From Your President

By: Bob Hudson

Well, I hope you all had a very Merry Christmas and are having a most prosperous New Year. As I look forward to this New Year I can't help but reflect on the opportunities we have before us. First, I can't imagine us having a Spring as windy as last year. If I am wrong then there will be a lot of sitting around, but the weather guessers tell me to expect a mild spring. Of course these are the same guys who have proclaimed that this winter would be mild and extremely dry. I am contemplating this fact as it is snowing...again...out my window. Oh, well we all know weather is an exact science, that is why Texas A & M is a leader in the Science of Meteorology.

As I am looking forward I don't have to look too far to get a glimpse of our upcoming Annual Gala that will be held at the Marriott Pyramid on the 11th of February. (Under a separate

announcement you will get all the details, but for now mark your calendars.) This year, like all years in the past, our Gala will be an opportunity to gather and enjoy the fellowship of soaring in a different venue. Please make plans to attend and of course when the call goes out please respond with your desires to attend or not attend.

Now looking a little further forward, I can see the fun awaiting when we will partner with Sundance in hosting the Moriarty (Region Nine) Super Regional's Soaring Contest, June 9th to June 16th. Connie Buenafe is our Contest Manager and she will be putting the word out for volunteers, so if you can, be ready to raise your hand.

One of the efforts in the works is going to be a weekend contest in which all pilots will be allowed to compete in a local challenge for prizes

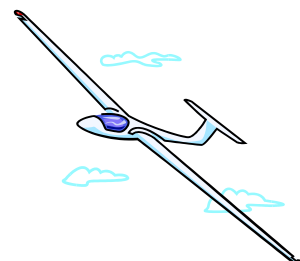
and awards. The format is being worked out as is the date. Basically this will allow all Moriarty pilots to have a friendly competition that will recognize all levels of abilities. It will be a fun weekend/day for all. More to follow.

As I look way out in the future, I have these special glasses; I am looking forward (way forward) to a year from this July when we will host the Women's Soaring Pilot's Association Seminar. It will be nice to have the Club House and airfield swamped with female pilots.

Now for a shameless advertisement. Cliff Goldman has a young high school student in need of money so he can go soaring. He is available to mow around your hangar, do cleanup, wash and wax aircraft, any and all odd jobs. Contact Cliff and he will make him available (286-4852).

Now as to flying we have already seen some really great wave flights. On New Year's Eve, we experienced wave and we were able to introduce Susan Gregory to the wonders of wave. Susan hadn't flown her Labelle for a long time and came out just to beat up the pattern and get reacquainted with her glider. Well, while on tow she hooked up with the wave and was able to turn a sled ride into over sixteen thousand feet of wonderment. It was worth being out here on a holiday just to see that huge grin on her face upon landing. Yes, you too can experience that joy by taking advantage of your Club membership. Come out and join us and, while you are at it, fly safe!!!

El Prez



STALLS AND SPINS

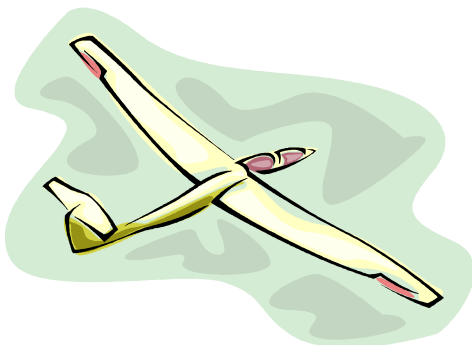
Let's say for the sake of this discussion that we are able to resurrect those individuals who have died as a result of a stall/spin accident over the last thirty or so years.

We would then put them in the left or front seat of the aircraft in which they met their demise and asked them to demonstrate stalls both straight ahead as well as from a turn.

There is every reason to believe they would be able to do so perfectly because this was what they had been taught.

This of course begs the question, "How did they manage to kill themselves in a stall which resulted in a fatal spin?"

The answer is that the stall series is taught for some of the following reasons; first and most important is to recognize when the aircraft in question has reached or exceeded the critical angle of attack and is reluctant to continue flying. The second is to demonstrate mastery of the flying machine. Yet another is so that an applicant can pass a check ride by virtue of being able to demonstrate said maneuver. I feel that this is another part of the overall problem since the emphasis



is quite often placed on stall recovery as a maneuver rather than something that could keep one alive.

So, over and above keeping a glider flying, what practical application does stall recognition and recovery have?

Well, when it the company of other sailplanes, it is best to fly the glider at a speed which, on the one hand will allow one to effectively thermal, but on the other will allow for sufficient airspeed and thus avoiding a stall and perhaps decrease the separation between the glider you are flying and others in a thermal.

The one condition of flight (or lack there of) it behooves us to avoid is that of the spin.

As we all know, spins are no longer a required maneuver to be taught. The FAA's thinking is that if you are taught stall recognition, you are not going to enter a spin. Therein lies the conundrum.

Stalls as such are taught in a very controlled structured environment and during the initial phases of training that is a good thing. However, once a pilot has mastered the recognition and recovery, he/she should be introduced to situations wherein the failure to recognize an impending stall and subsequent spin can lead to dire circumstances.

Getting back to one of the previous examples of a stall while thermaling with other gliders. Have you ever seen someone spin down through a gaggle of gliders?

By: W.G. Hill

Worse yet, have you ever spun down through a gaggle of gliders? Good stall recognition and recovery under high work load situations will help you avoid this scenario.

The most likely situation wherein a pilot might get into a spin is in the traffic pattern where distractions and multi-tasking are dramatically increased.

Let's go back to one of the deceased pilots we flew with earlier and ask him/her how they died. They might respond thusly, "I was on a base leg but very low to the ground. Because I was low, I was reluctant to lower the left wing any further so I started pushing the left rudder in order to line the nose up with the runway. Since this caused the nose to drop somewhat, I pulled back on the stick all the while pushing harder on the left rudder and then I just don't know what happened because the glider turned quickly to the left and the nose pointed almost straight down and then I hit the ground."

Stall recognition and recovery is just a part of the equation. As CFI's I feel that we should be introducing to those we teach circumstances which can lead to the above mentioned scenario albeit at a safe altitude.

The yaw string should never look like a windshield wiper which is yet another reason to demand a high degree of recognition regarding out of trim situations which in turn can lead to stall/spin situations.

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“Maintain thy airspeed, lest the Earth arise and smite thee.”



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Bob Hudson, President

I'm a big believer in the FAA Wings program. I held several phases of Wings under the old program and have also completed both Basic and Advanced Phases under the new program. I had planned on explaining the safety benefits of the program this month, but the FAA did it for me in their bi-monthly magazine, *FAA Safety Briefing*. So go ahead and check out the latest edition at the link below. Then give me or one of the other club instructors a call. We're always ready to help, from the back seat.

http://www.faa.gov/news/safety_briefing/2012/media/JanFeb2012.pdf



Operations Schedule

Date	OPS 1	OPS 2	Instructor	Tow Pilot
Saturday January 14	Pierce, K	Angell, M	Wier, J	Stogner, M
Sunday January 15	Koenig, C	Hawkins, Mark		Raburn, V
Saturday January 21	Huss, J	Szadkowski, W		Stevenson, D
Sunday January 22	Ekdahl, C	Goldman, C	Taylor, K	Stogner, M
Saturday January 28	Cumiford, J	Roten, C	Collins, A	Tichy, T
Sunday January 29	Roberts, D	Merlan, S		Wright, R
Saturday February 4	Kawal, D	Hunter, L		Wadsworth, H
Sunday February 5	Buenafe, C	Martinez, J		Hawkins, T