

DUST DEVIL TRIBUNE

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New Club Leadership

At the November Board of Directors Meeting, Keith Fong submitted his letter of resignation from the post of Club President. Keith will continue to be an Active Member of the club, and will continue to be a member of the Board of Directors as the Immediate Past President, with voting privileges. We are very grateful to the hard and challenging work Keith has done for the club in his role as Club President, and we look forward to having his eagerness and enthusiasm focused towards other club projects!

The Club By-Laws state that in the event of a mid-term vacancy in the Presidency, the current Vice-President will complete the President's term as the President, and the Board of Directors will fill the vacancy of Vice-President. Therefore, Chris Fleming is the new Club President, and T.J. Neely will be the new Club Vice-President. Next Spring, the Club Membership will elect a new Board of Directors to a full term.

With the advancement of Chris and T.J. to their new posts, the club will have an opportunity to have a fresh perspective to the administration of the club. They are eager, willing, and

able to make great and exciting changes to the club! The important thing for all of us to remember, though, is that this is *your* club! If you have ideas as to what you would like to see happen to the club, back those ideas up with assertiveness and participation! If you have reservations about where you think the club is going, back those reservations up with assertiveness and participation!

The single best way you can shape the future of the club is to come out and participate in every weekend-day activities! Arrive by noon, share your lunch with us and join the conversation! Help pull the gliders from the hangars and help launch, fly, and retrieve them! And stay to help put the gliders away and join us for a beverage of your choice and great conversation!

If you crave greater participation, strive to achieve the next pilot certificate grade, or become an instructor or tow pilot! If you have time during the week, we need your help with aircraft and facility improvements! Everybody has something of value to contribute to the club; in fact, the club cannot survive without you! Come out and ask how you can help!

Tow Plane Update

“The alternatives to this plan included replacing the entire engine, or replacing the entire airplane!”

“The entire project may be completed by early December.”

“We desperately need more qualified tow pilots!”

We have good news, and we have bad news. First, the bad news: For months, John Hardy and Al Chastney have tried to solve an increasingly annoying oil leak from the engine case of the tow plane. That alone involved week after week of laborious TLC, and the club owes both of these men a debt of gratitude for their endless and tireless work. They have been unable to contain the leak, however, and in October decided to ground the tow plane and replace the engine case.

Unfortunately, the engine is a very rare model, and after searching for weeks, we were unable to find a suitable replacement. The alternatives to this plan included replacing the entire engine, or replacing the entire airplane. Faced with these extremely expensive alternatives, we decided to begin a fresh search for an engine case. Using the power of the internet, we found a

few more airplane salvage warehouses on the East Coast. Unfortunately when we contacted them, they too had nothing in stock to help us. But one knew of somebody who might be able to help, and gave John Hardy a new phone number to try.

And now for the good news! When John called the new number, a part match was made! We found a replacement engine case! John ‘Pappy’ Martin, an airplane mechanic who lives at Horizon Airport agreed to remove the engine from the tow plane, disassemble it, and reassemble all of the parts onto the new engine case. The entire project may be completed by early December. The price of the new engine case will depend on whether the supplier will be able to repair our damaged case, and be able to sell it. In either event, we got lucky, and will save thousands of dollars!

Two Tow Planes?!

Actually, yes! Phil Barrett found another Call Air (identical to our tow plane) in Nebraska from an Estate Sale, and bought it! His intention is to make it available to the club for use as an additional tow plane. The second Call Air will be available whenever ours is grounded due to maintenance,

or when operations demand an additional tow plane. Of course, we only have one Club Member who is currently tow-pilot qualified! We desperately need more qualified tow pilots! If you have an airplane rating, ask John Hardy how you can get qualified as a Club Tow Pilot!

President's Letter to the Membership

“I hope that I can meet and exceed your expectations as Club President.”

“We are at a crossroads where we have a rare opportunity to make significant improvements, and make [our club] an exciting place to spend your weekend, every weekend!”

As you are now aware, I have ascended to the post of Club President. I am enormously grateful to everybody who has put their trust in me to lead the club. Keith Fong has worked hard under difficult conditions, and was able to keep the club flying when our future appeared bleak. I hope that I will be as successful as Keith at earning your continued trust, and I hope I can meet and exceed your expectations as your new Club President!

One goal I have is to improve the communication from the Club Leadership to the Club Membership. The Dust Devil Tribune will be a key part of that communication, as well as this new column: *“President's Letter to the Membership.”* In this column, I will let all of you know what ideas I have for the club, ways I hope to implement those ideas, and how they will effect you. This will be an excellent opportunity for you, the Club Membership, to steer the future of the club: *Your Club.*

Not everybody will agree with my plans, and I encourage and expect you to voice your concerns. I hope that the majority of my ideas are well received, however, and I hope that my enthusiasm is contagious and encourages participation from the Membership! In either case, I hope to hear from all of you early and often!

In the months ahead, I will outline my ideas for the future of the club. Some are exciting changes that hopefully will stimulate a growth in membership, as well as excite existing members to fly more frequently! Other ideas are rooted firmly in the corner of safety, which I feel needs significant attention. Even more ideas center on upgrades to facilities that will make non-flying activities more enjoyable. And I have many administrative ideas that will hopefully lay a solid foundation for the future of the club.

I am hopelessly addicted to Soaring, and I am excited about the future of this club! We are at a crossroads where we have a rare opportunity to make significant improvements, and make it an exciting place to spend your weekend, every weekend! In just a short time from now, I hope that we will have a pool of tow pilots and flight instructors willing to volunteer their time regularly, a fleet of gliders that will have pilots lining up to go soaring at 11am, and an environment where operations will be conducted safer and more efficiently. I hope that I can count on you to take the future of your club into your own hands, and help me transform our club into what it has the potential of becoming!

By: Chris Fleming

Fly the Mountain Wave!

“Imagine yourself flying straight ahead at 90 knots, while climbing at over 2,000 feet per minute! You’ve just discovered the best kept club secret of soaring during the winter!”

The hot summer months are now just a memory, as are the variometer-pegging thermals over 15,000 feet high! Many club members use the winter months for other projects because they feel that there isn’t any good soaring during the winter. How wrong they are!

John Hardy holds the club’s altitude record at over 27,000 feet! And he did it in December! I climbed over 12,000 feet in January, and to nearly 18,000 feet in March! How did we do it? We climbed in the Mount Franklin Wave!

A mountain wave usually forms when we have a stable atmosphere and a strong westerly wind at 10,000 feet. As the air flows up the western slope of the mountain it cools rapidly. As the air crests the mountain ridge, it is considerably cooler than the air already there, so it descends down the downwind mountain slope. But it descends too rapidly and is eventually warmer than the air it is descending through, and starts to climb. This oscillation of being too cold and too warm may continue for hundreds of miles downwind!

The air above and below this oscillation is also effected, and is pushed away as the mountain wave comes roaring by. The air below the wave can be among the most turbulent air you ever wished you never flew through, while the air above the climbing wave gets pushed higher, and higher, and higher!

It is in this seemingly never ending upwardly moving airmass that we can



climb to great heights! The world altitude record is over 49,000 feet, and was set in a mountain wave. The world distance record is over 2,000

miles, and was set in a mountain wave. The fastest cross-country speeds are recorded while flying in mountain waves.

Not only does El Paso have some of the best thermals in the world, but we are also blessed with the Franklin Mountains, a ridge perfectly positioned for local wave flights! Imagine yourself flying straight ahead at 90 knots, while climbing at over 2,000 feet per minute! You’ve just discovered the best kept club secret of soaring during the winter!

THE OFFICIAL NEWSLETTER
OF THE
EL PASO
SOARING SOCIETY

EL PASO, TEXAS

FLY GLIDERS WITH THE
EL PASO SOARING SOCIETY!
WE NORMALLY BEGIN
OPERATIONS AT NOON ON
WEEKENDS.

WE ARE LOCATED AT
HORIZON AIRPORT, WHICH IS
LOCATED 2.5 MILES NORTH OF
INTERSTATE 10 ON AMERICAS
AVENUE, TURN EAST ON PELLICANO
DRIVE, AND GO 1 MILE,
THEN FOLLOW THE AIRPORT
SIGNS.

PLEASE FEEL FREE TO CALL US
FOR MORE INFORMATION!

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VISIT US ON THE WEB AT
ELPASOSOARING.ORG



EL PASO SOARING SOCIETY

The El Paso Soaring Society is a non-profit sports organization dedicated to the pursuit of soaring flight. Membership participation in club activities allows all of us to enjoy the sport at a reasonable cost. We have three sailplanes available for member use, as well as our own tow plane. Flight instruction is available to all club members who desire to learn how to soar. Student pilots can solo gliders as young as 14 years old, and get their license by age 16; there is no maximum age limit. Generally, a student can solo after 30 instructional flights. Transition pilot training is also available.

Membership Costs:

Introductory Ride	\$50
Initiation Fee	\$250
Club Dues	\$40/mo.
SSA Dues	\$64/yr.
Typical Tow Charge	\$20
Glider Rental:	
SGS 2-33	\$10/hr.
SGS 1-26	\$10/hr.
Grob 103	\$15/hr.
Total cost to join, including books; non-refundable:	\$395

Annual Christmas Dinner

'Tis the season! Don't forget: The club's annual Christmas Dinner is scheduled for Sunday, December 12th at 6pm at the Emerald Springs Golf Club in Horizon City. The cost is \$17 per person, plus tax and

gratuity, to be billed to your January 2005 club statement. Please call Frank Kennedy at 852-9125 as early as possible to make your reservation, but please—no later than December 7th! Merry Christmas!

Eagle's Nest Renovations

Last month, the Board of Directors approved funding for the renovation of the club's picnic table area, better known as "The Eagle's Nest." The Eagle's Nest is the first and last thing prospective club members see on their visit to our club, and currently its appearance is something

less than to be desired. The renovations will start with the removal of all overhead sun shades, the installation of a brick floor, and the replacement of both picnic tables. Next spring we will construct an awning to block the sun and rain. We could use your help; call today!