

DUST DEVIL TRIBUNE

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FEATURES:

NEW CLUB GLIDER

TOW PLANE RETURNS

WINCHING ALTERNATIVE

CLUB PROJECTS

SOARING CROSS COUNTRY

PRESIDENT'S LETTER

FLYING WHEN IT IS WINDY

COLD, OVERCAST DAYS

EDITOR:
CHRIS FLEMING
(915) 491-4920
CJFLEMING@ELP.RR.COM

New Club Glider

On Sunday, January 16th, the club held a membership meeting to vote on the Fleet Modernization Proposal. The primary reason to consider modernizing our fleet was to attract more new members, retain more current members, encourage more participation, and to recruit new flight instructors.

The proposal presented to the membership included selling the club's Schweizer 2-33 and 1-26, and buying Keith Fong's Grob 102. The sale of the Schweizers was to offset the purchase of the Grob, which would allow the club to maintain a healthy reserve of funds.

During the meeting, however, it became immediately apparent that the club membership was evenly divided: Half of the members wanted to upgrade the fleet to more modern, higher-performing sailplanes, while the other half felt a strong connection to the nostalgia, simplicity, and durability offered by the Schweizers. Since neither group held a significant majority of opinion over the other, we eventually agreed to a compromise where everybody got what they wanted!

The membership agreed unanimously on two motions:

First, the club agreed to allow all members access to the two-place Grob 103. New students may choose to receive their initial training in the Grob 103, and current members may qualify to pilot the Grob 103 without needing the previously required minimum of fifty hours in gliders. All interested members, regardless of experience, simply need to receive instruction in the Grob 103 from a Club Flight Instructor, and receive an endorsement in their pilot's logbook.

Second, the club agreed to lease the Grob 102 for one year to gauge member interest in a higher-performing single-place glider. To pilot the Grob 102, all interested members need to receive training in both the Grob 103 and 102, as well as receive an endorsement in their pilot's logbook for both gliders.

For those who wish to fly the Schweizers, similar training and endorsement requirements apply.

The Fleet Modernization Plan is only one area where the club is changing. With every passing month, there is more to enjoy—both on the ground and in the air! Come out and experience it for yourself!

Tow Plane Returns to Service

Many hours of hard work went into the replacement of the engine case on the club's tow plane. During the inspection of the engine, we were horrified to discover that the old case was within hours of a catastrophic failure, which could have ended in tragedy. We were very happy, however, to find that the condition of all of the other parts were in excellent condition. Therefore, now that the case has been replaced, we have an engine that is in

tip-top shape! As you can imagine, the removal and reinstallation of hundreds of moving parts requires some fine-tuning to once again achieve a fully-performing engine. This process of making periodic minor adjustments may continue for a few weeks before the engine is back to 100%. Many thanks go to John Martin and his crew for a job well done. Many thanks also go out to John Hardy and Frank Kennedy for many hours of volunteering!

Even if you don't have a chance of contacting a thermal, a good winch launch is guaranteed to give you an ear-to-ear grin for a week!

Winching Alternative Continues

Now that the tow plane is back on-line and ready to resume its duties of launching our gliders into the air, it would be easy to forget about the winch. We are extremely fortunate to have more than one method of launching our gliders, and to ignore one of them would be wasteful.

The winch offers an inexpensive alternative to aero-towing, and it can be extremely fun! While the winch is not likely to replace the tow plane on days where connecting to good thermals is likely, it should be considered on days when the wind is blowing right down the runway on overcast days. Winching to two-thousand feet above the ground is possible when skill and conditions meet.

Winching is a completely different

form of launching, however, and requires specific training and an additional endorsement in your logbook. To earn your Ground Launch Endorsement, you will need to buy and read the book "Ground Launches" by Derek Piggott, pass a written quiz, and complete about ten winch launches with a qualified Club Flight Instructor.

Winch Launching will improve your understanding of aerodynamics, and will improve your abilities as a pilot.

The days of repairing broken cables are behind us! We have reached a level of proficiency where we can safely launch six gliders an hour! Even if you don't have a chance of contacting a thermal, a good winch launch is guaranteed to give you an ear-to-ear grin for a week!

Being a member of the club means more than just running a wing once a month; it means giving your most valuable resource: your time!

Club Projects

As you are now well aware, things are changing at the club! Besides modernizing our fleet, we are upgrading our facilities and our programs. All of these improvements will not be possible without your help! Being a member of the club means more than just running a wing once a month; it means giving your most valuable resource: *your time!*

This new column to the Dust Devil Tribune will post current and future projects that need your help. Next to each project is the name of the club member who has offered to lead a team to complete each project. Contact them today to help!

Eagle's Nest Overhaul:

Floor: Chris Fleming

Tables: Frank Kennedy

Awning: T.J. Neely

Golf Cart Repairs: Hal Green

Grob-102 Integration: Keith Fong

Schweizer 2-33 Repairs: Lou Braddi

Club Grob Trailer: *available*

Club Manuals: Chris Fleming

Club Website: *available*

Club Hangar Upkeep: *available*

Club Advertising: *available*

Soaring Cross-Country

Simply put: Soaring Cross-Country is what it is all about! When we make our 'soaring pitch' to people who don't know anything about our sport, we talk about defying gravity and gliding long distances—without having the benefit of an engine! Unfortunately, our basic training is mostly limited to learning how to control the glider, and a basic understanding of thermals. Since our thermals are so strong in El Paso, our thermalling skills are allowed to be sloppy, because the glider will usually climb in spite of our sometimes poor piloting ability!

Once most club members get their pilot's certificate, they tend to stop seeking instruction, and stay close to the airport. While this is initially 'fun enough' it does nothing to encourage you to improve your knowledge of the sport, or your skills as a pilot. Learning to soar cross-country will put you back in the training environment, whether you are with an instructor or solo! If you want to try soaring cross-country this summer, you need to start your training now! If you wait until May, you've waited too long, and you won't reach your goals this year.

President's Letter to the Membership

The future of this club will depend on our ability to offer a product that will attract and excite club members.

The big story of the month is the decision to expand the size of the club's fleet of aircraft. The introduction of the Grob-102, and the increased availability of the Grob-103, are significant changes to the club that will be central to the future of the club.

First, let's focus on what the increased availability of the Grob-103 means to the way the club operates. New club members now have a choice in how they begin their soaring experience. They can choose to fly either the Schweizer 2-33, or the Grob-103. Both gliders are distinctly different in virtually every way, and each has its own set of attributes to offer the newcomer. The 2-33 offers a less expensive means of learning to fly, while its wing design allows it to outperform virtually every other glider while thermalling! The 103 offers a quicker transition to higher-performing gliders for those who see an obvious desire to quickly reach higher levels of the sport.

The Grob 103 is also now available for advanced flight training for those who wish to begin soaring cross-country, or climbing in the mountain wave. All club members now have the means to achieve the level of the sport that they heard about on their first visit to the club—soaring from cloud to cloud, and state to state!

For those members who have had the desire to become Flight Instructors, but didn't want to return to the 2-33, the Grob 103 is now available for them to start soaring for free!

Next, for those club members that want to work towards their cross-country badges, or perhaps their altitude diamond, the Grob-102 is now available for them to reach their goals. The Grob-102 is the club's single-seat cross-country trainer. What that means to you is that in order to take the Grob-102 beyond final gliding distance of either Horizon or Fabens Airports, you will need to receive cross-country instruction in the Grob-103, and receive authorization from a cross-country instructor prior to each solo cross-country. You are encouraged to pursue your cross-country goals, and the Grob-102 will be available for you to reach those goals!

The future of this club will depend on our ability to offer a product that will attract and excite club members. The expansion of our fleet and our programs will get us pointed in that direction. This summer you will see the first club members take to the sky, then to the horizon and beyond, pushing their courage and their skills to the limit. Hopefully, their excitement will be contagious, and many others will follow in their footsteps!

Flying When it is Windy, Part 1

Before every launch, it is important for each and every pilot to take a moment to think about potential abnormal and emergency procedures.

Winter's chill will soon be over, and the arrival of the summer thermals will be proudly announced by the roar of the springtime winds! Some days will be so windy that the sand on one side of the airport will be transplanted to the other side of the airport; but other days will be within some club members' personal limits for going soaring. In order to make this decision a safe one, those members need to be consciously aware of the specific challenges posed during windy conditions before they make their decision.

Before every launch, it is important for each and every pilot to take a moment to think about potential abnormal and emergency procedures. On windy days, this critical step cannot be overstated! If a pilot launches on a windy day without considering the specific challenges posed by the wind, an incident is probable, and an accident is quite possible. Before launching: ***Stop and Think!***

Many pilots believe that when the wind is blowing straight down the runway, the wind only requires minimal consideration. But if the wind is strong, a very important decision needs to be made before climbing into the glider: Is a 180° turn back to the runway an option? If it's windy, ***a 180° turn back to the runway is usually not an option!***

Normally, we make our final approach to the runway at 60 knots indicated airspeed. If the wind is blowing straight down the runway at 20 knots, that would give us a groundspeed on final approach of 40 knots ($60 - 20 = 40$). But if we had a rope break or other emergency shortly after takeoff, choosing to make a 180° turn back to the runway would put that 20 knot wind behind us, and would give us a groundspeed on final of 80 knots ($60 + 20 = 80$), a 100% increase in groundspeed!

Not only is it a definite possibility that you could over-fly the entire runway, you are guaranteed to lose control of the glider while still going 30 knots, or about 40 mph! Why? You're in a glider that requires airflow over the control surfaces to maintain control. If your airspeed is less than 10 knots, you have no control. So 10 knots airspeed, plus 20 knots tailwind, equals 30 knots.

Remember: If you choose to fly when it's windy, you have very serious decisions to make before you even get into the glider! Don't wait until an emergency occurs before you start to think about an appropriate response. That decision should have already been made, and now all you have to do is follow the plan of action, and fly the glider safely to the ground.

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 AIR-
PORT SIGNS.

PLEASE FEEL FREE TO CALL US
FOR MORE INFORMATION!

CHRIS FLEMING, PRESIDENT:
(915) 491-4920

JAMES COX, TREASURER:
(915) 585-9135

JOHN HARDY, FAA EXAMINER:
(915) 852-7674

HORIZON AIRPORT:
(915) 852-3554

VISIT US ON THE WEB AT
ELPASOSOARING.ORG



EL PASO SOARING SOCIETY

INFORMATION ABOUT JOINING THE 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 four 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 1-26/2-33	\$10/hr.
Grob 102/103	\$15/hr.
Total cost to join, including books; non-refundable:	\$395

Cold, Overcast Days

Some days are obviously not great soaring days. They are those cold, winter days with solid overcast skies. If you choose to fly on these days, don't expect to stay up for long, and don't expect to climb above release altitude. But pulling the gliders out of their hangars on days like these are the days that teach you extremely important skills; skills that you cannot learn on typical booming West Texas summer days.

'Scratching' is the ability to work the weakest hints of lift, whether they are thermals, or mountain waves. You may not be able to 'scratch'

your way up thousands of feet, but scratching can prevent you from landing.

If you pursue soaring cross-county, it is guaranteed that eventually you will encounter a situation where the lift shuts down for an hour. You will be challenged to keep your glider aloft by working extremely weak lift accurately and consistently for an extended period of time. Your 'scratching' skills will determine whether you stay aloft, or land away. So don't be quick to dismiss cold, winter days: They can teach you the most important skills!