

DUST DEVIL TRIBUNE

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CLUB PROJECTS

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Nimbus 4's Visit El Paso

With the soaring concluded for the day, we had gathered at the Eagle's Nest with beverages in hand when we heard: "Glider turning final!" shouted from the office ramp. We exchanged looks with each other, and we all did a quick mental inventory of our gliders.

We were all safely home. Who was coming in for a landing?! We jumped up and looked west towards the setting sun, and beheld a sight not often seen in El Paso: a giant

Nimbus 4 on short final!

As the Nimbus 4 settled smoothly to the runway, its massive 85 foot wingspan dwarfed the 50 foot wide runway! Wisely, the pilot saw the office ramp as the best place to stop the massive ship, and maneuvered the super-span sailplane off of the runway's centerline, and finally slowly lowered the wing to the asphalt. The canopy swung open on its forward hinge, the pilot climbed out of the cockpit, removed her hat, and shook her head so that her hair could fall free. *Glider chic! Too cool!*

George Doolittle and I welcomed Pam to El Paso, and she said "Gerrit is right behind me!" and pointed back to final. We turned around and saw another Nimbus 4 on short approach! Wow! Gerrit rolled his ship in tight behind Pam's, and had an ear-to-ear grin on

his face that is common to glider pilots after another successful task.

Pam and Gerrit were on a soaring safari that wound its way through the rocky mountains, and this leg of their

journey had brought them from Moriarity, New Mexico. They were traveling with their friends Pam and John, and were taking turns driving the chase car. All of them are from Australia, and flying their gliders all over the world is how they choose to pass the time! The conversations we had during their stay were both entertaining and educational, and I was like a sponge the way I absorbed their stories! I hope that our paths cross again! **For a detailed report of their American Soaring Safari, see the next page.**



Safari Statistics

The two gliders and 3 pilots flew a total of 277.25 hours and 27,265 OLC kms. Average speed 98.37 km /hour. The car did 8,500 miles, 13,500 kms.

The Safari covered 5,693 kms by air, as follows:

249 km California City, CA to Bishop, CA.

218 km Bishop to Minden, NV.

385 km Minden to Montague, CA.

287 km Ephrata, WA to Bonners Ferry, ID.

404 km Deer Park, WA to Hood River, OR.

356 km Lakeview, OR to Minden, NV.

617 km Minden to Parowan, UT.

431 km Parowan to Telluride, CO.

372 km Telluride to Moriarty, NM.

364 km Moriarty to El Paso, TX.

607 km El Paso to Turf, Phoenix, AZ.

356 km Turf to Jean, Las Vegas, NV.

395 km Jean to Ely, NV.

375 km Ely to Bishop, CA.

277 km Bishop to Rosamund, Los Angeles, CA.

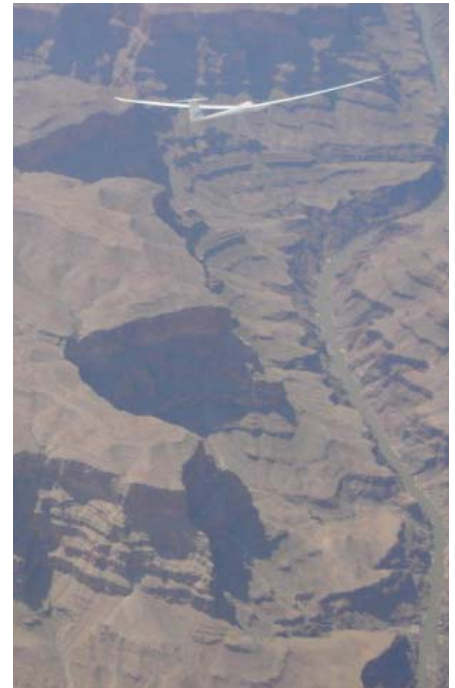
Gerrit flew 127.75 hours in 26 days, (4.91hour/day). His longest Safari flight was 617km Minden to Parowan, and the OLC awarded him 12,935 km. (average 101.26km/hour). Pam flew 88.3 hrs in 18 days, her longest Safari flight was 375km Ely to Bishop, and OLC kms 7,356. John Buchanan flew 61.15 hours in 11 days, longest Safari 617km Minden to Parowan, OLC kms 6,974.

The longest flights were: Pam 776 km, Gerrit 981km, and John 1057km at Ely.

Gerrit claimed a Dutch National Record for 166.1 kph over a 500km triangle at Ely, and John claimed an Australian National Record at 163.84kph over the same 500 km triangle.

For the entire article, go to www.kurstjens.com!

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Nimbus 4 over the Grand Canyon

Soaring in France

“If you are interested in soaring in France, you are welcome to join me!”

The soaring in southeastern France is world famous, with many flights climbing to diamond altitude and soaring to diamond distance! For experienced pilots, the Alps aren't far away, and offer an irresistible view to those who are up to the challenge of soaring over such an unforgiving landscape. I have rented a house in the medieval hilltop village of Fayence, which is located about an hour west of Nice. The Fayence Gliderport is located a

mile away from the house, and is home to the Fayence Soaring Club. If you are interested in soaring in France, you are welcome to join me for any part of my stay from November 12-19, 2005. I can offer club members Standby Non-Revenue tickets on Delta for approximately \$300 (the cost of taxes and administrative fees). Contact me ASAP at 491-4920 or at cjfleming@elp.rr.com, today! Go to www.aapca.net from more info.

Mountain Wave Soaring

Yes, there are mountain waves over El Paso! The mountain wave season extends from November through April, but each mountain wave flying day is too infrequent and usually too short-lived to hope to soar by chance. Furthermore, even watching the weather forecasts religiously while waiting and hoping for a wave day proves exhausting, and not always accurate! Nevertheless, when everything comes together and you find yourself soaring straight ahead at over 100 knots while climbing at 500 feet per minute in glassy-smooth air thousands of feet above the cloud tops—it's all worth it!

If you want to experience the thrill of mountain wave soaring, you need to start thinking about it now! You need

to be current and comfortable in the glider you want to fly in the wave, you need to be familiar with that glider's oxygen system, and you need to be familiar with high-altitude soaring. If you want to fly a club glider in the wave, that requires a checkout. While mountain waves occur over El Paso, they are more commonly found in Alamogordo. I plan to visit the White Sands Soaring Club several times this winter to improve my wave flying skills, and our club is planning on hosting a “Wave Safari” in the spring.

Don't let the wave season sneak up on you! Begin preparing for your diamond altitude flight now, so you will be able to begin your climb when the mountain wave arrives!

Letter from the President

“If you want more [than staying within 5 miles of the airport and soaring longer than an hour], you will never find an end to the list of possibilities in sailplanes, and you will never, ever, be bored.”

I was having a casual conversation with my captain last week on our way back from London, when he asked me why I lived in El Paso. I told him that I was an avid glider pilot, and that El Paso is one of the best places to fly gliders. He said that he thought flying gliders would be too boring for his tastes. I sat there trying to imagine a form of flying more boring than watching a Boeing 767 fly itself across a featureless ocean! I asked him what he thought flying gliders was all about, and he explained that glider pilots hoped to find a thermal and try to delay the inevitable landing that was only minutes away. I sat there and smiled at his complete misunderstanding of our sport. I asked him to guess how high he thought gliders could climb after releasing from the tow plane, and he guessed perhaps a few thousand feet. I told him that gliders frequently climb into the Flight Levels (above 18,000 feet), and that the world record was over 49,000 feet. He looked at me in disbelief. I then asked how far he thought gliders could fly in one flight. He laughed and told me that I was probably going to tell him something like 500 miles, a completely unrealistic

number in his mind. Again, I smiled and said that somebody flies 500 miles in a glider every day, and that the world record is over 2,000 miles. His jaw hit the floor. “How fast do you think a glider flies, captain?” He looked at me speechless and shrugged in defeat. “Flights down mountain ridges can average over 150 miles per hour, bouncing around at only 20 feet from the treetops.” I then came clean



with him and explained that I was a mere novice in the glider world; that I have never climbed into the Flight Levels, but had reached 18,000 feet on a couple of occasions. I hadn't ever flown

500 miles in one flight, but I had flown 350. And that my average cross-country speeds have never broken the 75mph barrier, either. But I was hopelessly addicted to the sport, that I was continually soaring further, higher, and faster. “This sport is what you choose it to be.” I said to him, “If you want to stay within 5 miles and land an hour after you launch, you can do that. But if you want more, you will never find an end to the list of possibilities in sailplanes, and you will never, ever, be bored.” I couldn't wait to get home and fly my Discus!

Flying the Grob 102, Part 1: On Tow

“It is far easier to maintain a good tow position than to recover from a bad one!”

Many club members have taken advantage of the opportunity to fly the Grob 102, and it is quickly becoming a favorite of club members! The Grob 102 offers club members the ability to soar easily to the next thermal, and fly at faster speeds without losing all of their hard earned altitude! However, this increased performance comes at the price of being less forgiving to pilot errors. A couple of incidents have occurred with the Grob 102 which suggest a discussion of high-performance sailplane aerodynamics might be a good idea!



The same design features which allow a high-performance sailplane to achieve high glide ratios and low sink rates may surprise new high-performance sailplane pilots during takeoff and landing. One feature is an incredibly low amount of drag. Drag is the enemy of performance, but we have come to use it unconsciously as a tool during takeoff and landing.

During tow in the Schweizers, a ‘jolt’ on the tow rope will cause a momentary acceleration and a minor slacking of the tow rope. Because of the high

drag profile of the 2-33, the glider rapidly decelerates and removes the slack. In the Grob 102 however, a jolt in the tow rope will cause a greater acceleration and, left unchecked, a larger degree of slack in the rope. The low drag profile of the Grob 102 causes it to accelerate more freely and maintain its higher rate of speed longer than the 2-33, allowing the Grob 102 to close more distance between it and the tow plane, producing a larger degree of slack in the tow rope. If no pilot corrections are made, the slack may become severe and dangerous.

Using either spoilers or a side slip to remove the slack from the tow rope are both widely accepted techniques. Next, after removing the slack, anticipate the tow rope becoming taut again to prevent the Grob 102 from being sling-shotted past the tow plane on the secondary ‘jolt!’

Finally, as a new student of mine recently said: *“It is far easier to maintain a good tow position than to recover from a bad one!”* Concentrate on tow, recover early from a bad position, and when in doubt, release the rope!

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
JOE BATTLE BOULEVARD,
TURN EAST ON PELLICANO
DRIVE, AND GO 1 MILE, THEN
FOLLOW THE AIRPORT 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:
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HORIZON AIRPORT:
(915) 852-3554

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 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 2-33	\$10/hr.
SGS 1-26	\$10/hr.
Grob 103	\$15/hr.
Grob 102	\$15/hr.
Total cost to join	\$~395

Club Projects

To help keep the costs down for all Club Members, membership participation is needed. The club needs your help! If you have the time, please consider volunteering for any of the following club projects:

Tow Pilot

Flight Instructor

Mechanic

Website Designer

Grob 102/103 Trailer Maintenance

Mountain Wave Safari Coordinator

Labor Day Cookout Coordinator

In addition, some things around the club always could use some attention. The club does not employ anybody to clean the facilities or the equipment. If you have some spare time, consider cleaning:

Hangar Floor

Hangar Shelves/Desks

Sink/Toilet Area

Refrigerator

Eagle's Nest

Wash & Vacuum Aircraft

Replace Snacks/Beverages