

DUST DEVIL TRIBUNE

Issue #47

September-October, 2005

Instruction in High Demand at EPSS

FEATURES:

INSTRUCTION IN
HIGH DEMAND

INTRODUCING
JERRY SHEPPARD

LETTER FROM THE
PRESIDENT

FLYING THE GROB
102, PART 2

CHANGES IN TOW
AND DEMO FEES



Keith Fong instructs Lou Chamales in the club's Grob 103 trainer.

The weekend morning student training program has been a complete success, with students, instructors, and tow-pilots convening at 9 o'clock on select days! The club's Grob 103 launched 11 times between 9am and 5pm on Saturday, September 10th! The new morning training has allowed other club members and guests more access to the two-place gliders in the afternoons, and since the training is all pre-scheduled, students get to fly promptly upon arrival at the club!

While the training achieved has been a

great success, we have failed at being able to meet the training demand of our fellow club members. The students that do get to fly, don't fly as frequently as they would like, and some students don't get to fly at all.

Our club continues to pay the price of not having enough flight instructors. This isn't anything new, which is shameful. We are at the point where we may need to turn new club members away because we can't teach them how to fly—and the club depends on new members to survive.

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Introducing Jerry Sheppard

“As I’ve always said: It’s the people that make a glider club great, not the gliders!”

As I’ve always said: It’s the people that make a glider club great, not the gliders! In that spirit, I would like to start a new page of the Dust Devil Tribune: introducing our members to the rest of the club, whether they have just arrived, or have been here for decades!

In this issue, I would like to introduce

Major Jerry P. Sheppard, United States Army, Field Artillery. Jerry is from Atlanta, Georgia, and graduated from North Georgia College in 1990. He has one son: Matthew Paul Sheppard, who is 8 years old. Jerry has a Commercial Pilot’s Certificate, with single and multi-engine air-

plane ratings, a sea-plane rating and an instrument rating. He is also a Certified Flight Instructor, and has a lot of experience in tail-draggers. As soon as he joined the club he got checked out in the club’s tow plane, and has already helped many of us into the air! Besides flying the tow plane, he is already well on his way to adding a glider rating to his pilot portfolio.

Without any further delay, here is Jerry with a few words:

“I would like to say thanks to all the great folks I have met out at Horizon Airport. The list numbers well over twenty. I do not believe I could have anticipated a more complete and friendly environment for which to en-

joy the art of flying. I look forward to all the hangar stories, cold beer after all the equipment is secured and overall pilot wisdom that is the true blood of this flying machine community. As a new tow pilot – I would like to say please fill my ears with any comments you may have about how I can better serve



you. Take care and see you in the Quail mirrors.

Blue Skies and Tailwinds! - SHEP”

Thank-you, Jerry, and on behalf of all of us at the El Paso Soaring Society: Welcome to the club! I hope that this club, and this sport, becomes everything you hope it to be.

Letter from the President

“We are in the midst of a major change from what the club used to be, to what it will become.”

Construction has begun on the expansion of Pellicano Drive east of Loop 375. When completed, it will be a divided road with two lanes of traffic traveling in each direction between Loop 375 and Horizon City. The first phase from Loop 375 to the new school will be complete when the school opens in January! These new roads will introduce many more people to Horizon Airport, and our club. We are in the midst of a major change from what the club used to be, to what it will become. It is time for us to decide what we want.

The number one item on our list should always be safety. With the encroachment of development on our soaring habitat, the few places we have nearby to make an emergency landing are becoming fewer. This is one reason why glider clubs are usually far away from cities, and may be a cause for us to eventually choose to relocate our club.

Next, do we want to grow the club's size? With more people soon to discover our club, do we want to be able to grow our roster to 50 or 75 members? To grow beyond the current 30-

member mark will require not only equipment, but instructors and tow pilots. *Permanent instructors and tow pilots!* Most of our club's instructors and tow pilots in the past have been transients: they have had jobs that brought them to town for only a couple of years before they moved on. To grow and to hold a larger membership will require several instructors and tow pilots who have chosen to make El Paso their permanent home.

If we don't have these permanent volunteers, our club can not, and will not grow.

Finally, what gliders do we want to have available for our members?

We routinely ex-

press to others the capabilities of sailplanes, but we rarely push them to their potential. New members drool over stories of gliders flying great distances and climbing to great altitudes, but we as a club fail at being able to bridge the gap between learning to control a glider—and being able to soar a glider! This winter we have an opportunity to upgrade our single-place glider from the rarely-flown 1-26 to the new club favorite Grob 102.

Are we up to the challenge?



Flying the Grob 102, Part 2: Landing

In the last issue of the Dust Devil Tribune, I started an introductory discussion on high-performance sailplane aerodynamics, and what to expect from the club's Grob 102. While the Grob 102 is exciting to fly, it is less forgiving to pilot errors during takeoff and landing. We have already discussed the tow, now let's discuss the landing.

Some things never change. In all gliders, you strive to achieve a final glide angle to the runway with the spoilers extended half-way; this allows you to retract or extend them if you get too low or too high. In the Grob 102 however, if spoiler technique is sloppy, and you repetitiously extend and retract the spoilers, you will have a difficult time maintaining your target airspeed, a key component of a stabilized approach.

Similarly, on windy days we need to always include a wind additive to our target airspeed: adding half of the windspeed to the glider's best glide speed is a widely accepted technique. We need to remember to rapidly bleed off this extra airspeed before touchdown however, as the extra speed

would likely cause a bounce upon contact with the runway, and a possible pilot-induced oscillation thereafter.

Therefore, a good landing technique would be: First, intercept a final glide angle with the spoilers extended half-way at our target airspeed. Second, maintain that configuration to the best of our ability all the way to our aim-point. Third, if you are flying at an airspeed greater than 60 knots, leave



the spoilers extended during the flare, touchdown, and rollout. This will allow the excess airspeed to bleed off quickly, and prevent a bounce or a pilot-

induced oscillation. And if you do bounce or initiate an oscillation, discontinue the landing for a moment, leave the spoilers in an almost-closed configuration, stop the oscillation at a safe height, and allow the glider to settle to the runway—don't flare again!

Finally, it would be remiss of me to exclude an important word of wisdom: When you are in an abnormal situation, disregard convenience and concentrate on a safe landing. Don't risk your safety simply to get the glider stopped in front of the club hangar!

“When you are in an abnormal situation, disregard convenience and concentrate on a safe landing.”

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!

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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 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	\$75
Initiation Fee	\$250
Club Dues	\$40/mo.
SSA Dues	\$64/yr.
Typical Tow Charge	\$30
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

Changes in Tow and Demo Fees

As all of you are aware, the price of gasoline has sky-rocketed in the past year. The club has not been immune to this global hardship. The price of Aviation Gasoline is approaching \$4.00/gallon, and will probably go higher.

Therefore, the club's Finance Committee has recommended to me that we raise the Tow Rate and the Demo Flight Charge. I have accepted the recommendations, and proposed to the El Paso Soaring Society's Board of Directors (EPSS BoD) to make those changes. On Monday, August 29th, the EPSS

BoD voted to increase the rates as follows:

The Tow Charge Rate will now be \$150.00/hour, and

The Demo Flight Charge will now be \$75.00.

I do not take this responsibility lightly. I wish to keep the cost of soaring to an absolute minimum, and I vow to return these rates to their original levels when the price of gas returns to normal. I hope you understand the need for these changes, and I hope you will continue to soar every weekend!