



Air Currents

July, 2001

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Hot Items

- ? Clubhouse trial approved
- ? ASA Oxygen System Upgraded
- ? Large ASA delegation fly at Region 9 contest at Hobbs in July
- ? Next membership meeting July 24th

ASA Pilots contend Nationals – Von Hellens wins 1-26 title

1-26 Nationals

With his second win in three years, top-ranked ASA pilot Bob Von Hellens won the 1-26 Nationals in June in Ionia, Michigan.

Flying a number of short and often slow tasks in difficult conditions, Bob took the lead on the second day of the contest with a speed 50% faster than his closest rival. Although failing to win another day, he held a high enough position to maintain his lead through the week.

Standard-Class Nationals

Alan Reeter, our only local flier at the Standard Class Nationals in Mifflin, Pennsylvania finished fifteenth in a strong field, just behind Karl Striedick and only 200 points behind the leaders.

With variable weather that included several rain days, conditions favored local fliers with experience of flying the ridges, and one day changed virtually the whole winners' line-up. Check out Alan's report, including his riveting description of ridge-racing, on page 4.



ASA Contest Series

With 15 out of 24 contest days already flown, the A class leaders have a distinct LS-8-ness about them, with four of the top five flying these ships. Leading the pack is Mike Parker, IC, followed by Alan Reeter, 71. Ralph Bergh, N7 and Casey Lenox, KC, fill the number four and five spots. Lone Ventus pilot Hans Heydrich, 6K, has the number three spot.

Following the recent discussions about more aggressive tasking, the last contest weekend saw two interesting set tasks. Saturday's task, Turf, Gila Compressor, Table Top, Bell Road, Turf, was made interesting by a line of thunderstorms. Hans flew straight through the storm, arriving at Table

Top with just enough height to land there. Others flew either south, or north of the storm, with 71 turning at Table Top before landing at Ak Chin. North proved to be the best route, with all the high scores taking this route. Eleven of the twelve contestants landed out, the sole survivor being yours truly, WA, who turned for home after Gila Compressor.

Board gives Clubhouse trial go-ahead

In June, the Board decided to go ahead with a one-year trial of the proposed clubhouse to be initially located at Lake Pleasant airfield.

Bob Blakemore, chief proponent of the clubhouse, was given the task of choosing and heading a clubhouse sub-committee. It was hoped that planning and paperwork could be completed in time to get the clubhouse up and running this fall.

The board also re-affirmed its decision to sell the club Lark two-seater as soon as the paperwork issues were cleared up and to investigate the possible acquisition of a second single-seater.

Schedule of Events

? July 1– 8
Annual ASA Parowan trip

? July 8-14
Region 9 contest at Hobbs, NM

? July 24
Board and General Membership
Meetings

?

July 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Parowan	2 “	3 “	4 “	5 “	6 “	7 “
8 Region 9	9 Hobbs	10 “	11 “	12 “	13 “	14 “
15	16	17	18	19	20	21
22	23	24 ASA meeting	25	26	27	28
29	30	31				

ARIZONA SOARING ASSOCIATION

The Arizona Soaring Association is a chapter of the Soaring Society of America. It is a non-profit corporation in the State of Arizona for the purpose of fostering the sport and science of soaring and educating the public on motorless flight in Arizona.

Officers and Directors, 2001

President	Tony Smolder	602-942-6519	Vice President	Andy Durbin	602-938-8752
Secretary	Jim Swauger	480-835-1475	Treasurer	Nigel Cripps	480-513-6259
Director	Carol Patterson	623-561-5454	Director	M. Stringfellow	480-595-5450
Director	Gary Evans	480-380-2431	Director	Owen Jones	480-951-8724
Director	Kirk Stant	623-933-1572			

Committees

Contests	Tony Smolder	602-942-6519	Legal Advisor	P. Van Camp	623-896-9413
Equipment	Rick Rubscha	623-878-6750	Newsletter Ed	M. Stringfellow	480-595-5450
Membership	Arnie Jurn	602-279-7840	Historian	Gary Evans	480-380-2431
Airspace	Andy Durbin	602-938-8752	Safety	Kirk Stant	623-933-1572
Social Director	Carol Patterson	623-561-5454			
Program Director	To Be Announced		Web Admin	Nigel Cripps	480-513-6259

MEETINGS

Tuesday July 24th, 6:30 pm Board Meeting 7:30 p.m. General Membership Meeting
Location: Barros Pizza - Coral Gables & 7th Street, Phoenix

From the President

"It was the best week of soaring ever!", will be the most likely comment you will get from the ASA pilots who attended Region 9 at Hobbs. With strong thermals, beautiful cumulus, and a great group of racers, Hobbs was the place to be this year.



flew you sure wouldn't know it! Ralph was very consistently fast, every day in the 70 mph plus range, with a 2nd place finish on Day 4. Melissa definitely kept Ralph in line and on schedule, driving him to race ready condition.

Check the ASA web site for Tony's full report

...Ralph (N7) and Melissa Bergh - This was Ralph's first time at Hobbs but by the way he

ASA Oxygen System Upgraded

In July, the Board decided to upgrade the ASA oxygen system from welding oxygen to aviators' oxygen. The decision resulted from a complaint made by an ASA member.

Although the Board felt that the widely-used welding oxygen was safe and constituted no risk, it was decided to make the switch based on advice from our legal advisor. As a corporate body, the ASA needs to exercise a higher standard of care than an individual and the use of non-approved oxygen was decided to be inappropriate.

Thanks go to Rick Rubscha who had the old bottles purged, cleaned and refilled. The system is now back in service at Turf.

The oxygen system is available to all ASA members who pay an annual fee and undergo training in its safe operation .



From the Editor

You will note that Air Currents has a new look this month. This format has been produced using Microsoft Publisher and is designed to harmonize with the look and feel of the ASA web site. While it may not yet be perfect, I hope that this new look finds approval with the membership.

Publisher also allegedly enables the export of a version of the newsletter in HTML—web display code for the uninitiated— so it can be easily viewed by web browsers.

As always, the content is only as good as that provided by the members. As editor, I'm happy to write the odd article myself, but would prefer input from the membership at large. It's also easier for me to edit an existing article than to create one from scratch.

Thanks this month to Alan Reeter, Paul Jorgensen and, of course, Cliff Hilty for their contributions.

**"Before the rains
come, the sky must
look like many sheep"**

Old Navajo saying

Alan Reeter at the Standard Class Nationals

The following is excerpted from Alan's e-mailed daily reports from Mifflin as the action was happening— Ed.

Day 2—Wednesday

There's heavy fog throughout the morning with visibility down to a quarter of a mile and temperatures in the 40's. I had trouble finding the airport and drove about 5 miles out of the way. For this westerner, it was down right spooky to see all those pilots putting their soaking wet gliders together in thick fog. Often you could hear people talking but you couldn't see them.

I took a picture. The developer returned a solid gray print with a sticker attached giving helpful advice on taking pictures.

The forecast was for weaker thermals and possibly backside ridge lift. Task was to Nissbet, Schuyskill, Beaver Springs and Mill Creek for 203 miles. The last part of the route from Beaver Springs to Mill Creek to the finish might allow us to use the ridge lift on Jacks Ridge just east of Mifflin.

It was so weak prior to the start that many thought there would be a mass landout. Gliders gathered in one or two large pre-start gaggles. At times over 30 gliders packed together. We couldn't get above 4500 msl (3700 agl). But, once on course, lift improved. It was blue to Nesbit with 3-6 knot thermals to 5000 msl. Half way down the second leg we contacted a cloud field. We flew long distances without turning. I set up a final glide into Beaver Springs on the SN10 plus 2000 feet (1,500 would have been plenty but again I'd never done this and was a little timid). The plan was to fly directly from that turn to the ridge. I, and everyone else, hit Beaver Springs and dived onto the ridge hoping it was working.

After contacting the ridge lift, we pushed down onto the trees at about 110 knots. It would be about 45 miles to Mill Creek and 35 back down the ridge to the finish. We'd be flying in one valley east of the Mifflin valley. On the return we'd have to fly over the ridge and fly downwind about 2 miles to Mifflin. It would be a total of 80

miles on the ridge. I'd never seen this ridge so it was all new to me. I discover that it's almost perfectly shaped and uniform except for a short section near the Mill Creek turnpoint.

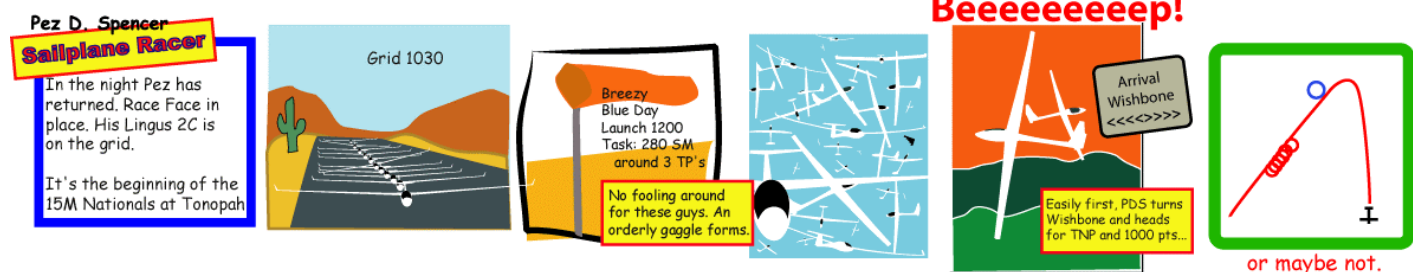
Many people were flying higher than optimum on the ridge. I push down to where Striedieck says it works best... right wing about 15 feet from the trees. This time I have everything bolted down. What a blast... 71 is shaking like it's coming apart, banging and cracking; a blur of green carpet on the right side of the canopy, little battering sounds as insects hit the wings. Everything is very close and fast... no time to look around. Only quick glances at the instrument panel. I'm sure my heart rate is spiking well over 100. The view ahead was like looking down a tunnel, everything below and to the right is a blur. Down the tunnel I see 7 or so gliders in front of me, and occasional power lines, and hawks diving and scrambling to get out of the way. I slowly close on and pass three gliders. I know, but can't see, that there's a long string of gliders following me. A little bit ahead Striedieck ("I") and Hall ("RH") are in the lead but they are having trouble getting into the Mill Creek turn. Striedieck radios a warning to be careful at the turn. About two miles short of the turn the ridge becomes very rounded, almost flat.

Reetered Again!

The turnpoint is a group of antennas on top of a rounded mountain. You have to slow way down, gain altitude and tippy-toe in. Even done well, this puts you just over treetops at low airspeed. There's very little slope or ridge lift so there isn't much of an escape route. Approaching the turn I slow and climb. At first it looks like a piece of cake. Then the trees come up and the slope flattens. I stay on course and only move out enough to keep from hitting the trees. There's no way I can head at the center of the cylinder. I'll have push in toward the trees and hope to clip the edge. I watch the GPS-

Continued on Page 6

Pez gets "Reetered"



Check out the adventures of Pez, Sailplane Racer, at <http://www.silentflight.com/pez>

Old Yeller flies again–BG12/16 N 7438

Paul Jorgensen

This is a bit of the story of bringing a wonderful homebuilt sailplane out of the basement where it had lived for 25 years and getting it to fly again.

The start of the story was 27 years ago when I first flew solo in the sky. I have been hooked ever since. 26 years after my first solo (and some 10,000+ hours later), I was soloing again - this time in a glider. I finished my commercial glider license in 2000 and started to dream of having my OWN sailplane. The price of sailplanes pretty well meant that this was just to be a dream. Then, on eBay (the internet auction), a Briegleb BG 12/16 sailplane went up for auction. The starting auction price was within reach.

I had read about the BG series of gliders - over 350 sets of plans had been sold (in the 25 years that plans were available) and almost 90 were still registered with the FAA. A pretty impressive installed base, for a glider. The most popular glider in the world had only sold around 700 total. There are currently five BG 12/16 sailplanes registered with the FAA here in the US, one in Canada, and one in Iceland.

It is Yellow

I emailed the seller, the stepson of the deceased builder. The glider was in a heated basement in Sequim, Washington, northwest of Seattle on the Olympic Peninsula. The seller was able to show one of my best friends, Dick Peterson, the glider in person. Dick was VERY impressed with the sailplane. His inspection did not reveal any obvious problems and he gave it a glowing report - along with some pictures. Yes, it IS yellow.

This glider was built in California by a machinist working for Lockheed. It was flown twice in California - once by a BG 12B pilot and once by the builder. He then moved to Sequim, which does not have very good soaring weather. The glider was

only flown twice more before being put away in the heated basement. Other things were happening in this man's life - an ice age mastodon was found in the front yard of the new house which took up considerable time for the archaeological dig. The sailplane hung in the basement with a total flight time of 2 hours 45 minutes.

Paul's bid wins!



After a discussion with my loving wife, Gwen, I put in a bid. Others had gone to look at the sailplane and I had to wonder if my bid would be the winner. It was. I arranged to pick up the glider and its trailer the day after Christmas, 2000. There were several things that needed to be done to get the trailer road worthy, but we were able to patch it together in about half a day. Then I got a touch of the flu. I was down for a day and

a half. Yuck. A trip to the hospital scared the sickness into remission and we attacked the job of getting the paperwork done and the glider loaded into the trailer. The builder of the glider was a machinist. To him an inch was 1000 divisions. He did not waste many divisions... The glider is a VERY tight fit into the trailer.

First Flight

After buying the ship and bringing it to Phoenix, I went through the process of getting it "airworthy". This process included an inspection by a certified mechanic (thanks Bob Nicholson and Bob Westlake!), a weighing (the original weighing paperwork was lost), and an inspection by the FAA to issue an Airworthiness Certificate and Operating Limitations. With all of this completed in a six week period, it was time for the first flight in 25 years for "Old Yeller", N7438.

Continued on Page 7

Reeter... continued

Nav tick down..."0.5, 0.4, 0.3, 0.2, 0.2, 0.2, 0.3, 0.4". "F##k, no arrive alarm!" I missed the turnpoint!

I fly past the turn two tenths of a mile to tiny bowl and hit some lift. I make a left 180, gain perhaps 100 feet and head back at cylinder. Then I hit sink and quickly lost 75 feet. Still, the extra 25 feet might let me get in just close enough. Just a few hundred feet to the cylinder, I'm just over the treetops and airspeed is dropping below 60. Now, I see the string of incoming gliders headed right at me, nose to nose. They are having the same problem getting the turnpoint.

I move in as close as I dare - now I become aware of individual trees that might hit the wing. Airspeed is dropping below 55, the first head-on glider was only about 400 feet in front of me and closing fast.

In a strangely abstracted thought, I wonder if I'll hear the arrival alarm before the thump of treetops. GPS-



NAV ticks down in slow motion... "0.4, 0.3, 0.2, 0.2, 0.2, BUZZZ!" Gently, very carefully, I roll off to the right and slide down hill in a near stall recovery.

Heading down ridge now with airspeed quickly building to 110 knots and climbing straight ahead to ridge top. 35 miles to go.

Now, there's a string of perhaps 35 inbound gliders to pass with closing speeds of 220 knots. But that's no problem. 3 miles from the finish, I yank and bank... pull up, turn to fly over the ridge and dive to the finish gate.

My heart and respiratory rate were near max.

When I get out of the glider I'm breathing too

hard to talk normally.

WONDERFUL!

Hilty Humor—Flying Quotes

Keep the aeroplane in such an attitude that the air pressure is directly in the pilot's face.

Horatio C. Barber, 1916

When a flight is proceeding incredibly well, something was forgotten.

Robert Livingston, 'Flying The Aeronca

The only time an aircraft has too much fuel on board is when it is on fire.

Sir Charles Kingsford Smith, before his death in the 1920's

There is no reason to fly through a thunderstorm in peacetime.

Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.

Jon McBride, astronaut

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

Layton A. Bennett

Old Yeller...Continued

Everything went normally except for the canopy latch which started to loosen at around 90 knots. I finished the flight with my hand on the canopy to make sure it landed at the same time as I did. A couple of new cam type latches now insure a good canopy lock. The first flight lasted 42 minutes and afterward I could not stop smiling.

Second Flight

The second flight, a couple of weeks later, allowed me to test more of the flight envelope of the glider. The ability to climb in the thermals made for a pleasant flight, but I never got more than about 5 or 6 miles away from the airport.

From a low point of 3600 feet I was able to climb up to 7200 feet (the airport is at 1600 feet) where I needed to shut off the air vent - it was getting cold! I was able to climb with some of the other higher performance gliders, just fine.

Local Flights

The FAA required 10 hours of local flights for the experimental restriction. The performance of the glider is not bad for an old wood bird.

The air was a bit too rough for solid numbers, but I am guessing that the glide ratio is in the neighborhood of 32 or 33 to 1. Not quite the published 36 to 1 - but still respectable.

This flight of 2 hours 39 minutes nearly equaled the total time on the glider (2:45) when I bought it. This is going to be a fun ship!

Cross Country

After the FAA mandated local flying hours for the Experimental Airworthiness were completed, I started thinking about doing some cross country flying. Staying

near the home airport, while fun, is not as exciting as going somewhere.

As a beginning glider pilot (hey, that other 10,000+ hours doesn't count) I have done the SSA A, B, C, and Bronze badge program. It is now time to get ready for the FAI badges.

The first to start

out with is the Silver badge. Last summer I completed one of the legs - The Long Sit. I did a 6 hour flight in one of the trainer SGS 233 planes. The other two legs, altitude and distance, were flown on June 23, 2001, with an out and return to Wickenburg. This on a day when the ASA race series had 10 of 12 competitors land out (to the south, well away from my course line...).

At this point, I have put about 20 hours on the old glider and hope to do many more.

There are quite a few more pictures and other information on my glider web pages. Check out:

<http://ke7hr.home.mindspring.com/Glider/gliderhome.htm> for this.



Hilty Humor—Flying Quotes

I hope you either take up parachute jumping or stay out of single motored airplanes at night.

Charles Lindbergh, to Wiley Post, 1931

When a prang seems inevitable, endeavour to strike the softest, cheapest object in the vicinity, as slowly and gently as possible.

advice given to RAF pilots during W.W.II.

Instrument flying is when your mind gets a grip on the fact that there is vision beyond sight.

U.S. Navy 'Approach' magazine circa W.W.II.

Always keep an 'out' in your hip pocket.

Bevo Howard

The Cub is the safest airplane in the world; it can just barely kill you.

attributed to Max Stanley, Northrop test pilot

If you're faced with a forced landing, fly the thing as far into the crash as possible.

Bob Hoover

It occurred to me that if I did not handle the crash correctly, there would be no survivors.

Richard Leakey, after single engine failure in Nairobi, Africa, 1993.

If an airplane is still in one piece, don't cheat on it. Ride the bastard down.

Ernest K. Gann, advice from the 'old pelican'

You've never been lost until you've been lost at Mach 3.

Paul F. Crickmore,

The emergencies you train for almost never happen. It's the one you can't train for that kills you.

Ernest K. Gann

If you want to grow old as a pilot, you've got to know when to push it and when to back off.

Chuck Yeager

Never fly in the same cockpit with someone braver than you.

Richard Herman Jr, 'Firebreak'

Arizona Soaring Association

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