



# Air Currents

August/September, 2001

## Four Eagles in one month!

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### Hot Items

- ASA Contest Results—Parker wins A Class, McNulty B Class
- El Tiro Dash to be held October 6th
- ASA Oktoberfest at Turf October 13th
- Next membership meeting October 24th

### Four Eagle Awards

Despite a mandated ten-day break in flying in September, the past month has produced a period of unusually great flying. The result—four nominations for the monthly ASA Eagle Awards that were so hard to choose between that the Board awarded them all in an unprecedented tie.

The awards were:

#### Barbara Maclean & Kirk Stant (66)

These two pilots achieved the first completion of an ASA contest task by two pilots flying the same glider on the same day. On September 3rd, Barbara flew the 125-mile ASA "B" task from Turf to Wickenburg, Luke 4, Congress and Bean in a time of 98 minutes, landing about 3:15. Kirk took off about 3:30, started the same task at 3:50, and finished at 5:20 p.m., just 3 minutes slower than Barbara.

#### Cliff Hilty (CH)

Cliff completed a 550 km flight from Turf to the Grand Canyon, Wickenburg and back on

September 21st. With a slow start as the September air warmed slowly, Cliff was only able to make the Canyon at the unusually late time of 4:00 p.m. This flight represents the latest in the season for such a long flight and perhaps the first late September flight to the Grand Canyon.



#### Paul Jorgenson

Despite having only a few hours in his newly acquired "old Yeller", I6, Paul flew in the ASA C class contest over the Labor Day weekend. He not only won on the last day, but he turned in a fast time. With an actual speed of 54 mph, his handicap-

adjusted speed was 76 mph—amongst the fastest of the day.

#### Andy Durbin (GY)

Flying in an ASA contest task on September 22nd at Estrella, Andy achieved the fastest climb ever documented by an ASA pilot. This climb was achieved in a fire-fed thermal and resulted in a 1-minute climb of over 2100 feet, or an average of over 20 knots, with peaks of nearly 30 knots!

## Aviation Shutdown hurts Local Glider Operations

The shutdown of all general aviation following the September 11th terrorist attacks in New York City and Washington D.C. has proved a challenge for local glider operations at Turf and Estrella. Closed from the time of the attacks until September 20th, the nearly 2-week mandatory closing of all VFR operations ended all flying at the two sites.

Even after the resumption of flying, customers were rare. Turf Soaring, which relies heavily on commercial rides from convention-goers at local hotels was particularly heavily hit. ASA members resumed flying immediately the ban was lifted, and the postponed final contest of the year at Estrella was held on September 23rd and 24th.

## Schedule of Events

- **October 2**  
**ASA Board Meeting**
- **October 6**  
**El Tiro Dash**
- **October 13**  
**Turf Oktoberfest**
- **October 20**  
**Arnie Jurn hosts ASA members' party**
- **October 23**  
**ASA General Membership Meeting**

# October 2001

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 <i>ASA Board Meeting</i>	3	4	5	6 <i>El Tiro Dash</i>
7	8	9	10	11	12	13 <i>Turf Oktoberfest</i>
14	15	16	17	18	19	20 <i>Arnie Jurn's party</i>
21	22	23 <i>ASA Members Meeting</i>	24	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	Aircraft	To be Announced	
Equipment	Rick Rubscha	623-878-6750	Legal Advisor	P. Van Camp	623-896-9413
Membership	Arnie Jurn	602-279-7840	Newsletter Ed	M. Stringfellow	480-595-5450
Airspace	Andy Durbin	602-938-8752	Historian	Gary Evans	480-380-2431
Social Dir	To Be Announced		Safety	Kirk Stant	623-933-1572
Programs	To Be Announced		Web Admin	Nigel Cripps	480-513-6259

### MEETINGS

Tuesday October 2nd	7:00 p.m.	Board Meeting
Tuesday October 23rd	7:00 p.m.	General Membership Meeting
Location:	Barros Pizza - Coral Gables & 7 <sup>th</sup> Street, Phoenix	

## From the President

The Labor Day weekend race at Turf reminded why I love the state of Arizona and the great soaring club we have here. We are so fortunate to have such great soaring conditions 8 months of the year and 2 very supportive commercial operations that go out of their way to help us enjoy these conditions. When I first joined the ASA in 1992 the contest series seemed to be in a decline with only 9 pilots who flew in "A" class and 8 pilots who flew in "B" class. I was new to soaring, but the excitement of racing prompted me to try the newly formed "C" class. After my first race I was hooked and together with Dan Butler we team flew the club 1-26 "454" the last half of the contest season. In fact on one day when it was Dan's turn to race and he landed out shortly after the start, we quickly de-rigged 454 at Ak Chin, and raced back to re-rig at Estrella. I then took off for an attempt at the task, but alas it was too late and I had to contend with a short soaring local soaring flight.

Although I have progressed on to the "A" class it was great to see so much excitement and enthusiasm again for the "C" class over Labor Day weekend, and to be reminded of my first year in Arizona racing the "C" class. I hope this continues and hope all the more experienced pilots will be willing to help with seminars, mentoring, or dual XC. We need more new blood coming in and a strong "B" and "C" class next year.

## From the Editor

As the second edition of Air Currents under my editorship, I regret that my original goal of producing a monthly issue has not been met. This is in part due to the busy months of July and August in which those of us still here in Arizona are too busy flying to write and many others are hiding in cooler climes.

Another problem for the newsletter is the change brought about by the new improved ASA web site. This has proved a successful venue for the posting of current news and events as well as the hugely popular on-line discussion forum. To a large extent, it is replacing Air Currents as a medium for exchanging ASA information.

This year was great for contest participation, with 22 different pilots flying at least one "A" class race day, 9 pilots flying at least one "B" class day, and 4 pilots flying at least one "C" class day. The "A" class is extremely competitive and healthy. In fact this years competition in "A" class was so tough compared to 1992 that the current 7<sup>th</sup> place in "A" class this year would have only netted a 3<sup>rd</sup> place in 1992!

We, the ASA should be very proud of our contest series and our pilots who represent the ASA in regional and national competitions. Comments heard at regional and national events indicate that other clubs are taking note of our club racing and pilot race training. This is great for the sport of soaring and especially for ASA, for as our pilots succeed, so will the club, through growth and recognition.

Let's get the other classes growing for next year by setting a club goal for 2002 to get at least 3 contestants in each of the "B" and "C" classes each contest day next year. Encourage, promote, and mentor.

I'll need all your help to make this happen.

Thanks,

Tony



Both the web master and I are aware of this challenge, and as a result we propose to harmonize the web site and Air Currents even further in future. Rather than seeking material to be published separately in both media, we will present it in a way that it can be shared between them. This will enable those with web access to have the quickest access to news and events, while still keeping others not so well connected in touch through the printed medium.

Hopefully, Air Currents will still be a useful forum for presenting longer articles and examining subjects in greater depth.

But, wherever you submit it, keep writing!

**"The male rains  
come in summer, the  
female rains in  
winter"**

**Navajo folklore**

# From the Archives

## THE SILVER SEA SCROLLS

By: Phil Thorndyke "Y2"

Lifted from Wind and Wings, September 1980

The following scrolls were recovered from a recent archaeological dig, along with a number of other artifacts, in a stratum of unusually fine dust. Inscriptions on the artifacts indicate that the region was ruled by a powerful king named Schweizer and his queen, Elmira NY. The scrolls are thought to be the work of a nomadic tribe from whom are descended the Elsinords, Elmiragites, Hemetians, and Crystalanians, together with the Perisites. The scrolls are presented here in the order of their discovery, since the actual chronological order has not yet been determined.

### Scroll No.6

When it comes to pass that a place to fly is to be chosen thou shalt choose a place where lift is plenty. Ye shall know such places by these signs: that the earth shall be devoid of all that comforts man, these things being trees, grass, and all other green things; water, food, shade and places of rest; and all other things which alleviate suffering. There shalt thou make thy camp. And thou shalt proclaim thine own place best, and shall denounce all other places as bad.

### Scroll No.21

Now it came to pass that when the season of heat was upon the land, the AGCAscians did go forth from beside the cool sea and went into the deserts, for such was their way. And they journeyed unto a place where lift was plenty. And Lo, there were great numbers of gliders upon the firmament and in the heavens. The first among these did have the appearance of whalefishes; and their wings were above and were supported by pillars, and between the pillars sat a wise man and before the wise man sat a scholar. And where a man measures four cubits. his allotted space was three cubits and his knees were beside his ears. The second among these were of lesser size. and there were no pillars beneath the wings. And he who sat beneath the cover of crystal was alone. And when he made the parts of the glider to move, shrieks and moans did come from within. And his number was: One. One Score, and Six Of the others which there were, one had the body of a tadpole, the wings of a moth, and the weight

of an elephant. Others were of the color of polished iron, and when others circled upon their left, these did circle upon their right. Some were of trees and cloth, and others were of the light metal. Still others did have the appearance of fine pottery, and flapped their wings when they went.

Lastly were those which went upon three wheels. And there was a great noise with them, and a whirlwind did go before them. And they turned not when they went, but went straight. And some did have a rope behind them, and they did extract many pieces of silver from the glider pilots, and did lead them through the descending air. And of all the machines in that place, the lord of each machine did proclaim his to be the best, and did denounce all others.

### Scroll No.193

If, having assembled thy machine, there shall approach a vast multitude shouting "How much did it cost?", then knowest thou that the spectators have come, and they shall be a plague on thee. And if they hinder thy toil of preparation with questions, thou shalt restrain thy anger and answer as possible, for verily they know not that thou hast answered these questions an hundred score and seven times before. But, if a man layeth his hand upon thy canopy, or lean himself to rest upon thy glider, or leave his Children to run loose about thy equipment, or in any manner defile thy leading edges, then shalt thou loose thy sword upon him, for he is an abomination, and shall not be spared.

### Scroll No.92

Lo, there were gathered upon the plain a multitude of gliders and glider chariots. And on the first morning the people gathered in the temple of the aircraft. And the king of tasks did stand before them, and spake unto them, commanding that they should go forth from the Lakes unto the Torrible Zone and from thence unto the hills of the Chankly Bore 'ere they returneth. And there arose a great cry from those assembled, and there was a great wailing and gnashing of teeth, for the journey would lead them through the Bad Places.

Continued on Page 6

# Member Profiles:

## Bob Blakemore - 2000 Man of the Year

*This is a new column appearing both on the ASA web site and in Air Currents that will feature a selected ASA member each month. Starting in October, Steve Koerner will be taking over this slot and has some great ideas. Please support him!*

Bob was voted ASA man of the year in October 2000 for his dedicated work in managing the Region 9 West contest held at Turf Soaring in June, 2000.

### **Bob, how long - have you lived in Arizona?**

We have lived in Arizona since May 1987. I'm originally from Washington state.

### **Are you married? Children?**

Many members know my wife Sue. We have two children, both young adults now.

### **What do you do in your non-soaring life?**

I manage money for trust, private banking and pension funds for National Bank of Arizona. I have been managing money for money-center banks for over twenty years.

### **Where did you learn to fly?**

Washington State-first soloed at 16yrs old and got my private license at 18.

### **How long have you been flying gliders?**

I took my first ride with Les Horvath at Estrella Sailport January 1990.

### **How often do you fly, approximately how many hours per year?**

Approximately 90 hours per year.

### **What do you fly now? Have you owned other gliders previously?**

GZ, my Nimbus 3. My first glider was a Grob 102.

### **What type of soaring do you most enjoy?**

Recreational flying with an occasional race day.

### **Please describe your best and worst soaring experiences...**

The Best. June 1998 at Parowan Utah. Cloud streets everywhere and the mountain peaks were covered with snow. From 20k I was able to final glide from near Payson back to Parowan without turning, completing a terrific five and a half hour flight and nearly 400 miles. The worst experience was in my Nimbus when a control cable was wrapped around an aileron bell crank. On take off when the wings flexed the cable tightened restricting aileron movement. It also locked my wing tip extension aileron in the full up position. A high tow a release over the end of the field allowed for a satisfactory result. Landing and no damage.



### **Any thoughts about the ASA?**

ASA provides me, through its members, the support I need to enjoy this sport. Whether it is technical or simple someone is always willing to offer assistance and support. It is unlikely without encouragement from members I would have gotten to a turnpoint beyond Lake Pleasant without them.

### **Is there anything else you would like to say?**

Flying gliders has been a very rewarding experience enriching my life not only through the thrill of flight but in and with the people, whom I've been able to share it with.

# Cambridge Software Crashes

## The Problem

Pilots attempting to read or analyze logger flight traces on Cambridge Instruments popular DOS flight analysis software on September 10th were surprised to find the message "no positions fixes". This problem apparently resulted from a date issue—not unlike the Y2K problem—resulting from the way the program handles dates. This problem results in all files dated after September 9th being unreadable.

## Cambridge Shoots Itself in Foot

Cambridge's response to this problem was to remove it from their web site, where it had been available for free download, and to announce that the software would no longer be supported.

They suggested that pilots use instead their new Windows-based program "Aero Explorer". Since this new program has few useful features for analyzing contest flights, and can only read files from Cambridge loggers, many were left hanging with no useful alternative. Contest scorers were particularly annoyed as the Cambridge software has been used for some years as a standard and reliable way of checking logger files.

The strategy of customer abandonment apparently backfired pretty quickly, as rumors about the company's impending sale spread, leading to questions of whether the company would support its hardware as well. Pilots considering installing Cambridge products in new ships quickly began looking at alternatives.

## Latest

On September 27th, along with the announcement that the company had new owners, came a new statement that Cambridge was intending to address the software issue.

## Alternatives

A number of new software packages are available for viewing log files. The freeware "igc-view" has been recommended by some users, although the author has not had the opportunity to test it for himself yet. Commercial software includes "Stre-Pla" and "See You". The latter has good graphics, showing the flight trace over terrain maps of reasonable resolution and with the availability to also show air space. It is also reported that the Cambridge software is usable if the file dates are changed.

## Archives ... continued

Then did come forth the prophet of the winds and spake falsely unto them. Then did they cast lots to find who among them would go first, and who second, and so on unto the last of their number. And having done this, the people went forth from the temple, and girded up their loins. And when the gliders were assembled, the signal was given and they were cast into the air. And it came to pass that those who hearkened unto the false prophet fell to earth against their will, and their wrath was terrible to behold. And they did tear their hair and beat their breasts and

blasphemed greatly. But when the inhabitants of the land came unto them saying, 'Lo, hath the wind forsaken thee?', those who had fallen said, 'Yea, verily, it is so,' for they were trespassers in that land, and were in sore need of telephones.

But those who followed the paths of lift did not fall by the wayside, and their Coors runneth over, and they rejoiced, for their points were many. And the morning and the evening were the first day

# ASA 2001 Contest Results

#	Name	Glider	Tasks Finished	Tasks Won	Tasks Placed	Final Score
<b>A Class</b>						
IC	Mike Parker	LS-8	17	7	4	11883
KC	Casey Lenox	LS-8	18	4	7	11665
6K	Hans Heydrich	Ventus B	20	1	8	11650
TS1	Tony Smolder	Ventus B	20	1	6	11436
N7	Ralph Bergh	LS-8	16	2	3	11250
GY	Andy Durbin	ASW-19B	18	2	4	11157
71	Alan Reeter	LS-8	11	4	4	10758
GW	Steve Koerner	Genesis 2	19		1	10516
NC	Nigel Cripps	DG-303	11		2	9507
ME2	Bill Prokes	LS-3A	11		1	8606
1X	Bob von Hellens	Discus	9		2	8002
KD	Doug Bell	LS-6	8		1	6180
66	A. Wussing/K. Stant	LS-6	8	1		5998
WA	Mike Stringfellow	ASW-20A	9			5987
GZ	Bob Blakemore	Nimbus 3	5			3347
6W	Bill Snead	PW-5	4		1	3080
CH	Cliff Hilty	Ventus B	3			2713
E	Wally Raisanen	Ventus B	3			2064
TK	Tom Kretche	Ventus 2B	2			1631
GS	George Sanders	DG-400	2			1375
18	Barbara Maclean	LS-4A	1			765
<b>B Class</b>						
M4	Mike McNulty	SZD 55-1	6	5	1	5917
MM	John Weber	304-CZ	6	2	4	4643
6BG	Kevin Harrenstein	Grob 103	4	4		4000
AS	Maclean/Reynolds	Grob 102	4	2	2	3914
KD	Doug Bell	LS-6	3	1	2	2891
K3	Gil Kirkpatrick	Jantar Std 3	1	1		1000
AZ2	Ted Grussing	304-CZ	1		1	930
6W	Bill Snead	PW-5	1		1	897
ZY	Neal Olshan	Katana Extreme	2		1	418
<b>C Class</b>						
I6	Paul Jorgenson	BG-12/16	2	1	1	1643
AS	Jim Swauger	Grob 102	1	1		1000

## Pez meets 71 at Uvalde

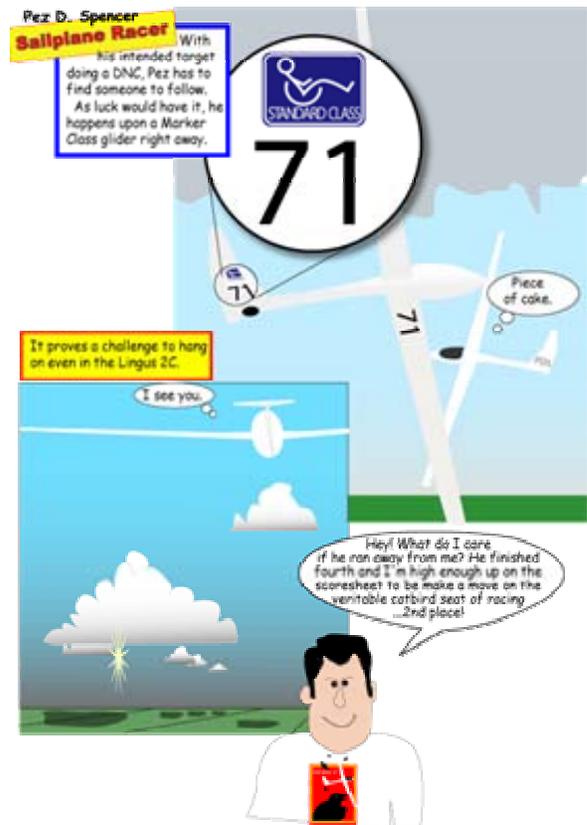
### Pez D. Spencer- alias John Shelton "05"

California-based John Shelton has founded the cartoon adventures of "Pez D. Spencer, Sailplane Racer", on his own contest racing experiences. He learnt to fly locally, or, as he puts it "I cut my teeth in Arizona air. Pilot training at Williams and F4 training at Davis-Monthan and learning how to miss targets at Gila Bend and Yuma." He later flew both crop-dusting and military planes at several locations, including Marana.

He flew his Ventus C "05" into 41st place in the 15m Nationals in Uvalde recently.

You can find his cartoons on-line at [www.imdata.com](http://www.imdata.com)—hit the Pez button and follow the instructions.

Look for a follow-up article on Pez in next month's Air Currents.



Arizona Soaring Association

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