



Air Currents

November/December, 2001

ASA to Host 2002 Region 9 at Turf

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SSA Approves Turf's Region 9

The new ASA Contest Committee has announced that their proposal to hold the Region 9 Contest in Arizona at Turf Soaring has been approved by the SSA.

The event will be held from May 26th to the 31st over the Memorial Day weekend. Ray Coulliette, the owner of Turf Soaring, has agreed to this date and is making the arrangements for the four or five towplanes needed.

Following his excellent job with last year's Region 9 West, Bob Blakemore has agreed to be Contest Manager again. Contest Director is Wally Raisanen, Operations Director is Roy Coulliette and scorer Paul Jorgensen.

Classes

The contest will include Standard, 15 meter, Open and Sports classes

A larger turnout than Region 9 West is expected, possibly more than 50 gliders.

GPS Control

The Committee has announced that GPS control will be used for all starts, turnpoints and finishes and for altitude in all classes except Sports. This method has been used with great success in the ASA Contest Series for the past two years and removes the need for manned ground gates.

Volunteers to help run the event are welcome.

ASA Glider Update — Lark Sold, Grob 102 Cleared to Fly

Hot Items

- Grob 102 AS cleared to fly with restrictions
- ASA Lark sold
- Next ASA Board Meeting January 8th
- Next ASA Membership Meeting January 22nd



ASA's Lark over Lake Pleasant

Lark Sold

The ASA Lark has been sold to the Cascade Soaring Society of East Wenatchee, Washington. They are replacing their own Lark that was lost earlier this year in a flying accident. The transfer is expected to take place before the end of the year

The picture to the left was taken by your editor from his ASW 20 over Lake Pleasant in late October.

Grob 102 Flies Again

The ASA Grob 102, AS, has been cleared to fly again by the board after a month-long grounding. The grounding was due to concerns over elevator flutter reported in similar gliders and an alert from the factory. Until Grob comes up with a fix for the problem, all 102's are restricted to a redline of 89 knots.

See Safety Corner on Page 6 for full details

Schedule of Events

- January 8
ASA Board Meeting
- January 22
ASA General Membership Meeting

January 2002

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8 <i>ASA Board Meeting</i>	9	10	11	12
13	14	15	16	17	18	19
20	21	22 <i>Membership Meeting</i>	23	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	Casey Lenox	480-483-8003	Equipment	Rick Rubscha	623-878-6750
"	Alan Reeter	520-797-0345	Aircraft	Bill Rae	623-825-0764
"	Hans Heydrich	602-971-7875	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
Web Admin	Nigel Cripps	480-513-6259	Safety	Kirk Stant	623-933-1572

MEETINGS

Tuesday January 8th	6:00 p.m. Board Meeting
Tuesday January 22nd	7:00 p.m. General Membership Meeting
Location:	Barros Pizza - Coral Gables & 7 th Street, Phoenix

From the President

I hope everyone had a nice Thanksgiving and I am looking forward to seeing most of you at the holiday party on 12/8 at the von Hellens. This is one of the best parties of the year and Bob and Susan make a great effort to make us feel comfortable in their home (with a nice fire in the fireplace and lots of spirits to keep us toasty). This year come and enjoy!

The flying has been pretty lame lately with no significant soaring for almost 3 weeks, but something tells me that this Saturday is going to be good so more than likely the diehards will be out trying to scope another XC before the year is over.

We have some SSA calendars that I would like to deliver on a group road trip to some

of our alternate LZ's (Bean, Circle City, Rancho Loma Vista, Wickenburg). Let's tentatively plan to do it on 12/8 before the party. I will post on the general discussion group next week.

It looks like we are going to have Region 9 at Turf next year the last week of May. We have a Manager, CD, and a great T-shirt design. The application should be approved no later than next week. Casey Lenox has been heading the organization of this. We have several positions that still need filled and you can help with that. Give Casey a call.

See you in the air or at the party,

Tony



From the Editor

With the Annual Banquet safely - and successfully - over and the holiday season approaching, most of us are now looking forward to the 2002 season.

Two major topics we expect to see in Air Currents and on the web discussions next year will no doubt be the awarding of the Region 9 contest to ASA and the possible acquisition of a new club sailplane to replace the Lark.

The Region 9 contest, held last year at Hobbs, will be the first test of the ASA to run a major event. After the dry run of the Region 9 West contest last year, word has spread in the racing community about the possibilities of Turf as a major contest site. We expect a good turnout.

The Lark replacement is a tougher problem. The ASA membership span the whole spectrum, from those who think

we should own no club ships to those who would like a comprehensive fleet. Associated with the question is how to pay for and maintain club aircraft on our limited income. Should we increase membership fees to enable the income necessary for a more ambitious aircraft program, or should we keep a lower profile befitting an umbrella association? I predict a lively debate.

The new season also brings with it a number of new sailplanes to Arizona as ASA members are upgrading both recreational and racing ships. Brand new ships on the way include two Ventus 2s, a Discus 2, an ASW 27, and an ASW 28. The ASA contest series will also see the addition of at least an SZD 55, another Ventus and yet another LS-8.

It looks like being an exciting New Year.

Mike "WA"

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

Navajo folklore

Letters to the Editor

Open letter to the ASA membership

Let me get right to the point. We have a problem, and we need the help of all active ASA members to fix it.

Some background: Traditionally, one of the goals and functions of the ASA has been to provide a relatively inexpensive (in aviation terms) way for licensed glider pilot to have access to gliders for personal use, whether they are chasing badges, tip-toeing into racing, or just “dinking around” the local gliderport.

To support this, ASA has owned and operated a variety of ships: 1-26s, 1-34s, Blaniks, and now a Grob-102 and an IS-28 Lark. As long as the ships were available for use, easy to fly, inexpensive to “rent”, and paid their way, everyone was happy. And when the ships were tough old Schweizers and Blaniks, not a lot was demanded of the pilots who flew or the ASA members who were in charge of them in terms of helping out with the care and feeding of the ASA “fleet”.

But times have changed. On the one hand more and more ASA pilots moved on to their own ships – for them the ASA has become a social group instead of a source of affordable flying (an oxymoron, that). On the other hand, the ASA fleet gradually moved up to Glass and (relatively) high performance gliders (both the Grob and the Lark have retractable gear, greater than 30/1 L/D, radios, electric varios, oxygen systems, etc.).

And while the ASA has been successful in bringing the joys of modern gliding to its members, with probably more cross-country, racing, and badge flights in our club gliders than just about any other club in the US, the ASA has not been very good at taking care of these wonderful toys.

The problem

The problem, as I see it, is twofold:

- First, the ASA needs to develop and implement a better process for purchasing, maintaining, and managing its gliders that treats them like what they really are: expensive, sophisticated machines that need proper care and maintenance if they are to continue to provide safe, inexpensive, and rewarding soaring to ASA members.

- Second, all ASA members who use the gliders must accept the responsibility that comes with their use and expect to contribute to the care and well-being of the ASA gliders that they fly. This doesn't mean spending every weekend waxing wings, but does mean helping on a regular (scheduled, if necessary) basis and being personally involved in keeping the gliders in good condition.

As a current board member and previous ship manager (and user), I have pretty strong feelings on this issue. But feelings aren't what is important here, the future of ASA's gliders is. Unless we all work together towards the common goal of making soaring available and affordable for present and future ASA members, we will have lost a big part of what makes our association so great.

Kirk Stant “66”

Any responses from the membership? Some think as an umbrella association, the ASA should have no club ships at all. Others would like to increase membership fees to finance new purchases— Ed.

2001 Annual Awards Banquet Photo Gallery



Doug Bell Presents "Soaring in Australia"



John Weber receives the Lead C from President Tony Smolder



Turf Award winner
Carol Patterson

Safety Corner – Grob G102 Elevator Flutter

Elevator Flutter

Grob has determined that a potential safety issue exists due to the possibility of an elevator flutter condition that may occur on the G-102 Astir III series of sailplanes. Apparently, there was one reported case of an unexplained elevator flutter in a G-102. In response, Grob issued a Mandatory Service Bulletin on 22 November 2001 that restricts the sailplane's V_{ne} to 89.1 knots. Following that, the LBA (German equivalent of the FAA) issued an "AD" (not necessarily the same as an FAA AD) on 30 November 2001 that also restricts the V_{ne} to 89.1 kts.

We have not yet seen anything from the FAA, but in the interim the board has decided to comply with Grob's Mandatory Service Bulletin and impose a 89 knot V_{ne} limit on our G-102 until further notice.

This limit will be placarded in "AS" cockpit and on its airspeed indicator, and a copy of the Mandatory Service Bulletin placed in the aircraft manual.

Once this has been accomplished, "AS" will again be available for flight.

ASA Pilot Notification

At the same time, all ASA pilots who are current in AS will be contacted and informed of the new V_{ne} limitation and the reason for its imposition.

I will continue to research this situation with Grob and the FAA and provide updates. In the meanwhile, if you have any questions about this matter please feel free to contact me.

I'll leave you with a quote from George Moffat: "In fiberglass ships, do not exceed red line speed. Glass ships are strong but flutter prone. Flutter at low altitudes is very bad news!"

Fly safe, don't crash.

Kirk Stant

ASA Safety Officer

Many New Gliders Head to Arizona

Among the many glider upgrades being made by Arizona pilots, a number of new ships are being imported from Europe. The pilots and their new ships include:

Andy Durbin— Schleicher ASW-28

John Weber—Schemmp-Hirth Discus 2

Mike Parker— Schleicher ASH-26E (self-launcher)

Gary Evans—Glaser Dirks DG 808B (self launcher)

Nigel Cripps—Schemmp-Hirth Ventus 2C

Arnie Jurn—Schleicher ASW-27



ASW-28 in Schleicher's factory

New Gliders continued



Ventus 2C



DG-808B



ASW-27



Discus 2

Photographs courtesy of the various manufacturers

2001 Awards Banquet Photo Gallery Continued



Tony Smolder receives the new Peregrine award from Casey Lenox, who presented the trophy to the club



Nigel Cripps receives the Man of the Year award from ASA President Tony Smolder

Arizona Soaring Association

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