



# Air Currents

January/February 2002

### Inside this issue:

<b>Calendar</b>	<b>2</b>
<b>From the President</b>	<b>3</b>
<b>Safety Corner</b>	<b>4</b>
<b>Inside Story</b>	<b>5</b>
<b>Inside Story</b>	<b>4</b>
<b>Inside Story</b>	<b>5</b>
<b>Inside Story</b>	<b>6</b>

## Board nixes new ASA Ship

At the February Board Meeting, the Board considered a proposal to acquire a new single seat glider. The issue had been brought forward with the offer of a low time PW-5 by an ASA member.

After reviewing data from the latest web survey, which had polled the ASA membership on the question, the Board decided that it was premature for ASA to buy a new ship.



However, both the membership and the Board were split mainly on the issue of what type of single seater would be best for the association.

Although no clear majority was evident, there was considerable support for low-maintenance metal gliders, such as the 1-26 or 1-34.

There was also clear support for getting the existing club Grob 102 in good flying order before any other ships were

added to the ASA fleet. From both the poll and the Board meeting, it was evident that some members are in favor of the ASA acquiring a two-seater and some think we should have no ships at all.

The Board agreed to defer the decision on any new glider until the Grob 102 had been made airworthy and put back in service.

### Special points of interest:

- Briefly highlight your point of interest here.

## Accidents mar early season

### Lake Pleasant Collision

A 2-32 sailplane operated by Turf Soaring at Lake Pleasant airfield hit instructor Rick Brown as he was cycling along the runway on Sunday February 22nd. The accident took place just before sunset when visibility was obscured by the setting sun. The accident broke several ribs and caused some internal injuries to Rick, who was airlifted to St. Joe's hospital by an air ambulance.

After an emergency operation and several days in intensive care, Rick has been moved to a regular ward. He is reported to be somewhat mobile, but still in pain from his multiple injuries. He is expected to make a full recovery.

### El-Tiro Mishap

An ASH-26E self-launching sailplane belonging to Mike Parker of Tucson was seriously damaged in a heavy landing at El-Tiro recently. The mishap reportedly resulted from the accidental deployment of the airbrakes during a self-powered launch. Apparently not realizing the airbrakes had deployed, Mike returned to the field and stalled on landing.

Although the sailplane was seriously damaged by the impact, Mike was uninjured—presumably a testimony to the new safety-designed cockpits in the latest sailplanes.

More details in next month's Safety Corner.

## Schedule of Events

- **Tuesday 5th March**  
Board Meeting 6:30 p.m.
- **Tuesday 26th March**  
General Membership Meeting  
7:00 p.m. Barros Pizza
- **Saturday 23rd March**  
ASA Contest series opens at  
Turf Soaring. 9:00 a.m.
- **Saturday 23rd March**  
Season opening barbecue at Turf  
Soaring. 5:00 p.m.
- **Sunday 24th March**  
ASA contest series second day  
at Turf Soaring.

# March 2002

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5 <i>Board Meeting</i>	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23 <i>ASA Contest Turf</i>
24 <i>ASA Contest</i>	25	26 <i>Members' Meeting</i>	27	28	29	30
31						

## 2002 Board Members

<b>President</b>	Tony Smolder	602-942-6519	ts1_ventus@msn.com
<b>Vice President</b>	Kirk Stant	623-933-1572	stant2@mindspring.com
<b>Treasurer</b>	Andy Durbin	602-938-8752	a.durbin@netzero.net
<b>Secretary</b>	Jim Swauger	480-835-1475	Jim.Swauger@motorola.com
<b>Director</b>	Bob Blakemore	480-563-0740	GZBOB@aol.com
<b>Director</b>	Nigel Cripps	480-513-6259	nigelc@euronetting.com
<b>Director</b>	Carol Patterson	623-561-5454	carolpatterson@qwest.net
<b>Director</b>	Mike Stringfellow	480-595-5450	mike_s@powercet.com
<b>Aircraft Manager</b>	Jim Swauger	480-835-1475	Jim.Swauger@motorola.com
<b>Contest Manager</b>	Tony Smolder	602-942-6519	ts1_ventus@msn.com
<b>Membership</b>	Arnie Jurn	602-279-7840	ajurn@cox.net
<b>Social Director</b>	Open		
<b>Safety Director</b>	Kirk Stant	623-933-1572	stant2@mindspring.com
<b>Airspace Advisor</b>	Andy Durbin	602-938-8752	a.durbin@netzero.net
<b>Newsletter Editor</b>	Mike Stringfellow	480-595-5450	mike_s@powercet.com
<b>Website Admin</b>	Nigel Cripps	480-513-6259	nigelc@euronetting.com
<b>Oxygen Maintenance</b>	Rick Rubscha	623-878-6750	rickscha@uswest.net
<b>Oxygen Training</b>	Andy Durbin	602-938-8752	a.durbin@netzero.net
<b>Legal Advisor</b>	Peter Van Camp	623-896-9413	vc19b@msn.com
<b>Historian</b>	Gary Evans	480-380-2431	garyevans@cableaz.com

## 2002 Committees

## From the President

Happy New Year to All!

I hope you are all getting ready for a great year of soaring. We can look forward to many great days of soaring, cross country, and racing for 2002.

Just to keep you updated on what's been happening I'll give a quick summary:

We are having Region 9 at Turf and expect a very large contingent of racers. Bob Blakemore is doing an absolute fantastic job as Contest Manager and this will be the premiere racing event in the nation for 2002. The board has approved the rental on a large air conditioned tent for meetings and social events and this will be known as the "Eagles Nest". It will

look out on the grid as well as be the place to watch the finishes from.

The Lark has been sold and will be picked up in mid February.

- The party at von Hellens was once again outstanding. Thanks again Bob & Susan
  - - The ASA contest schedule and CD duties have been assigned.
  - Soaring calendars have been presented to Bean and Circle City landing owners.
  - The first XC of 2002 has been made by AZ2.
  - It will soon be time to get out and fly XC.
- See you at the next meeting .

Tony

**The ASA Lark has been sold and transferred to its new owners in mid-February**

## From the Editor

The results of the latest web survey are out and we have a clear idea of what the membership would like for Air Currents. Members voted overwhelmingly for a monthly newsletter, no matter how short.

As editor, I have been grappling with the reduction in material following the adoption of our excellent web site for the majority of inter-member communication. Nevertheless, the majority of respondents to the survey feel that Air Currents fills a vital role in keeping people up to date with what's going on.

Changes I would like to make in the near future are to include soaring news from around Arizona. ASA is

after all an umbrella organization for the whole of the state. I would like to include news especially from the Tucson and Prescott clubs, as we do have a number of ASA members in those clubs. I'll be looking for local correspondents from those areas for input.

I also intend adopting fixed dates each month for the submission of articles and for the publication of Air Currents. I was considering the 21st and 28th of each month respectively.

The new soaring season may be just around the corner, but there's still time to dust off that article you meant to finish.

Mike (WA)



# Safety Corner by Kirk Stant

## Eleven Spring Tune-up Tips for Glider Pilots

1. **READ THE BOOK.** Dig out your flight and maintenance manuals, sit down somewhere comfortable, and read them. Pay particular attention to assembly procedures, critical airspeeds, and emergency procedures. Quiz yourself! And all you renters – go out and beg, borrow, or steal a copy of the manual for every plane you fly and make your own copy. Makes for good reading in the loo.
2. **MAKE A CHECKLIST.** Make a list of all the things you need to do before a flight – and use it! It'll keep you from forgetting to turn on the GPS logger that you can't reach in-flight (personal experience). Memorize and use CB-SIFT-CB before every takeoff. Come up with a good before landing check and let the rest of us know what it is (It's got to be better than USTALL – whatever that means!)
3. **BUY A NEW SECTIONAL.** Feels good to be legal, doesn't it? Now find and mark all the ASA/AFRR turn points on it. Study the chart; so now when TS-1 changes the task in-flight to Sentinel you'll know right away which way to go. While you are at it, upload this year's turn points into your GPS and logger.
4. **POP YOUR CHUTE.** When you take it in for it's spring repack (and you will, won't you?), put on your parachute and go through your emergency egress procedure including finding and pulling the ripcord. You may be surprised how hard (or easy) it is! While you have your chute out, attach a signalling mirror to it so it can't get lost – and figure out where you will stow your cell phone so you can call your crew and tell them not to bother bringing the trailer to pick you up.
5. **TAKE YOUR TIME.** When you go out to fly, give yourself plenty of time to set up and preflight. Do not let yourself be rushed for any reason. This can kill you! Check the weather, watch the other gliders takeoff and land, relax and enjoy the spring weather. Rig, push over, and get ready at your own pace – if you start to feel rushed, get out, push off the runway, and “smoke a Lucky”. Then go fly.
6. **CHECK YOUR TRAILER.** No one lands out early in the season, right? Check the tires (including the spare), lights, hitch, chains, surge brake, latches, straps, etc. How long since the bearings were repacked? Sweep out some of the dust and critters while the trailer is open and empty (extra style points if you can get your wife, boyfriend, or significant other to do this while you are flying). And don't forget to check that the tags, registration, and insurance are up to date.
7. **PREFLIGHT, PREFLIGHT, PREFLIGHT.** Remember when you were reading the glider's manual? It had a section on how to do a proper, thorough preflight. Bring it with you and get to know your ship again. Then use your checklists to make sure everything is done, loaded, charged, hooked up, put away, and adjusted – before you get in line for a tow. Then take a deep breath and...
8. **SIT IN THE GLIDER.** Get settled. Don't let the line boy hook you up until you are absolutely ready to commit aviation. Confirm visually that your wing wheel and tail dolly are removed and out of the way. Do a good positive control check with someone you trust that knows how to do it. Make sure your straps are properly adjusted and you can reach everything you need. Set the altimeter to field elevation. Do a radio check. Fire up your GPS. Fiddle with your fancy glide computer as if you know how to use it – it will impress the line boy. Set trim and flaps for takeoff; check the canopy is down and latched, and double check your spoilers are where you want them – both of them. (It sure would be nice to have a checklist to

# What's in a Name? - IGC File Name Program

Paul R. Jorgenson

Since I work under a limited soaring budget, I am always on the lookout for cheap and/or free ways to enhance my soaring experience. Not wanting to spend nearly as much for an instrument as I paid for my glider, I came across SoaringPilot software for Palm OS handheld computers (now up to version 1.71) which was FREE. SoaringPilot is not yet the mature competition class program that some other commercial programs are, but it has the right price. It is aimed at the sport pilot, giving final glide information, moving situation map, wind calculations, and a nice data logger for GPS positions. The data from the GPS is stored inside the Palm device and then downloaded after the flight. While not a secure recorder for badges, it is suitable for competitions and general flight analysis. My Palm III, with 2 Mb of memory, can store around 10-12 hours of flight at a 4 second interval. Not bad for free software and a used \$70 handheld computer.

The data from the Palm can be downloaded to a PC with the serial cable using a terminal program. One is provided on the SoaringPilot web site, SPterm, but Hyper Terminal (free with Windows) works quite well also. One little problem with downloading the file as an IGC (International Gliding Commission) file is that there is no proper file name suggestion. I looked up what the IGC specifications was and determined that it was too complex to try and remember the exact convention while downloading my flights. I decided to build a computer program to generate IGC file name suggestions.

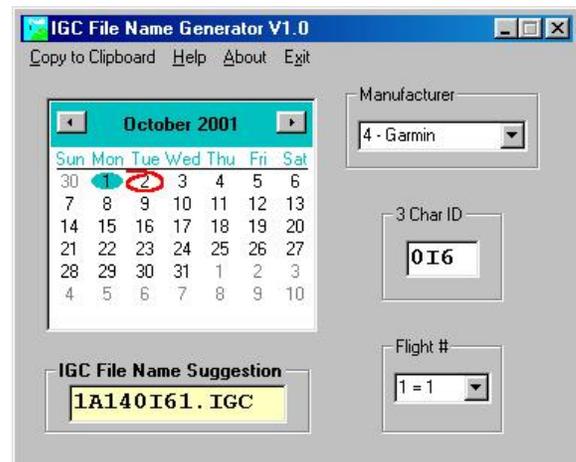
IGCName takes all of the data that is asked for in a proper file name and makes a suggested file name. The IGC file name can be copied to the clipboard, then pasted into your file naming at the time of the download or later from the Windows desktop. There are defaults in the drop down windows (Manufacturer, 3 Char ID, and Flight #) which are easily changed. The file name is suggested after clicking on the desired date of the calendar. If there are any changes to the pull down data windows, the IGC file name disappears until the date is clicked again.

The three character ID is supposed to be the serial number of the flight recorder. For my purposes I use my contest ID in this field. Use what you wish for your application.

The following screen shot shows the defaults with the date not yet picked.



The next screen shot shows the date October 1, 2001 picked (today's date is October 2) and the appropriate file name suggestion for the information given in the drop down boxes.



IGCName can be [downloaded](#) from my web site by clicking the highlighted word. This is a Visual Basic 6.0 program that runs under Windows 95 on up. Most computers will have the auxiliary files to run this program. If there is a need for other files by users (xxx.dll) let me know and I will upload them to the web where they can be downloaded or I can email them to you .

You can email me at [ke7hr@mindspring.com](mailto:ke7hr@mindspring.com)

Mailing Address Line 1  
Mailing Address Line 2  
Mailing Address Line 3  
Mailing Address Line 4  
Mailing Address Line 5

## Safety Corner Continued

help you remember all this, wouldn't it?) Now hook up and check your tow release, and establish radio contact with the towplane. Wing up, waggle the rudder, and you are off. OK, quick, where do you go if the rope breaks at 100' on runway 23 at Turf? Runway 5? Estrella? These are not optional answers.

9. TAKE A HIGH TOW. Airborne, safe altitude, sit back and relax for a couple of thousand feet and enjoy the ride. Don't rush to get off tow and save a few (?) bucks, that comes later; for now just get reacquainted with your ship until you have enough altitude for some airwork (steep turns, stalls, etc.) before you have to land again. If you haven't flown over the winter it will seem rushed. Relax, you know it will come back quickly as the flights add up. Like riding a bicycle. Give yourself plenty of time and altitude

when you get back to the pattern, use your secret new landing checklist, and grease it on to the applause of the admiring throng. Preferably with the gear down, of course – makes it easier to move.

10. FLY WITH A FRIEND. Help each other rig, check each other's preflight, meet up in the air and fly loosely together - It's fun and makes weak spring days a lot easier. Plus it helps to have a friend tell you your gear is still down instead of being embarrassed over the airwaves by some total stranger.
11. SHOOT THE BREEZE. When the flight is over and everything is put away, talk over the day's flight with an interested party (any large dog will do in a pinch). Talk about what you did right and what you didn't do as well as you would have liked, and file it away mentally as your self-improvement goal for the next flight.