

ARIZONA SOARING ASSOCIATION

Air Currents

1st Quarter 2003

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Air Currents

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Arizona Soaring Association

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2003 Air Currents Deadlines

- 2nd Quarter - June 1
- 3rd Quarter - September 1
- 4th Quarter - November 15

Send submissions to:

Paul Jorgenson
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Editorial & Schedule of Events



Before the advent of the super (best anywhere??) ASA web site, (www.asa-soaring.org) there was the newsletter, **AIR CURRENTS**.

In those days, the editor had to badger, cajole, prod, and threaten to get the material to make the newsletter reflect the life and soul of the ASA.

It is really no different now. People are busy, they have lives outside the soaring community and have little time to share their wealth of knowledge and experience by writing it down. Moving at a fast pace, there is only time to check email, maybe look at the web site to see what has been posted, and go on with the rest of life.

The newsletter needs to be published to keep future generations apprised of what is happening in the ASA today. While it is fine that quite a lot of the day to day messaging takes place on the web site and via email, there needs to be a collected record to pass on to our future soaring pilots.

Here is the FREE OFFER: Write down your experiences (long flight, safety issues, personal best, personal worst, badges, etc.) and send it in to be published. You will be adding to the collected knowledge of the group. All levels of interest should be covered from the armchair glider pilot to the most aggressive racing pilot. You will receive at least as much benefit from this sharing of knowledge as the future readers. This newsletter will be no better than the contributions that come in from the membership.

When I took on the job of editing the newsletter I set up a publishing schedule for the year. The newsletter will be published on a quarterly basis. You are reading the first edition. The deadlines for the remaining issues of 2003 will be as follows: June 1, September 1, and November 15.

There have been volunteers to help do the printing and mailing of the hard copy issues. Maybe you have a day or two per year to dedicate to this project? Electronic copies will always be available on the ASA web site.

Paul Jorgenson, Editor

The Presidential Column - The Prez Speaks

Bob Blakemore



Another year of Arizona soaring is now visible on the horizon. With that brings great anticipation for the year ahead. We are off to a great start as many of our volunteers labored long hours in January and February to complete the clubhouse project, which was, began a year ago. The oxygen tanks have been filled and needed repairs to the manifold system have been completed. Mike Stringfellow (WA) over the winter months found new life in weather forecasting and has since put together an excellent site dealing with all the related issues concerning this subject.

Our ASA website has undergone cosmetic changes and continues to be the primary source for club communications. Our web administrator recently advised your board that it has only been a source for club members but the soaring community at large. Recently, as a national story concerning the SSA became public, some of the early reports were posted on the ASA website. These posting brought about an exceptional amount of activity surrounding this topic further underscoring the importance of our site to the soaring community. Whether at home or on the road it is a valuable link for all of us to enjoy and participate in the many items for discussion.

Our calendar for the year ahead is nearly full, starting with mentoring in March and concluding with the Southwest Regional Championships in the fall. In between, whether a racer or recreational flyer, there is plenty for everyone with outings planned for Sedona, Bisbee and Tonopah. Some of our members are planning to attempt

straight out long distance flights to Canada, El Paso and Werner Springs. Dreams or reality the fun is in the planning and the spirit of the adventure with friends, sharing in the sport we love. In addition to the flying, the clubhouse now provides a venue for our social functions. Carol Patterson promises that the grill will be hot and the well won't run dry.

In February, the clubhouse was officially opened with a great cookout and a dedication to two very special members - Ken Olson and Hans Heydrich. Ken (KO) and Hans (6K) tragically lost their lives in sailplane accidents. It was with these wonderful people in mind that a tree was planted and dedicated in their memory at our new site. Each, in his own way, had a vision for our club. It was with their inspiration that our members took upon themselves the challenge to make these visions a reality. The finality is sometimes overwhelming but our lives are richer and perhaps more meaningful because of them—a lifetime of memories.

Hans, upon reflecting on a trip to his hometown in Germany, wrote a beautiful phrase; "standing now in the field below the hill, I saw myself as a young boy atop the fence, looking down over the green pastures and stream below. I had visualized then what I was years later able to do" fly like a bird soaring the heavens above. My friends, we are lucky people - very lucky indeed.

Fly far, fly fast and don't land out unless, of course, you've got plenty of adult beverages.

The Prez

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The Prez


ARIZONA
SOARING
ASSOCIATION

"When once you have tasted flight, you will always walk with your eyes turned skyward, for there you have been and there you will always be."

Leonardo da Vinci, 1452-1519.

2003 Officers and Directors

President	Bob Blakemore	602-942-6519	GZBOB@aol.com
Vice President	Kirk Stant	623-933-1572	stant2@mindspring.com
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Director	Mike Stringfellow	480-595-5450	mike_s@powercet.com

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Aircraft Manager	Jim Swauger	480-835-1475	Jim.Swauger@motorola.com
Contest Manager	Tony Smolder	602-942-6519	tsl_ventus@msn.com
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Legal Advisor	Peter Van Camp	623-896-9413	vc19b@msn.com
Historian	Gary Evans	480-380-2431	garyevans@cableaz.com



The Grid at the Region 9 2002



March 2003

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

April 2003

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

May 2003

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

June 2003

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

Calendar of Events

March

- 15-16 Contest Mentoring Seminar - Turf
- 22-23 Contest Mentoring Seminar - Turf
- 25 General Membership Meeting
- 29-30 ASA Contest Series - Turf

April

- 1 Board of Directors Meeting (no fooling)
- 12-13 ASA Contest Series - Estrella
- 18-20 Sedona Weekend
- 22 General Membership Meeting
- 26-27 ASA Contest Series - Turf

May

- 6 Board of Directors Meeting
- 10 - 11 ASA Contest Series - Estrella
- 24 - 26 ASA Contest Series - Turf
- 27 General Membership Meeting

June

- 1 Newsletter Deadline
- 3 Board of Directors Meeting
- 7 - 8 ASA Contest Series - Bisbee
(Estrella alternate)
- 21 - 22 ASA Contest Series - El Tiro
(Turf alternate)
- 24 General Membership Meeting
- 29 Start of Region 9 Contest - Hobbs, NM

**Arizona Soaring Association
02/16/03 Balance Sheet**

As of January 1, 2003

ASSETS

Current Assets	
Checking/Savings	
Bank One Checking Account	8,723.09
National Bank of AZ Saving	12,296.45
Total Checking/Savings	21,019.54
Total Current Assets	21,019.54
Other Assets	
ASA sailplanes	22,000.00
Clubhouse	5,352.03
Oxygen equipment	1,080.00
Total Other Assets	28,432.03
TOTAL ASSETS	49,451.57
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Sailplane maintenance fund	2,000.00
Total Other Current Liabilities	2,000.00
Total Current Liabilities	2,000.00
Total Liabilities	2,000.00
Equity	
Opening Bal Equity	52,820.46
Retained Earnings	-9,017.98
Net Income	3,649.09
Total Equity	47,451.57
TOTAL LIABILITIES & EQUITY	49,451.57

**Arizona Soaring Association
02/16/03 Profit and Loss**

January 1, 2002 through January 1, 2003

Income

Annual Banquet Income	2,240.00
Book sales	-134.50
Contest Fee Income	1,290.00
Investment interest	198.40
Membership fees	3,974.00
Oxygen Fee Income	100.00
Region 9 2002	
cash receipts	138.00
Catering	75.00
Donations	500.00
Entry fees	16,296.26
Total Region 9 2002	17,009.26
Sailplane revenues	
Grob Income	258.00
Total Sailplane revenues	258.00
SSA Membership Fee Income	-838.00
Total Income	24,097.16
Expense	
Banquet and parties	
Annual Banquet	3,177.00
Banquet and parties - Other	2,306.80
Total Banquet and parties	5,483.80
Club house expense	1,322.22
Contest expenses	904.56
Office Supply/Expense	34.00
Oxygen costs	2.13
Postage	40.00
Region 9 2002 Expense	
catering	3,685.74
misc expense	5,057.36
Refunds	340.00
T shirts	886.53
Tow fees	7,993.50
Total Region 9 2002 Expense	17,963.13
Sailplane expenses	
Aircraft registration	25.00
Insurance	771.00
Maintenance	2,766.63
Tiedown fees	360.00
Total Sailplane expenses	3,922.63
Web hosting	386.00
Total Expense	30,058.47
Net Income	-5,961.31



ASA Contest Series 2003 Dates

03/29/2003 Turf
03/30/2003 Turf
04/12/2003 Estrella
04/13/2003 Estrella
04/26/2003 Turf
04/27/2003 Turf
05/10/2003 Estrella
05/11/2003 Estrella
05/24/2003 Turf
05/25/2003 Turf
05/26/2003 Turf
06/07/2003 Bisbee (Estrella Alternate)
06/08/2003 Bisbee (Estrella Alternate)
06/21/2003 El-Tiro (Turf Alternate)
06/22/2003 El-Tiro (Turf Alternate)
07/19/2003 Estrella
07/20/2003 Estrella
08/02/2003 Turf
08/03/2003 Turf
08/16/2003 Estrella
08/17/2003 Estrella
09/20/2003 Turf
09/21/2003 Turf

We will use SSA regional FAI class rules with the following changes: No devaluation. Handicapping per 2003 handicap.



Example of good crew conditions!

A Guide to Crew Comfort

This is not an article about socks. This article is to help soaring crews get ready for flying season, whether you are brand new to job or were out there on the flight line when the pilots used cameras to record their turn points.

The basic premise of a crew is that you assist the pilot. The exact duties of the crew vary wildly, from complete maintenance and assembly of the plane, computers and pilot to being on standby at home (or the mall) should the pilot need to be retrieved.

Most pilots have certain pre- and post- flight routines they do to get the plane and themselves ready to fly. You and the pilot will have to figure out how you can help. These duties should be determined in advance so that the crew has an opportunity to practice any of the duties he/she might not be familiar with in a low stress situation, instead of when you're late for the pilots meeting.

It can be important to know a little about the radios. The first thing would be how to turn it on and get it on the frequency that you want. It sounds simple but every radio is different. Find out what the local radio rules are - can you call your pilot or do you have to wait for the pilot to call you.

Maps - if you are volunteering or being paid to go get your pilot you should review a map covering the area where the

flight(s) will be. Have someone point out the alternate landing places, try to figure out how you would get there. If you can, drive to the alternate landing places or get directions. It's one less thing you have to worry about if you have to make the trip.

Comfortable clothing, shoes and a hat are also important. They need to be comfortable for the environment you're going to be in for the day. Sandals may be ok at the airport but not so good if you have to go to a wheat field for a retrieve.

Food and beverages - you should bring what you need for the day to the airport. Most airports don't have a large selection of food or beverages and sometimes you just get stuck at the airport and can't leave. I bring a couple gallons of water and other assorted non-caffeine, non-alcoholic beverages for the day. Water is probably the most important thing you need.

Sunscreen, magazines and a lawn chair will also help make your day more pleasant, but if you forget you can probably borrow from another crew person. Last, but not least, you should bring your smile and good attitude. Hopefully, you now have a good idea of what you'll need to survive and even have fun crewing for your pilot.

Have a fun, safe summer!

Patty Johnson

Adventures of a new crewperson.

Paul [Cordell PC2] has suggested that I write an article for submission. OK, always up for a fun challenge, I accept.

Time machine backwards...July, 1997 – Ephrata, Washington. My first birthday trip with Paul. He wanted to take me home to Seattle, to meet some of the *really important* people in his life. Upon landing and getting situated in the rental car, we were traveling on the highway. We zoomed past an exit ramp and he nonchalantly stated and pointed “My mother lives on that hill....” Pedal to the metal. He was visible deliriously happy, because, YAHOO...we’re on our way to the glider port. Huh???

Unbeknownst to me, I was beginning the adventure of all adventures and meeting the family of all families. An adventuresome caring family bonded together by a shared passion and lifestyle.



boiled peanuts I could lay my hands on. Each morning at 9:00 am a canon was shot to signify the start of the pilots meeting. Paul says of New Castle - to bring a glider, just gets in the way. It is a social destination. But, there are those who do come to fly and it is the serious ridge soaring stuff. Once all the pilots are home, the evening’s festivities begin, eating, drinking and live music. The Craig County Boys gave us all dancing feet and the liquid courage actually put some feet on the dance floor. A huge bonfire roars, 24/7, during the entire contest, rain or shine it keeps going. It is lush, green, relaxing, magical and enriching for all.

Equally memorable have been the trips to places like Tonopah, Cal City and, of course, Bisbee. The first night in Tonopah, a rainstorm rolled in. The coolest thing happened. As the storm subsided and rainbow poked through, motor homes rolled out their awnings, doors opened up, grills were fired up, the corks were pulled and we were warmly welcomed to join Linda and John Murray’s camp for dinner. A couple of things of note, the food just tastes a little better at the airport. And, I also was blown away at how perfectly coifed, color coordinated, cool, calm and collected Susie Smolder can be in 100 degree plus. You go girl!

Cal City was in fact a very spur of the moment adventure. Neither one of us realized a holiday weekend was descending upon us. (Occasionally, we really are just 2 blondes) Paul quickly suggested a road trip to Cal City. OK, maybe I was set up. At the Cal City glider port we were greeted by Rhonda and Carl Ekdahl. This trip also included a side trip to Tehachapi, for the SHA Workshop, Sailplane Development Panel, and Barnaby Lecture. Flying machines of all sorts, looks and vintages were present. I was particularly taken with the Bowlus Baby Albatross, such a thing of beauty. Gerhard Waibel was the Barnaby lecturer and his talk was on “Sailplanes of 2050.” We shared the dinner table with Jan and Eric Greenwell. Old friends, new friends and more friends wherever you go! I’m starting to like this glider lifestyle more and more.

(continued on page 8)



Now, I have noticed that when one embraces this passion you occasionally are drawn to venture into what may not be viewed by everyone as the “Four Seasons” of accommodations. Until recently, I have not been able to say that I can sleep and live out of a



Ford Expedition for a week and may I add, quite comfortably. That was in New Castle, Virginia. A place I learned to talk VAAAAAAAAAAAAAGINIAN, from a wonderfully talented lady named appropriately enough, Virginia. She provided much needed local tips, where to shop, do laundry, the best place to get a Fried Baloney sandwich and to savor all the

(continued from page 8) Then there was Bisbee. After launch, Cliff, Patty and Wally invited me to hop into the Wonder Van and venture into someplace called Naco, for some kick ass Mexican food. Does it get any better? Anne Stringfellow and Ginny Reeter mentored me with landing etiquette. Monitor the radio, upon landing, grab the tail dolly, wing wheel and greet the pilot with a cold beer. Thank you ladies!

It strikes me that those who dare to partake in the road adventures are presented a rare gift, as they can choose to see each destination as another spot of heaven on earth. I have found the glider port to be rich in well-seasoned, warm, accomplished, supportive, educated, diverse and multi-talented people. And, did I mention FUN! People, from all walks of life, whose passion allows them the freedom to blend with nature, play in clouds, ride a thermal, master a task

and occasionally smile at a passing confused bird. Glider pilots challenge themselves and others. In turn, each are given the rare gift of a better understanding of ones owns being. It is a private, yet warmly welcoming elite family of men, woman and children who understand, what others only wonder about. So this is really a thank you to not only Paul for sharing his passion, but also a **HUGE THANK YOU** to each of the members of the ASA, who have made me feel welcomed, as family.

I am eagerly anticipating this year's activities and travels. Paul has spoiled me (or set me up) with presenting me with my own personal "SCUM" shirt. I am a **Soaring Crew Union Member**...this is the year I intend to earn the right to wear it.

See you all at the glider port!

Dawn



CH and his trusty steed FARMALL at the Cordes Airstrip make it a great smooth strip.

Photos courtesy Paul Cordell

January 4, 2003

Many members made this a great outing and an even better airstrip!

THANK THEM WHEN YOU HAVE TO LAND OUT THERE!



Contest Mentoring Seminar

A March 2003 Contest Mentoring seminar will be held over a 2 weekend period (March 15,16 & 22,23) at Turf. Mentor pilots would receive a daily tow ticket, with cost to the protégé of approximately \$40/day, plus tow.

The objective is to prepare the protégé for contest flying in the ASA Contest series "B" class starting March 30, 31.

The agenda will include 2 to 3 hours of ground school each day, followed by one on one pair flying, and evening de-brief with BBQ at the clubhouse.

- Day 1 - Completing a XC task (starting, turnpoint validation, finishing)
- Day 2 - Learning to go faster (leaving thermals, cruising mythology, final glides)
- Day 3 - Flying with water ballast
- Day 4 - Competition flying (Flying a race day)

The ASA Clubhouse gets a Covered Patio!



Left: The old is gone and the new has broken ground.

Below: 2B, KC, and VC beat the dirt into submission to prepare the footings for the roof.



Below Left: Hardworking crew watching the cement dry.

Below Right: Installing the roof over the cured cement



Many “thanks” go out to the dedicated crew of volunteers that put up a substantial roof structure over a beautiful cement patio at the clubhouse. The work started on January 11th and was capped off on January 26th. Many members both worked and supervised this project that benefits all that use the clubhouse.

To quote Tony Smolder: “Outstanding efforts by Cliff Hilty, Rick Rubshca, and Bill Poore resulted in the dream becoming a reality in 3 weekends.”

Thank you very much.

**Arizona Soaring
Association**

**ASA
7014 N. 55th Ave.
Glendale, AZ 85301**

www.asa-soaring.org

Most spectacular landout picture of 2002?



**NOT ONE
OF THE
“AND
RETURN”
DAYS**