APS NEWS

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Kolob Canyon, Zion National Park from the TSA's Duo Discus 'YF'
Photo by Joe Cieliesz

In this Issue:

NEWS FLASH

Hot off of the Digital Presses
Self- Launch Retractable Engine Sailplanes
Pete Williams definitive book on SMG's
is now available on DVD with bonus features

President's Corner

The fly-in at Parowan was a success again this year. I flew with friends from Texas Soaring Association, and also Jim Walsh and Dave Nelson in TSA's Duo-Discus. This was the first experience at Parowan for the TSA members and I'm sure they will be back.

The weather was not up to normal Parowan standards, but a couple days with no flying permitted visits to Bryce Canyon and Zion national parks.

I thank everyone for flying safely.

Brian Utley worked late into the night to score the flights for those pilots who competed for the Stevenson Trophy. His report is included in the newsletter. Thank you Brian. Congratulations to Bill Gawthrop!

We held a short membership meeting at Parowan, but did not have a quorum. The meeting will be continued at the Little Rock convention.

There are 3 board members whose terms expired in 2008 and 3 in 2009. We will take action on board members at the convention. Contact any board member if you would like to serve on the board or nominate someone to serve.

The dates for Parowan 2010 have been reserved. Mark your calendars for June 28th to the July 8th, 2010.

Pat and I attended a memorial service for Dean Carswell on Tuesday. Dean served as the president of the ASA before becoming the chairman of the SSA board. With Dean and Dick Johnson working on thermal production from above we will no doubt have great soaring for the foreseeable future.

Rick Howell

EDITOR NEEDS HELP

Thanks to the folks at Eric Greenwell, Brian Utley, Jim Herd, Marty Hellmand, Gary Mathews, Terry Edmonds and Oliver Dyer-Bennet for contributing to this issue. For the rest of the readers I could really use your help with articles and photos. There's lots of flying being done and a lot of us have digital cameras so it is easy to submit photos. I am always looking for content so please contribute to the newsletter.

SAFETY COLUMN

Oliver Dyer-Bennet, CFI/CFIG
Safety Director ASA

Devoted to the enjoyment and safety of the sport of high performance powered sailplanes and motorgliders.

We are going to review some of the writings of Pete Williams that were published in Soaring Magazine, regarding motorgliders.

Pete Williams, at the time of these writings had over 3,000 soaring hours. 1,000 of which were in self-launching retractable engine sailplanes. In 1988 he founded the Self-Launching Sailplane Pilots Association known as the Auxiliary-powered Sailplane Association which is a division of the SSA. He is the author of the book Self-Launching Retractable Engine Sailplanes and holds several USA National motorglider records.

From Pete in, "Motor Glider Matters", we have: "It is important to note here what has been said before: Sailplanes are not mass produced, they are custom made one at a time by craftsman. Outside of the flying surfaces and fuselage molds the sources of fittings and parts can vary and are not standardized as is the case in mass production. Each sailplane, motorized or not, is a unique creation much like a formula one racing car."

This concept of the uniqueness of our motorgliders is an important core concept in both the flying of them and in the maintenance of our fine birds.

Once again from Pete; "Lets review some key goals that can keep a motor glider pilot safe and proficient.

1. A smooth and repeatable pre and post flight check using a printed check list.

2. A dependable engine starting sequence for both a cold and a warm engine.

3. Can all engine and flight controls be easily reached?

4. Do you understand what each engine control switch does and what the display figures and LED lights mean?

5. Have you discovered the best setting for elevator trim for a smooth lift off?

6. Are engine RPM's kept within limits during roll, lift off and climb out?

7. Have you practiced using the Manual engine retraction system?

8. Do you have a plan for engine failure or loss of power during takeoff?

9. How do you safely abort if the aircraft begins to weather cock during a cross-wind takeoff?

10. Are you prepared for a fire during engine ground start or air start?

11. Have you memorized the steps and practiced a simulated bail out?

12. Are you prepared for an off field landing with the engine out and not running?

13. Have you practiced a windmill air start?

14. Have you checked the flight control pressures while flying at VA speed? Also have you checked the feel of the aircraft a few knots above stall?

A good procedure is to cover all 14 items above during the first two flights of the season or after not flying the bird for 30 days or more.

During these two "test flights" stay around the airfield and take a printed or written check off list with you. You will be surprised how much you have "forgotten" during non flying period and you will be a more alert and safer pilot during the soaring season."

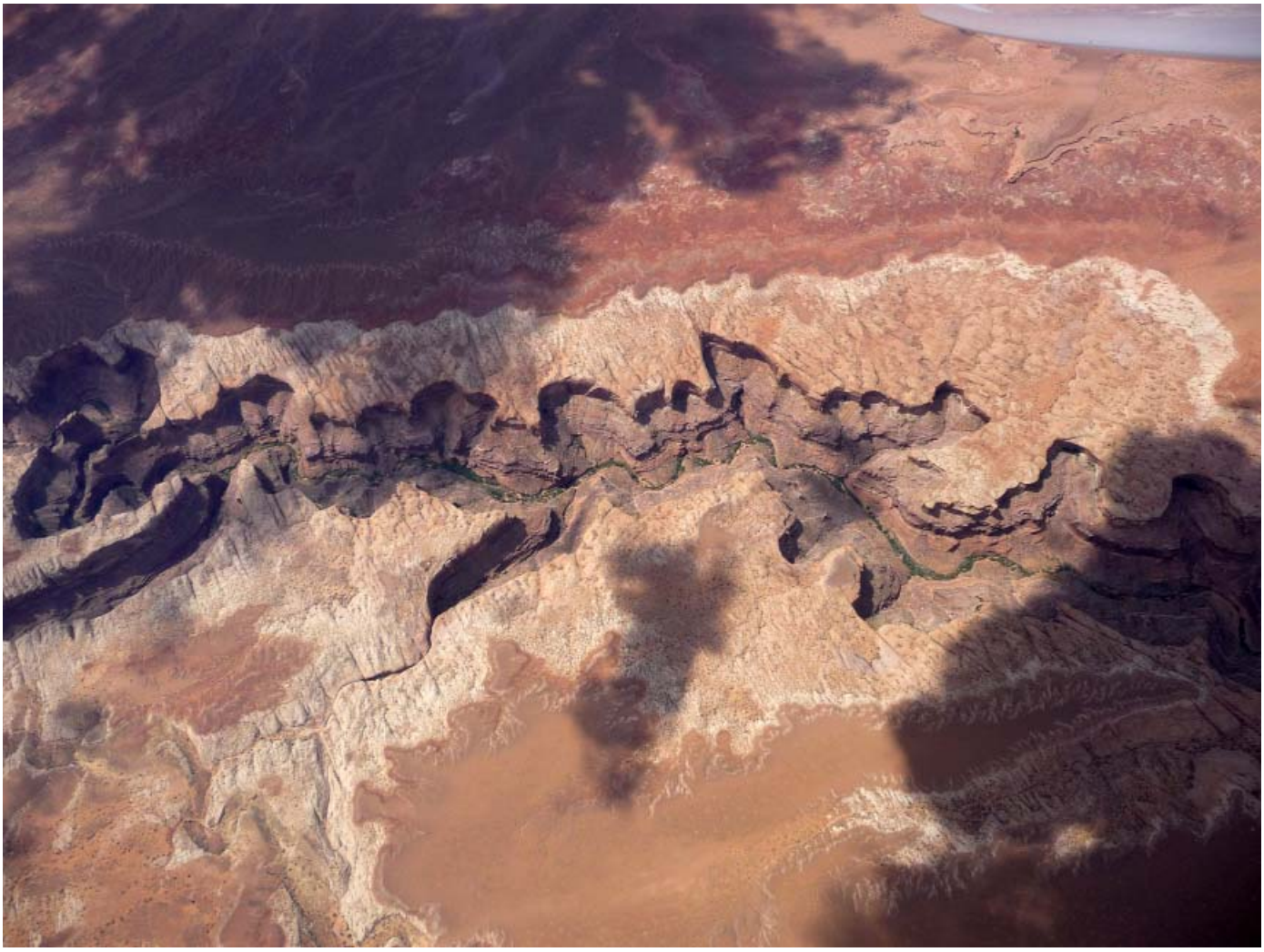
We will be looking more into Pete Williams Motor Glider Matters, in future issues of the APS News.

Parowan 2009

Mike McGlothlen, 6 Charlie

Hike in Bryce Canyon, left to right Terry Edmonds, Thorsten Streppel, Russ Owens, Mannie McLauchlan, Lynn Owens

Cedar Breaks near Cedar City



East of Mt Ellen is stark country, but full of texture

Parowan Gap at the Summer Solstice

Looks like a Gust Front Coming

Photos by Eric Greenwell, Marty Hellman,
Gary Mathews and Terry Edmonds

Towing the Trailer Safely - Vehicle Experiences

by Eric Greenwell July 2009

It is important to know there are many variables in the towing safety equation, so you should not assume that what works well for one person will work just as well for you. Not only may other drivers drive differently than you, but even two cars of the same make, model, and year can come with different tires, wheels, suspensions, and even stability contorl systems, depending on the options purchased. These options can produce substantial differences in the vehicles towing stability.

Please help improve this database

I want to add a “Towing” section to the ASA website, but I need more reports from owners for it to be useful. If you’d like to add your vehicle to the “Vehicle Experiences” list, post it on ASA newsgroup or send me (engreenwell@verizon.net) an email with the following information:

1) your name, and if I can use it with the information you supply
2) tow vehicle:
   a) the make, model, and year of your tow vehicle
   b) options on the tow vehicle, like bigger engine, “towing package”, tires/wheels that aren’t standard; basically, any changes to the vehicle that might affect it’s towing ability.
3) Trailer:
   a) the manufacturer of your trailer
   b) the glider it carries
   c) any significant changes made to the trailer, such larger wheels, axle relocation, tongue extensions, anything that might affect the towing stability
   d) how well it towed, what speeds you towed at, how much you’ve towed with it, and any comments you think are needed to explain your situation

Remember, we’re interested in all experiences, good or bad.

Owner’s Experiences

The following reports come from the ASH 26 E Technical Reports website, and everyone uses Cobra trailers. Because the ASH 26 E has a two piece, 18 M wing, it requires a trailer about 34 feet long overall (body plus tongue), unlike some manufacturers that offer 15M/18M wings that can fit in a shorter trailer.

Dodge Grand Caravan (mini-van)

1) Eric Greenwell
   a) 1989, 150 hp V6, with towing package
   b) I haven’t towed the 26 E very much with the Caravan. It did an excellent job with my 1700 pound trailer for the ASW 20. Towing the 26 E seems stable enough up to 70 mph, but normally I tow at 60-65 because it’s old and the power isn’t

what it used to be. My trailer has the 1000 kg axle (newer ones have the 1300 kg axle) with Michelin LT185R14/C, speed rating R.

Georgie Boy Maverick (motorhome)

1) Eric Greenwell
   a) 1998 Class C motorhome, 23 foot length, 176” wheel base, dual wheel rear axle, 11000 pounds typical traveling weight, 225 hp.
   b) The combination is very stable, even at 90 mph while passing other vehicles, or in strong winds. The motorhome doesn’t even know the trailer is back there, except it’s a bit harder to go up hills. 10 mpg while towing at 60 mph – buying gas isn’t for sissies!

GMC Yukon

1) Russ Owens
2) Year unknown
3) I have had good success with the Yukon, a gas guzzler

Honda Pilot

1) Bill Gawthrop
   a) Year unknown
   b) I sometime tow my 26E with my Honda Pilot. It does pretty well below 70 mph, but with occasional oscillations. These don’t bother me very much but my wife will not drive it towing the 26E.

Honda Ridgeline Pickup

2) Mitch Polinsky
   a) 2007
   b) When I went looking for a tow vehicle two years ago I thought the 4Runner would be a good choice, but didn’t like the way it drove like a truck. I think the Honda Ridgeline is a terrific vehicle for pulling the 26E trailer. My only complaint, and it is relatively minor, is that I can’t maintain 60-70 mph going up steep grades. Drops down to 50-55 mph. Other than that, it’s terrific. However, I can’t assess how much of the stability is due to the Ridgeline and how much is due to the fact that I’ve got a two-axle trailer. I am very happy with my two axle Cobra trailer. It’s not as hard to move around as some suggested, and it’s very stable.

3) Jon Fitch
   a) Year unknown
   b) My Honda Ridgeline does a pretty good job of towing the ASH26. It is basically the same vehicle as the Pilot, though I think the Pilot has a shorter wheelbase which would not help. If you are towing over the Sierra, I think you would find it a bit underpowered - it will climb the hills but has to work to do it.

Jeep Grand Cherokee

4) Val Dean
   a) Year unknown
   b) I just returned from a 1000 mile trip (Denver to Pinedale, WY) pulling a single axle Cobra trailer with a Jeep Grand Cherokee. I was able to maintain 70 - 75 MPH without much ass wagging. I did note that pulling up hill or level was better than downhill where the ass wagging sometimes required slowing to 65 mph.

1) Mike Parker
   a) Years unknown - V6, 4WD with automatic, V8, 4WD with automatic, both had the factory “towing package” option.
   b) No problems, both great tow vehicles, normally tow at up to 70 mph on good roads. I have needed 4 wheel drive to pull a glider (not mine) out of a field exactly once. So it may not be worth the extra cost and reduced gas mileage.

Lexus 430 hybrid SUV

1) Mike Parker
   a) Year unknown
   b) No problems. Surprisingly, tows fine uphill in the mountains (I thought it would be underpowered). Great mileage. I am a little more careful on winding downhill roads than I was in the Grand Cherokee because the Lexus feels lighter (and probably is). Because it feels lighter, I worry about what would happen if I had a panic stop, and drive accordingly. It is a great tow vehicle overall, however, and I feel comfortable at 70 mph on good roads.

Subaru Forester

1) Jim Dingess
   a) 2002 with the 2.5 liter engine.
   b) The little 4 cylinder engine pulls almost as good as my V8 pickup, and only slows down on the very steepest hills. The trailer wiggles at and above 70 mph if not careful with steering, but is fine in all but the worst winds. When it gets very windy I just slow down, this doesn’t happen very often. 65 mph is very comfortable and is the speed I usually drive, a little slower in California to avoid a ticket. I get from 22 to 24 mpg on the highway while towing.

Subaru Outback

1) Jim Staniforth
   a) 2000 with 2.5 liter engine
   b) Out of the three vehicles I towed the Nimbus 3 with, the Subaru blew the doors off the Chevy Tahoe and Holden Commodore. “ I always prefer the metal top Cobra trailer, for both towing stability and UV protection.”

i) (comment by Jim Dingess) Staniforth’s Outback tows a little better than the Forester, I retrieved Staniforth (LS-6 at the time) from Eureka, Nevada with his car, it worked so well, I sold my big Chevy truck and replaced it with the Forester as it has a little more room than the outback. The big truck towed better but not enough to justify the extra fuel burn in my opinion.

Toyota 4Runner

1) Jim Dingess
   a) year unknown
   b) Towed from Williams to Boulder City, Nevada near Las Vegas through Tehachapi with the 4Runner, it did great. Speeds ranged from 55 to 75 mph. Mostly stayed at 65.
2) Russ Owens
   a) 1998
   b) I towed the ASH-26E with it for a while, and wasn’t very happy about the odd dynamics of steering and fishtailing. I lost control at 70 mph of the combination (due to my error in steering) on the way from San Diego to Ely (aprox. 2003), rolling the 4Runner over and over (8 times?) destroying both the 4Runner and the Cobra trailer containing the 26E. My wife and I were extremely fortunate to survive the accident with only minor cuts and bruises. Rex Mayes expertly repaired the minor damage to the glider. I think the 4Runner was a bit light to be towing the big trailer, and as I mentioned, the suspension and steering dynamics of the combination never seemed right to me. It’s pretty obvious (now) that I should have listened to myself and stopped towing when it just didn’t feel right.
3) Gary Evans
   a) Year unknown
   b) I tow with a Toyota 4-Runner which is a mid sized SUV. While it would appear to be a good choice for towing I found 60 to be the limit before sway would start. I believe the problem is that even though it has fairly heavy suspension you can still induce sideways movement by pushing with one finger on the rear of the vehicle. After trying every solution I could think of I finally changed the trailer connector to Al-Ko AKS 1300 Stabilizer, which works by pad pressure to the ball. Towing is now stable up to the max speed of the vehicle, which with a 6 cylinder engine and trailer in tow is 85. While pricey at $250 [2003 cost] for the connector and special ball coupler it is cheaper than unwrapping the car/trailer from a tree.
2) Ed Salkeld
   c) V8, 2 wheel drive with factory towing package.
   d) I’ve towed about 10-12,000 miles with it. Tows well up to 70 mph but the not very stable above that.

Toyota Sequoia

1) Russ Owens
   a) Year unknown
   b) I have had good success with the Sequoia, a gas guzzler

Toyota Tacoma Pickup

3) Hugh Milne
   a) V6 with the TRD package including the supercharger and free-flow exhaust.
   b) The supercharger increases output from about 180 to 245 bhpp, and means I can pull the 26 over the Sierra Nevada (up from sea level to over 8,000ft) without ever slowing down, and still get about17 mpg.. (Freeway driving at 55 with no trailer, I get 24 mpg.) It is not a perfect 26 tow vehicle, it is sensitive to weave if you are not precise with the steering wheel, but my wife is happy to tow at 75 when we go across the desert.

Toyota Tundra Pickup

4) Tom Serkowski
   a) V6 with manual transmission,
   b) I tow with a Toyota Tundra pickup and set the cruise control for 78 mph on the freeway (if the speed limit is 75 :) and have no trouble. I do slow down a bit for strong cross winds, but have never had the feeling of imminent loss of control, it just becomes a lot of work dealing with side gusts.

VW Eurovan

1) Jon Fitch
   a) Year unknown
   b) My VW van was one of the better tow vehicles. 205 hp, very short coupling between the hitch and axle (like 20 inches or so) - it was quite stable. Much better than two medium sized SUVs we have owned.

Need your Photos

Your Photos Here

Always Want Photos

Send them at HI rez to

asa_editor@mindspring.com

Harris Ranch Carat Fly-In 2009

by Oliver Dyer-Bennet

The 2009 Fly In, as the Rolling Stones song says; was a..gas..gas..gas!
Good flying, good thermals, good food and good pilot times, both on the ground and in the air, were had by all.

Tuesday, May 12

Left the Napa Valley @ 12:30 pm and arrived, 230 miles later, at the Harris Ranch. The Ranch is an oasis halfway between Los Angeles and San Francisco. Complete, and unto itself. It has a wonderful Spanish Hacienda Inn of 153 luxurious rooms, Olympic size swimming pool, beautiful grounds done in the early California style, wonderful restaurants featuring serious Harris Ranch Beef, and a private 2,800 ft. lighted airport, with 100 LL fuel and good tie down space.

Today the wind was blowing 20 knots directly down the runway, so assembly of the glider was not an option. It was time to check in at the Ranch, hit the pool and grab a quick dinner at the Jockey Club, before hitting the hay.

Wednesday, May 13

Up early, a quick breakfast in the Country Restaurant. One of the house specialties corned beef hash, eggs, a few slices of raw tomatoes, all raised on the Ranch. Then out to the Harris Ranch Airport for Carat assembly.

One-man assembly from the Cobra trailer went smoothly. A careful taping job of the wing, winglets and tail feathers, as we planned to compete at the Avenal glider contest 20 miles down the road from the Ranch. A good positive control check of the aircraft flight control systems, 100 LL at the fuel docks, and we were ready to fly.

During this time interested pilots, and non pilots, showed up to watch the assembly and flight preparations of the Carat. One young group of pilots turned out to be from Germany. They lived near the DG factory, in Karlsrue and knew Wilhelm Dirks of DG. They were on a two week, Cessna 172 flying tour of the south western United States.

Being good German glider pilots they had to come over and check out the Carat and before we had finished hobnobbing with them about gliding, both in the USA and in Germany, the winds had come up. We decided to call it a day and headed back to the Ranch for a nice late lunch and some sun time around the pool.

Thursday, May 14

Since it was to be the first soaring flight of the new season, 2009, we gave the LX 7007 vario/GPS computer, the Becker AR4201 radio & transponder systems, oxygen and map reading skills, a good check out. Yes we were planning some long flights for 2009. Attempts on the 1000K would be made in both Nevada and New Mexico.

It was time to launch and head for the Avenal contest, to duke it out with the heavy hitters of soaring. After 10 minutes of powered flying we were at the Avenal contest, at 1,000 ft above the Avenal runway, ready to set up for a starting run on the contest pilots.

Looking down from our altitude, ...no glider trailers, no contest gliders, just a long, empty dirt runway,...what the heck???

Made a nice smooth landing and rolled to a stop in front of the operations shack. One guy was working on a LP49 fuselage. He crawled out from under the belly and said that the contest was off. Problems with tow planes had caused a cancellation of the Avenal contest.

Did spot the father of the Carat, a Schempp-Hirth Discus, and taxied the Carat over to meet its acquaintance.

It was a quick flight back to the Harris Ranch for a tie down of the Carat and a nice lunch at the Jockey Club.

Friday, May 15

Today was the 1st official day of the Carat / Harris Ranch Fly In. Early breakfast and out to the aerodrome to clean the glider. The hotel staff, by now, must be wondering why some of the nice hotel towels were getting so grimy.

Carat pilots started arriving by land and air. It was fun to greet the arriving pilots and to check out the equipment.

Saturday, May 16

Today was the main scheduled day for the fly In. Classes were held on glider assembly, general aircraft maintenance and the mechanical, electrical and hydraulic systems of the Carat. Also held was a local flight orientation briefing.

One of the new Carat options that we showed was a small mini frig. that was in the Carat baggage compartment and powered by the aircrafts 12v system, (pictures enclosed). This way the pilot knew where his tall cool one was coming from at the end of a competitive soaring day.

The classes were followed by lunch and then it was time to head out as a group and to do some good glider X-C soaring. By 2:00 pm the thermals were starting to cook and climb rates of 10 knots to over 12,500 ft were achieved.

Get a free ASA Decal.

Additional Decals $1

Send a self addressed, stamped envelope with postage attached

<u>(remember the new postage rate is 42 cents)</u> to:

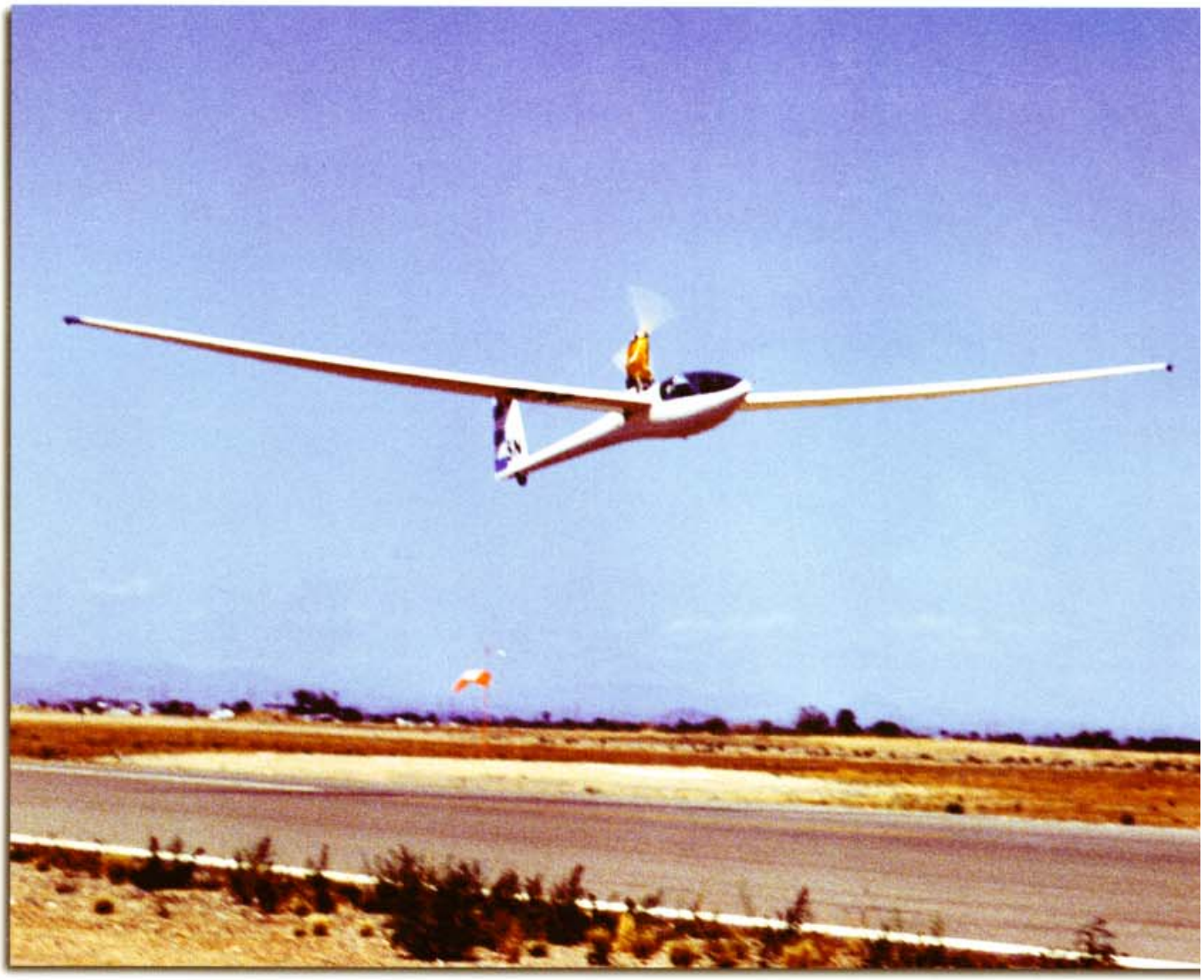
Brian Utley

9541 Virginia Avenue South

Bloomington, MN, 55438

Self-Launch!

Retractable Engine Sailplanes



- Development
- Buying & Flying
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Foreword by Donald D. Engen, Current Director,
Smithsonian Institution National Air and Space Museum

Peter A. Williams

ASA with permission of Charm Williams is re-publishing Pete Williams definitive book on Self Launch Motor Gliders. This DVD has the complete book, cover to cover, as well as an added bonus of every ASA newsletter ever printed through the fall of 2008.

You can get your copy for only $14.95 + $4.05 in postage/handling by sending a check to:

ASA - Pete Williams DVD
c/o Eric Greenwell
222 Thayer Dr
Richland, WA 99352

Also available from Cumulus Soaring.

Harris Ranch cont...

In this neck of the woods, the Ranch runways altitude is 470 ft. MSL. That puts you at 12,000 ft, more than 2-miles above the ground. Not to bad at all, and certainly enough to gladden the hearts of any soaring pilots.

After knocking off 300 kms of X-C soaring it was hot, flat, final glides back to the Ranch, a quick tie down and a GPS course, bee line to the Ranch pool. Seminars on the Carat's, folding propeller, hydraulic landing gear, and engine and electrical systems, along with a nice poolside lunch, filled up the rest of the afternoon.

At 7:00 pm the awards dinner was held at the best table in the Steak House Restaurant. Big juicy steaks, and some great story telling and pilot camaraderie was had by all.

Sunday, May 17

Started the day out with an early morning, "dawn patrol", flight in dead calm air. After that it was back to the Country Kitchen for a pilots re-ballasting session. Out to the Ranch airport for a photo session, some flight departures, and some glider disassembly, Carats back into their Cobra trailers.

Gary headed by land back to Sonoma, Kurt by air back to Watsonville, George by air headed up into the Sierra Nevada mountains, Ollie was ready to head north, back to the valley.

It was a wrap up of the 2009 Carat/Harris Ranch Fly In. A good time was had by all and we were looking forward to next years get together at the Ranch.

....But whoo....wait a minute....by 12;00 pm the CU's were popping, you could literally hear them snapping, and the glider was still assembled, so a change of plans and we donned our parachute and went into the wild blue yonder once again, for more glider adventures.

Cloud streets all the way to Santa Barbara, and beyond. Bases at 14-15,000 thousand ft. a good 14,000ft. off of the valley floors and climbs in the 8-10 kt range on the averager.

Climbing and cruising straight ahead, dolphin flying was the way to go, under these beautiful golden, California cloud streets.

Turning near the coast line at Santa Barbara, it was back to the Ranch, still under magnificent coastal induced cloud streets.

Now with over 400 km X-C achieved, and at an OAT of 104F, it was time for the cool blue pool at the Ranch.

On reflection of the days events, I realized that I had no idea it could be this good, in the central valley mountain ranges of California at this time of year. It was the equivalent of being at 20,000 ft. at Minden, Nevada with straight ahead cruising.

Monday, May 18

Yup,... decided to have one more day of X-C fun with the glider. This glider fun thing was getting to be a habit.

Today was going to be a different kind of flight, mostly power, and north/west, up to the Monterey peninsula, with an ocean of scenic coastal fog below.

Harris Ranch cont...

The shapes and forms of the fog, mixed with the wonderful island land masses and hills, popping up out of the fog, created a feeling of flying over a great and wondrous ocean dotted with fantastic islands as far as the eye could see.

A fitting and beautiful end to the 2009 Carat/Harris Ranch Fly In.
Could not wait for next years Ranch adventures to start.


N783CH


Carat
N783CH

Stevenson Trophy

Each year the Stevenson Trophy is awarded to the pilot with the highest cumulative contest score during the annual ASA fly-in. This year at Parowan 8 pilots competed for the honors and the winner was Bill Gawthrop. Last year’s winner was also Bill and he won it handily but this year was a different story.

The contest is designed to challenge the competing pilots over three different tasks:

- OLC Classic distance
- FAI triangle
- Out and Return

The contest runs for the whole time of the fly-in but the pilots can only claim the best of each of the different tasks. The pilot with the best performance in each task claims 1000 points and the other pilots are scored proportionately against the best. The scores are calculated each day so that the competitors can evaluate their position and decide what task to concentrate on for the coming day. A minimum of three flights is necessary to score in each task but the only limit on the total number of flights is the number of days scheduled for the event. Theoretically the winner need only fly three times to walk away with the trophy but that is easier said than done.
‘

This year the contest came down to the last days performance and it was between Ed Salkeld who was in the lead and Bill. As you can see from the score sheet for the next to last day, Ed had a 65 point lead over Bill and an impressive 2925 total points.

June 23rd	**Classic OLC**		**FAI Triangle**					**Out and Return**					**Total**
Pilot	Miles	Points	Miles	Points	mph	Points	Points	Miles	Points	mph	Points	Points	**Points**
Ed Salkeld	534.2	1000	394.5	600	61.3	398	1000	401.3	586	60.1	339	925	2925
Bill Gawthrop	523.0	979	336.7	512	56.6	369	881	411.1	600	71.0	400	1000	2860

What should Ed do? He has 1000 points for the OLC and Triangle tasks but his margin on the Out and Return task is very small. If he can significantly improve his performance in that task it should be enough to insure victory. Ed has declared Flaming Gorge, Wyoming as his turn point, a distance of over 575 miles.

Bill’s problem is the Triangle. He is 119 points behind Ed but if he can increase his performance enough he might be able to overtake Ed. This is what he is going to do and he has declared a triangle of 532 miles.

The stakes are high because if either task is not completed the only points to be awarded will be for the OLC task and those performances are already over 500 miles so there is not much to be gained.

The sun is low on the horizon and everyone else has finished dinner when these two pilots finally announce their arrival, first Bill then Ed. So did they both make it? Bill is smiling as he climbs out of the cockpit but Ed is not so happy, he was caught by the Junction syndrome and had to start his engine to make the last hurdle to Parowan. The final result:

June 24th	Classic OLC		FAI Triangle					Out and Return					Total
Pilot	Miles	Points	Miles	Points	mph	Points	Points	Miles	Points	mph	Points	Points	**Points**
Bill Gawthrop	523.0	911	532.3	600	56.6	400	1000	411.1	600	71.0	400	1000	2911
Ed Salkeld	574.1	1000	394.5	445	61.3	398	843	401.3	586	60.1	339	925	2768

Both pilots showed their competitive spirit but there can only be one winner – congratulations to Bill Gawthrop!

Brian Utley is shown presenting the Stevenson Trophy to Bill Gawthrop. On the left is Ed Salkeld, second place and on the right Steve Dee, third place.

First Flight ASH-M31 April 21, 2009

Photos © Carsten P. Selinger


VX
D-KUSA


VX
D-KUSA

Yet Another Repeat Tragedy!

By Jim Herd DG800B

Thierry Thys took his last flight in his Stemme on August 19. He launched from Arco, Idaho and impacted at 9500 feet msl about 10 miles due west of Mackay, Idaho at about 5:30 p.m. We will have to wait for the official NTSB report, but I can report a few facts and a few preliminary conclusions drawn by several involved pilots whose credentials should cause us all to listen up.

Thierry was 79 years old and had a fleet of aircraft based in the San Francisco Bay Area. He was an avid pilot but had not flown his Stemme in almost a year before this particular safari event. The terrain at the impact site is extremely rugged and quite attractive as a thermal generator, albeit on the downwind side on that particular afternoon. The impact was close to vertical and quite catastrophic. The wreckage was spotted by an airborne search crew about 24 hours after the event, and the remains were recovered the following morning.

Regardless of the precise events surrounding this tragedy, a few general statements can be made, and these have been agreed by several very knowledgeable pilots.

We have seen this scenario far too many times in the recent past. Remember Geoff Loyns in 2007 in his Ventus CM on Boundary Peak at the north end of the Owens Valley in California.

Thermalling close to terrain is always a high risk maneuver.

- Gnarly terrain often generates good lift – and dangerous turbulence.
- Turbulence can not always be predicted, especially on the lee side.
- The following is a very bad recipe – slow thermalling, banked wing, long wing, heavy control forces in roll, close to terrain, and anything less than 100% concentration and 100% skill and 100% currency.

All advanced soaring pilots know all the above, but almost all have also defied these lessons from time to time. Usually, we get away with it.

Flying without a breadcrumb tracking device such as SPOT is disrespectful to your family, your friends, and the Search and Rescue crews that may be dispatched to find you one day.

It is so easy to say: “Stay well clear of terrain!” But how clear is well clear? That’s a question for another day, and it is above my pay grade.

RIP, Thierry Thys.

Parowan 2009

Cedar Breaks on the near Cedar City

Dave Norwood helps drag Eric Greenwell out of a Gopher Hole

North arm of Lake Mead

ASA Mission

The Auxiliary-powered Sailplane Association, Inc. was founded in 1988 as a non-profit organization to encourage the design, development and safe use of motorgliders, self-launching and sustainer engine sailplanes.

ASA Membership

Membership in ASA is open to anyone interested in powered sailplanes. Write or call: Brian Utley, ASA Membership Chairman, 9541 Virginia Ave. South Bloomington, MN 55438
Ph: 952-941-5683 email:<Utleyb@aol.com> USA Dues $20/yr, $38/2 yrs, $55/3 yrs. International Dues $25/yr, $48/2 yrs, $70/3 yrs.

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Dave McConeghey ATP CFI-Glider Self Launch Endorsement Kansas 316-409-9624
Email: <mcconeghey@gmail.com>

1996 Super Ximango 200 For Sale

Located in Iowa. $94,000 Dave McConeghey 316-409-9624 mcconeghey@gmail.com http://members.cox.net/motorglider

Scheibe SF-28A

1982 Tandeme-Falke motorglider, ~1200TT, 460 Engine (65hp Limbach 1700EA), custom covers, custom open trailer, Hoffman prop (recent overhaul), new canopy, new muffler and heater shroud. $47,500 Matthew Poleski, 815-544-3870, <matthewpoleski@aol.com>

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Stemme S10V with Factory Trailer. Always hangared. Located in NJ. Engine hours 210. Airframe hours app. 400. No Damage History. Excellent Condition. www.rasair.com Email jojo94@patmedia.net

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