

APS NEWS

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Newsletter by E-Mail?

No More Snail Mail.

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Send an email to:

asa_electronic_news@mindspring.com

President's Corner

I have had a “rewarding experience” this summer. The group who attended the fly-in at Parowan would think that was the greatest, but this is even better.

I am a member of TSA (Texas Soaring Assoc.) and have checked out two of my fellow club members in the Ventus bT that belongs to Ralph Kolstad and me. One of the members (Steve Turner) even flew in the club's Labor Day Contest. We only flew on one day because the weather did not cooperate, but Steve flew a very good task and turned in the 2nd fastest raw speed in class for the day.

So what's my point? My point is the reward of helping a X-C beginner achieve a goal. We have many very experienced X-C pilots in the ASA who can assist new X-C pilots. It's not necessary to provide the glider, but we can help our club instructors introduce X-C flying. You don't need to be a glider instructor (I am not) but you can be a cross country coach (SSA Program) and fly with pilots who are starting or want to improve their X-C flying. These pilots can also benefit from our help in planning and analyzing their flights.

Steve Turner has now started his next adventure in life. He reported for Marine Corp boot camp on Labor Day.

Thank you, Steve, for all of your help over the last few years !

Rick “FD” Howell
Pres, ASA

Call for Entries

Really need you help. As members you have the stories and photos that make a great newsletter. This is the lightest issue that I have published since I became the editor.

There are lots of flights out there. Lots of digital cameras. Send me your pics and flight tales. I can fix the photos and do edits of your articles. Whatever it takes.

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.



Today's Safety Column will quote directly from the Soaring Safety foundation, Safety Advisory 00-1 Glider Assembly Procedures.

HISTORY:

During the period prior to 1960, most gliders required significant effort to Assemble. Many had containers of bicycle chains, bolts, nuts washers, retaining pins and other pieces that had to be assembled in sequence. A glider not properly assembled would not pass a simple control check.

The horizontal tail assembly, including elevator, may not been detached during disassembly, thus the control cables for the rudder and elevator were never disconnected nor did they require assembly latter.

Later, manufacturers developed quicker and easier methods of assembling gliders and sailplanes. This made it possible to install both wings by simply inserting the wing root rib spar into the fuselage and using a wing pin,(s), to secure the wing attachment.

Horizontal stabilizers and elevators were removed during disassembly and reassembled with as little as one simple attach bolt or pin.

The Soaring Society of America, SSA, and the Soaring Safety Foundation, SSF, encouraged all manufacturers to go even further and provide, "automatic hook-ups," for ailerons, flaps, spoilers and elevators anticipating a reduction in the potential to attempt flight without the controls properly attached. Many of the gliders and sailplanes today have these, "automatic hook-ups."

RESULT:

While the reported incidents and accidents resulting from failure to attach these controls decreased, the problem did not go completely away.

The SSF recognized four factors that frequently appeared during the investigation of such incidents and accidents.

1. Distractions from other people while assembling.
2. Failure to follow manufacturers recommended assembly procedures.
3. Failure to do a positive control check.
4. Rushing the procedure to get into the air.

In a future issue of the APS News, we will go into ensuring airworthiness and the critical assembly procedures, of these pilot assembled, high performance powered sailplanes and motorgliders.



TECH TALK

by Gary Evans

THE HAND GRENADE ON YOUR TRAILER TONGUE

By now you have heard the stories of trailer jack dollies working their way down during transit and you should be locking the crank arm in place with a rope or bungee. Well I wish the solution were that simple.

I always secure my dolly crank arm with a bungee, which had worked well for years of traveling. Preparing for the last ASA fly-In at Parowan I collected my glider from the hanger in Phoenix in temperatures around 105 degrees. Fun job and by the time I was done I was wiped slick and not thinking clearly because I forgot to lift the dolly wheel from the ground before putting the bungee on.

I made it about 2 miles down the road at 60mph and was wondering why the car was feeling strange when I heard what sounded like a canon. I looked up in the rear view mirror to see a softball-sized black object flying over the trailer. First thought was that someone had thrown a brick at the car but it was the remains of the hard plastic dolly wheel that had bounced off the back hatch of my wife's 4-Runner. Hard to believe the energy the wheel contained as seen in this picture. The hatch was un-repairable and a replacement only cost \$1800.

I luckily found a replacement 8 inch wheel/tire at Harbor Freight for less than \$10 that fit the axle by adding a couple of larger axle washers.



Now this was bad enough and should have been the end of the story but it isn't. After this first experience I was extra careful and made sure the dolly was raised and the clamp well tightened before adding the bungee.

Next trip to return the glider to the hanger after Parowan I hear a strange noise about 20 miles from home and immediately stop the car. This time the dolly locking clamp had loosened and dropped the new replacement wheel to the ground again.

Fortunately the replacement tire was a rubber tire and tube and although the only thing left was the metal hub the shredded rubber parts did no additional damage to the car.

Moral: The dolly will never travel on the trailer tongue again but will ride in the car with me.

Parowan 2007

Brian Utley

I arrived at Parowan at 9:00 AM on the 12th of June expecting to be an early bird for the ASA/MSA camp. Not so! In fact I had to settle for a 4th row tie down.

Perhaps the wash out at Albert Lea and the rain through the mid west had spurred everyone on, nevertheless it was stimulating to see many friends and acquaintances all eager to feel the surge of the typical Parowan thermal.

I had watched the OLC for weeks looking for signs of activity but almost nothing until Bill Gawthrop showed up the week before with a couple of long flights. Enough, looks like a good forecast. Not that there had been some doubt. Travelling through Wyoming a few days earlier I was following a snow storm that dumped six inches of the white powder everywhere. But that was last week and now the sun was shining and it was time to assemble and get in the air!

For the next eleven days the weather never missed a beat. Day after day Bill Gawthrop, Ed Salkeld, Tom Kelley, Russ Owens, Bill Richardson and Rolf Siebert showed how it should be done while the rest of us played and had great fun.

Some memorable moments:

Bill Gawthrop describing how he had discovered a convergence zone about 85 miles to the

NE that allowed him to fly without thermalling for hundreds of kilometers.

Discovering the same for myself and experiencing the thrill of flying at close to redline and having difficulty staying below 18,000' and being sucked up into the clouds.

Taking a day off to enjoy the wonders of Bryce Canyon with all its spectacular views.

The field trip with the "Bird Man" to see prehistoric dinosaur tracks, Golden Eagle nesting and Indian petroglyphs.

The ability to fly until almost sunset!

Rick Howell's organization and operations – there has to be a leader and Rick did a superb job.

The social warmth and friendship fostered by the meals prepared by our Parowan hosts.

The friendliness of everyone at Parowan. It really feels good to know that our presence is wanted and appreciated.

The last day when FH (Dick Andrews and Fred Hewitt) and I discovered a convergence in the range just to the east of Parowan. We both flew almost 600km but Dick and Fred only thermalled twice after getting up into the convergence!

Now, I can't wait for next year...



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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APS NEWS Publication

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RF5B For Sale

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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

EDITOR NEEDS HELP

Thanks to Brian Utley, Eric Greenwell 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.

