

APS NEWS

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May - June 2006



Carat Fly-in gang at Harris Ranch

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Tech Talk - Unexpected Power Loss

Safety Corner

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2006 Carat Fly-in

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President's Corner

I know that I am preaching to the choir, but I must tell all of the self-launch owners how **wise** they are. The independence provided by a self-launch glider has now gone to the top of the list of reasons for ownership.

I had thought that the planning for the fly-in at Parowan to be so easy because of the help in place at Parowan. Then the towplanes became a more difficult task. I have found that there are very few towplanes and pilots willing to travel to the sites that we want to fly.

We now have towplanes available for this year, but would like to have more power for high altitude takeoffs. I have a sustainer engine in my glider, so I'm thinking about taking more training for auto tows.

Summer is quickly approaching and if you have not participated in the SSA's First Flight program it's never too late. Go take a flight with an instructor; it's a great way to review your flying skills.

The fly-in at Parowan is a sellout. For those who are signed up....SEE YA'LL THERE!

Rick "FD" Howell



SAFETY CORNER

Oliver Dyer-Bennet, CFI/CFIG
Safety Director ASA

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



Spring has finally sprung and we are all putting our birds back in the air.

It's a good time to review an important thing we have to do before the glider is ready to fly, assembly.

The Soaring Society of America, (SSA), and the Soaring Safety Foundation, (SSF), looked into a number of incidents/accidents, involving improper assembly of gliders.

This lead to the SSF recognizing four factors that frequently lead to post assembly flight incidents or accidents.

1. Distractions by other people while assembling.
2. Failure to follow manufacturer recommended assembly procedures.
3. Failure to do a positive control check.
4. Rushing the assembly procedure to get airborne.

In order, lets review these steps:

1. The pilot of the aircraft, PIC, is responsible for the operation of the aircraft, (FAR 91.3).

The PIC is also responsible for determining that the aircraft is in condition for safe flight, (FAR 91.7).

Assembly of the aircraft is the responsibility of the pilot who intends to fly the aircraft. During assembly the PIC, pilot in command, also needs to be the PIC of assembly.

2. Before the 1st assembly of the new season, a good review of the manufacturers assembly procedures, from the aircraft manufacturers handbook, is a good idea.

Figure that the first few assemblies of the new season will take at least twice as long to complete, carefully.

Give yourself the time and enjoy the process.

Safety Corner cont. Page 3...

3. Positive Control Check, PCC. Until this is done the glider is not ready to fly. A PCC is best done with two people. One person at the flight controls and the second person at the flippers.

4. If you think about the aftermath of an incident or accident, a little enjoyable extra time spent getting reacquainted with your bird, is time well spent.

Your glider is like a good friend, you treat your friend well, and your friend will treat you well.

Flying gliders is fun. As glider pilots we are fortunate to be able to enjoy this wonderful sport. Assembly should be an enjoyable part of this sport.

We are lucky to be in a position to be able to enjoy this assembly process. It should be enjoyed, along with the flying of the gliders, and given the attention a good friend deserves.

Oliver Dyer-Bennet

2006 Carat Flyin

We are just back from the Carat Fly In, at the Harris Ranch.

The Harris Ranch Inn & Restaurant, is part of a 18,000 acre working cattle ranch. It is located about half-way between Los Angeles and San Francisco, on the east side of I-5.

Its private, paved runway, is 2,800 ft long, is lighted and has aviation fuel.

The paved aircraft tie down area is large, is tree shaded and includes a large lawn that is used by the Highway Patrol aircraft to park on for coffee and doughnuts, between bouts of nailing speeders along I-5.

The hotel itself is large, over 150 rooms, and is modeled after an early California Rancho Hacienda style. The hotel

center piece is a large inner courtyard with a beautiful pool.

The Harris Ranch has two very good restaurants. It also has a gift shop that specializes in selling prime cuts of take home beef, to tourists.



The Harris Ranch is a wonderful oasis, and the hotel staff was very accommodating to our Carat group.

A nice touch was that we were able to arrange for Carat Fly In group rates, for the hotel rooms.

Coincidentally, the same weekend, the San Francisco Chronicle, Sunday edition travel section, had a large section devoted to the Harris Ranch.

Some of the pilots in attendance were, Dennis Yeomans from Guam, George Sanders who flew his nice Cessna 170 up from Arizona, Joe Stuart, John Joss who is writing an article about the Carat for Soaring Magazine, Steve Wilson from Florida, Oliver Dyer-Bennet, and an interested group of aviation oriented people.



The Carat Fly In get together, consisted of two Carat systems and maintenance sessions on Saturday morning. Between the two sessions we had a factory flight demonstration of a Carat.

Some of the topics that were covered were;

1. The folding propeller and why: This design of



TECH TALK

by Gary Evans

SAFETY

UNEXPECTED POWER LOSS

DURING POWERED TAKE OFF

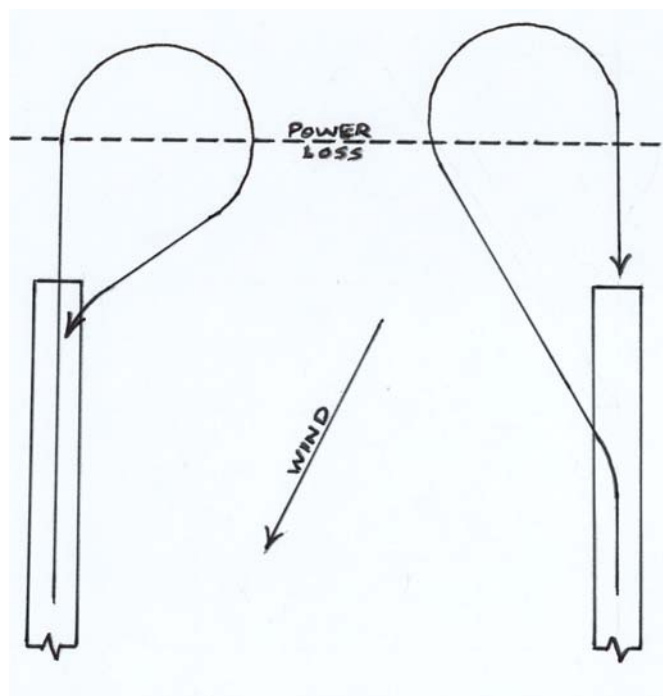
Power loss on take off is, IMO, one of the most dangerous situations in a motorglider due to its high wing loading and typically wide span. While some airports (e.g. Minden, Ely, Tonopah) have a lot of room many more do not. My home airport for example requires taking off from midfield (1260ft) due to other tow traffic and while the take off distance is adequate there is not a lot of room to spare. In addition the potential areas to land right off the runway would very likely result in minor to major damage. To minimize the danger it is important to have a plan in advance rather than wait and decide at the moment of power loss. The issue is specifically what to do in preparation and if it happens. These are some thoughts to consider.

A sudden power loss during climb will leave you with a high angle of attack so immediately lowering the nose to maintain flying speed is the first action. Some motorgliders are capable of very high initial climb rates if sufficient speed has been built before lift off but the advantage of reaching a safe altitude quickly must be weighed against the consequences of a power off stall.

An extended engine can cut your L/D in half. The second action therefore if altitude permits may be to initiate the engine retract sequence and the third to concentrate on the landing whether it is straight ahead or a turn back to the runway. The decision to start a retract sequence without prop alignment which could result in door/prop damage should be based on how much you need a better L/D for the return. Only the PIC can make this call.

During departure it is advantageous to position yourself so as to minimize the amount of maneuvering necessary to line back up with the runway in the event of power failure. This diagram shows why a straight out departure isn't the best solution. If there is no wind or direct head wind the direction of your initial turn makes no difference. In this example the wind is quartering from the right and the initial turn should be to the left so that most of the turn back to the runway would be into the wind thereby reducing the chance of overshoot the turn. By initiating the turn at a reasonable point you will also be able to make the return

with only one bank angle as opposed to the two required for a straight out departure.



It should go without saying that you need to decide in advance what minimal altitude is required to even consider a turn back to the runway but this type of a departure could make success more likely. Practice at altitude is the only safe way to establish exactly what your minimum should be and it may very well not be the same for everyone.

The bottom line is to have the required actions thought out in advance. You can always alter your actions based on conditions at the time but preplanning for the possibility and trying it at altitude is time well spent. In any situation never take any actions that would impede flying the glider.

DURING A TOW LAUNCH – ROPE BREAK

If this occurs the choices are return to the runway or start the engine. The first question specific to each brand of motor glider is how fast the engine can be extracted/started and the resultant altitude loss. This can be determined at a safe altitude with a good fudge factor added for stress and the high workload that would occur in a real emergency. It should be tried enough times so that you don't pick the best of the best for your standard. If when a rope break occurs and you are not above that safe restart height your attention would best be focused on executing the landing.

If you try a motor extraction and are too low to start the engine you will only make matters worse.

The second precaution during a tow launch is to always be ready for a quick engine start by having any necessary electrical switches/valves already in the pre-start position.

RETURN TO RUNWAY FROM NORMAL ENGINE SHUTDOWN

If you have a regular point at which you normally shut down and retract the engine here is another thought to consider. If you reach this point, shut down the engine but it won't retract or restart can you make it back to the runway with a safe margin? I suggest you try it so you will know what to expect. Fly back at or below the best L/D speed since the drag penalty will increase with speed.

Another thing that should be practiced is a windmill engine start. Because of the high drag and speed required to spin the prop a windmill start puts you in a significant nose down position. Doing a windmill start near the ground can be a little unnerving so knowing how it feels could prevent a future surprise if you ever need to execute one in an emergency.

Carat Flyin cont....

forward folding propeller has about 1/4 of the drag of a full feathering prop. The innovative mechanical folding of the propeller minimizes the pilot work load during this critical part of the flight.



2. The electric/hydraulic landing gear: The swing arc geometry of the landing gear legs produces a 20 mm down lock at full extension. This means that on the swing arc, 110 mm from full extension the tires are at maximum distance from the fuselage. At full LG extension, the tires are about 20 mm closer to the fuselage. This produces a down lock for the landing gear legs. A good safety feature.

3. Best sailplane speeds were discussed. Thermaling 52 to 55 knots, depending on the wing loading, which is variable with fuel load. Also noted was the quick and crisp Discus like handling, 45 degree to 45 degree roll reversals, take about 3.8 seconds. This allows a pilot to quickly center the best parts of the lift. Best L/D of 38/1 + at about 60 knots with winglets. A good inter-thermal cruise speed is 80-85 knots, in normal lift conditions.



4. Also discussed was John Joss's article on the Carat for Soaring Magazine and AOPA. John being in attendance was taking copious notes on the Carat.

A nice break for lunch and further Carat discussions at the Harris Ranch Restaurant, was followed by a late afternoon session of the flight systems of the Carat, and the Cobra trailer handling techniques.

After that, the Carat group had reservations at the Harris Ranch Steak House, for a three hour dinner, the swapping of glider guider stories, and the pilot awards.

We learned a great deal, ate some great food and had a good time with a good group of Carat pilots.

Same time, same place, next year. Be there, you will enjoy the Carat Fly In, we did.

See the USA in your Touring Motorglider

George M. Lessard, Ph. D., Comm, Inst, ASEL, Glider, Diamond 591, CFIG, SSAI

You remember the first half of May in the northeast? Remember the deep low centered over MI and the high which first was established over New York and Massachusetts? Remember how the high broke down, bringing a deluge to the northeastern states. The setting:

I successfully completed the flight home from Candidaigua, NY to Redlands CA in my new Taifun, N292TE, SN1056 which I bought from Bob Sykes, in a most pleasant transaction. I arrived in Rochester on Saturday, April 29 and went to Candidaigua, where I picked up all the manuals and other things Bob had left for me. Weather was ideal under clear blue skies with temperatures in the 70's and light winds. I spent the next couple of days familiarizing myself with the bird before Bob came back from a trip and I learned how to fly it. Weather in Michigan began to change, so off I went with my rental car (weather guarantee) to see my daughter and granddaughter in Lansing, MI. I spent some time with them and then went from there to see my brother's new place near Bennington, VT.



Bob Sykes with N292TE in Candidaigua, NY

On Sunday I came back to Candidaigua to actually fly home. I left NY on Monday, May 8 under clear high pressure skies. The first day was my longest, Bluffton, OH to have Mike Shade go over the bird (3 Taifuns in his shop at one time-a record), then on in the PM to Terre Haute, IN where I was stopped by a line of level 4 and 5 thunderstorms. I picked up an Avis car

and drove to St. Louis, MO where I spent a couple of days with my stepson and his family, including a chance to visit Creve Coeur Airport again.

On Thursday, May 11, I drove back to Terre Haute, picked up the bird for what was forecast to be a nice clear flight to Downtown, St. Louis Airport in Cahokia, IL. Leaving around 9 AM under windy and lightly overcast skies I worked my way the 140 miles toward St. Louis. Around Vandalia, IL I began to pick up rain showers and by the time I was 35 miles out of St. Louis, there were only a few slots I could use to circumnavigate the black walls of water, [remember the big low centered over MI, which created my weather-persistent]. St. Louis Approach vectored me over Scott AFB, through heavy rain showers and into CPS where I made a wierd 45° approach through gusting wind and rain to touch down in 18, gusting 22, wind and rain. A little hairy, but no untoward events.

I stayed overnight and left the next AM for Springfield, MO. Winds were quartering at 35 kts at 3000 and were a lot higher up a ways, but if I stayed above the convective layer at around 4500 I could enjoy a relatively smooth ride. Coming down into the convective layer (hazy with thermals and windshear) in Springfield was another story. The canopy came unlatched in the turbulence so I had to hold to the latch and fly the aircraft on another of those 45° base entries in 30 mile/hr crosswinds, I asked the width of the runway, and when informed that RW 30 was 150 feet I landed across the runway in winds 250 at 22, gusting 28 kts(remember that the Taifun has a demonstrated crosswind component of 11 kts). I Spent the day proving to myself that although the MO countryside is beautiful, Branson is not my cup of tea (Las Vegas glitz, without the quality?).

Saturday's flight was to Wiley Post Airport in OKC. The flight was nice and the Garmin 296 did warn me of the line of 2400 msl towers east of the city (I don't believe in flying cross-country without the obstacle database of the 296 as I had to go one time from OKC to Amarillo under 1000 ft overcast. I was told fly the center of the interstate, there are no towers there. I remember seeing a tower disappearing into the overcast south of El Reno-those were the days without the 296). I always land around 11-12 AM to avoid turbulent unpleasantness and so spent the day looking around and relaxing.

Sunday I had a nice flight. The first part was smooth, the last, really bumpy, with my holding on to the canopy handle to minimize the number of times the canopy came unlatched. I landed at Hobbs in 25 kt easterly winds, right down the runway. Helicopter type approaches were becoming my specialty. I Spent the day in Hobbs and enjoyed Dan's Mexican restaurant, home of what I was told was the best food around (humble but good). It was mother's day and I became a part of the festivities.

The next day I was stopped by heavy thunderstorms on the Albuquerque route and scattered CuNims and wind around El Paso. So I returned the trusty Dart courtesy car and rented an Enterprise maximal economy car for a visit to the SSA offices. Dennis Wright was most hospitable and showed me all the changes and improvements which had occurred since my last visit there. He outlined the loss of runway due to the expanded prison on the field. We talked about the history of the Hobbs Military Airfield which had been home to innumerable B-17s during the second world war. I did not get away before I bought out the SSA store. In the afternoon I drove to Carlsbad Caverns and the Guadalupe Mountains.



Guadalupe Peak, the highest point in Texas (over 8400 ft)

The next morning the weather was good, so left for the three hour flight to Phoenix via El Paso. About Deming, NM Cu's were popping everywhere and the flying was not becoming fun about 11...whoops! there goes that canopy again, so I parked it and toured this old 66 town on foot for the day. You forget about the "old west", but it is still here!

Next morning, Wednesday, got an early start and had no problem getting to Falcon Field in Mesa, AZ before thermals got too strong. The winds and temperatures were up there, 10- 15 kts across the runway and temperatures nearing the 100 mark by the time I got there. I Spent three days with my daughter and her husband and new grandson in Payson (5500 msl temperatures in the 100's-density altitude) before taking the short hop around the north side of the Phoenix Class B, Wickenburg, to Blythe and home via the Banning pass (295 nautical miles-3 hrs) to L12.



The Colorado River at Blythe-portal to California (6500 feet below)

Just a little over 2100 nautical miles in a Hobbs meter time of 23.5 hrs. This will probably be my last cross-US flight in a light aircraft (This is crossing #5). TED took me to Rochester for \$176, and even at 3.4 gph (80 gal @ \$4.50) \$360 is a bit more, add the motels, rental cars etc. the adventure was worth it but a bit on the pricey side.

In the week since getting back I have started working on the squawks (alternator was just that, alternatively charging and not charging), -never a problem, thanks to cooperation from Fort Worth Center and other ATC facilities. I've gotten gel coat cracks fixed, paint redone and a new stereo intercom w/IPOD installed to make the passenger's ride even more interesting.

I want to thank all the guys at Candidaigua who were so welcoming. Thanks to Mike Shade at Grob for doing a careful inspection and for giving me the heads up on the aircraft and its uniquenesses. Special thanks go to Jesse at Hobbs Aviation for helping me rig the charger and getting me the "trustworthy" Dart courtesy car on Sunday.

No close calls, but a bit of “why did I get my self into this?” landing into crosswinds and rain. Would I do it again? YES, would I miss the adventure?. NO!



Back home in Redlands (Pacer and Russia in the background, 1-26 is at Crystal)

Crossing the country at reasonable altitudes reinforces the vastness and richness of this land. Sitting alone in a rental car, listening to classical country and western ballads about lost loves and people you are missing really helps you remember how important home and family are. A Winner, and a chance to reconnect with reality..again!

EDITOR NEEDS HELP

Thanks George for a great article. 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.



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.

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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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Roster - June, 2006

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