

MGSA FLYER

The Newsletter of the Mid Georgia Soaring Association

Uvalde in Georgia— Cordele!

Issue 43
May 2012



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Planning for XC at Cordele by *Scott Anderson*

The highlight of the soaring year for many club members is Cordele. Be it the Badge & Record Camp, or the Regional contest to follow, conditions can be awesome. Memories last year of many days with bases above 8000' and long flights at high ground speeds will last a long time. Of course we've had other years of standing water in the grassy areas, and even IFR from smoke due to the Okefenokee swamp fires. You just never know what you'll get from Mother Nature until we get down there. But, like last year, Georgia is

in a pretty significant drought. And drought conditions, though bad for farmers, have often led to great soaring conditions down there. Again, no guarantees.

Preparations for Cordele involve both group efforts as well as personal planning. At the group level, thanks Hartley for the advance work with Cordele airfield manager, Dub Cooper. Ensuring we have the tents, chairs, porta-johns, trash cans, and trailer access are the first critical logistics hurdles we face. Next in line is getting RC,

EFX, and a twin, along with all required club equipment assigned to various club members for transport to and from Cordele. Ensuring everything is in place to rig and fly on Sat, May 26 is critical. Thanks to David for finding folks who have agreed to assist with this effort. By the time you read this the volunteer list should be firmed up.

Moving on to personal planning and preparation, goal setting is key. Have heard from several members with big plans including Larry S finishing Silver, Joel his

300K, several of us working on state records of about 400K, and certainly the biggest plans of all: Panos, Dana, and Hartley working on La Enchilada Grande - 500K Diamond Distance. It will be exciting days tracking their progress, and waiting for that big moment when they call final glide for home!

Once again Phil and Lovely Linda will be towing for us. We owe them our deepest gratitude for making Badge Camp work, as we simply don't otherwise have sufficient tow volunteers to make it happen. Please join



Cordele Planning

by Scott Anderson

me down there in thanking them. And please don't forget to settle your tow bill with them at their motor home before heading home. These are not club tow charges from Mitch payable later.

Finally, a word on safety. Fatigue and dehydration can be killers. Many days last year topped out over 100 degrees. Suggest rigging before 9 AM, then cooling off under the tent until show time. Midair collision potential is another threat. If you are smoking along "500 feet below cloud base", particularly up and down I-75, you may have company coming at you with a combined closure rate of 200 knots. A point to ponder.

All right, enough from me. Fly safe, have fun, and let's have some more of that bonding stuff!

Scott



Points to Ponder

by Joe Flores

Flying XC can be a light hearted whimsical thing, following the clouds with no clear objective other than flying to different places and enjoying your plane and the sky.

Flying XC with purpose is something entirely different. Whether flying in a contest, flying for a badge, or flying for some notoriety on an obscure web page for a Georgia State Soaring Record, preparation and knowledge are paramount to success.

Contest flying is the most challenging. The strict requirements of flying by a rulebook complicated by the presence 40 or so other pilots all wanting to fly faster than you around a set course make for some high pressure situations, even before you get into the cockpit.

First, have your technology in order. I have flown a contest with some pretty primitive but adequate equipment. Make sure, well before your first day, that you are familiar with all aspects of your equipment. Remember, everyone there has goals and imposing technology questions, especially basic stuff, on someone else while gridding is bad form. Most everyone will be helpful, to a point, but it is not good to be a distraction for someone else.

1. Have all your cables tested with your computer and Flight Recorder (FR).
2. Know your flight software, how to download flights, upload tasks, and provide proper documentation quickly. Remember, for contests you generally only have an hour or so after landing to provide your trace to the scorer.
3. Make sure your turnpoint coordinates are right.
4. Be fluent with putting the tasks into your flight computer. You need to be able quickly enter the flight before gridding, or worse, if the task changes before the gate opens, you have to do it in the air without falling out or running into someone.
5. Know your frequencies for the radio— I won't go into specifics here because they are subject to change, but be aware of the gate frequencies, chat frequencies, and know the frequencies of any busy airports you may land at.
6. If you use a "Spot" tracker, have your messages programmed and tested.

Points continued

Know the procedures.

1. Don't miss the pilots meeting
2. Have your grid sheet handy
3. Be prepared to rig and de-rig daily. Frequently the contest manager will not permit planes to be tied out because Cordele is notorious for nasty out of nowhere storms well after bedtime when "everything looked fine..."
4. Know the rules.
5. Know the rules
6. Know the rules.
7. Have crew if at all possible. There is nothing as daunting as landing out having to depend on the goodwill of others you hoped did not land out. If you are alone, find others and make sure that you have someone you can call.

Be familiar with the task area. Go to the turnpoint exchange and download the newest map and list of the turnpoints for that contest. Double check your flight computer and task planning software for accuracy. You will need the Jacksonville FL and ATL sectional. Try to make a one page map— I use clear contact paper so I can write on it and fold it into a manageable piece. It only needs to be a little bigger than the task area, in case you need to land away a bit to get away from weather.

Badges and Records require as much diligence, make no mistake about it. The big difference is that you are not dealing with pressure of 40 other gliders and there is no gun to your head to fly. But over all it is similar-

Know the procedures.

1. Fill out your paperwork or with your OO well beforehand. I always make a paper declaration on top of my electronic one— just because I am a belt and suspenders kind of guy. It's free. 500k is not.
2. Identify your observer early, and make sure they are going to be able to fill the bill. The OO should be there to check your equipment before you leave, and should be there on the ground to accept your equipment when you land.
3. Make sure your task software on your laptop has the same coordinates as the FR software and glide computer. A couple of ticks on the minute column can cost you a task if you PDA beeps but your FR, with different coordinates, doesn't. Record is the important word in Flight Recorder. Electronic declarations and tracking software are ruthlessly accurate.

Landing out— Cordele has a tremendous amount of landable area surrounding it, as well as some friendly airports at manageable distances so you can take less risky tracks when you do get away from home. In particular, there are

some places that you want to be high— in particular north west of Cordele near Butler and Buena Vista, it is quite verdant with gorgeous forest. Read the clouds, but you have to read the ground too. As well, far east, past Eastman near Vidalia and Soperton (outside the contest task area but inside record area) you will find airports far between and a lot of forest.

Field landing is a subject for an entire newsletter, so I won't get into it. I did find a great link about it at

http://www.harrishillsoaring.org/doc/Kai_Off-airport_Ldgs.pdf

It is pretty informative, I would definitely spend some time reviewing the do's and don'ts. Landing in a field can be safe — just choose wisely and don't "save" your self out of options. Wires and Fences can kill you. High crops will total your plane.



By now you are wondering why you bothered to go to Cordele and deal with all this, but really once you are familiar with it this stuff is not that daunting. We only have a few newbies going to the Camp this year, and one newbie to the Regional. I have high hopes for everyone, and remember, in the end, this is all for fun. No badge, record, or place in a contest is worth passing up that option that gets you and your plane home safely.

Enjoy the camp-

Joe Flores



CORDELE, or SURVIVAL IN the HEAT.

By Hartley Falbaum

NEWS FLASH—Cordele in the Summer is Hot!

In the past, the Cordele Region V (So) Contest was held in August, and was known as “The cordele Ordeal”. And so it was! It has since moved around from early May (and even once in April, IIRC), To mid June. It is still hot!

There is, however, much you can do to mitigate this, and even enjoy it. I will cover some useful approaches.

First, some basics. All external heat at Cordele comes from the Sun. No geothermal here. So it is cooler in the AM. As far as your body is concerned, the challenge is to get rid of heat created by metabolism and muscular activity. Body does this mainly by evaporating sweat, and by convection and conduction.

Put these items together and it tells you why we rig early. Old Cordele hands rig at sunup, then go back to the motel for shower and breakfast.

Hydration is critical. If you get too dehydrated, you eventually quit sweating. Next stop—heatstroke. No this is not Miss Scarlett swooning, heat stroke is a life threatening event. It takes some time after you drink to get the water to the cells. To make matters worse, you don't get thirsty till you have lost about 2% of your fluid or 1% of body weight. Your indicator is your urine. Drink in the early morning until you are passing faintly yellow urine. After that, depending on how hot it gets, a liter every 2 hours would not be unreasonable. No need to urinate every hour—every 2 hr will be fine.

So—what to drink? For muscular effort—Gatorade or Powerade. Watch your sugar content. G2 Gatorade has less, but you need some glucose. Caffeine and Alcohol are bad—they actually dehydrate you via their diuretic action. This is heresy, but some World Champions and wannabees lay off alcohol for the duration of the contest, or even before. Once you are on the grid, and in the air, stick with water. You don't need the electrolytes if you are sedentary. Make sure you have a way to get rid of the waste water, so you don't try to avoid the subject by deliberate dehydration. (It's been tried—bad results). Drinking cold fluid gets rid of heat internally, as the body has to raise the temperature of the fluid. Useful to know, eh?

What to eat—well, everyone is different, but easily digested protein works best. Low glycemic index carbs are also good. Some favor bananas, due to the potassium, but check out the carbs.

Cordele is often humid and the air can be still as death. Evaporative cooling is less efficient under those conditions. Shade is your friend—seek it. Loose clothing, well ventilated, and light in color is preferred. A hat is a must. My wife made me a terry cloth tube, into which I put ice chunks, and hang around the neck—works great! Thanks Pat! The gel filled collars that swell with water work great, in Arizona! At the end of the day—a cool shower or a dip in the pool is wonderful.

We all know where thermals come from, so—when it is 104 outside, why do we stand on the runway by our glider, when green grass is a few feet away? Why, indeed?

Old time native South Georgians move slow, and talk slow because it copes better with the heat. Suggest you do the same.



MGSA 2012 Summer CALENDAR

| | |
|---------------|--|
| MAY | 26th -thru June 1 MGSA XC Camp |
| JUNE | 2nd -thru 9th – Region 5 South Cordele |
| JUNE | 16th Membership Meeting Monroe |
| JULY | 7th Gainesville, Lee Gilmer fly in 11th Board Meeting |
| AUGUST | 11th Lake outing at Fernando Silva's, Lake Oconee |

Membership Committee - April Report | *by Michael Vaughn*

There's been a lot of activity around membership with MGSA over the last month. Most importantly, I'm happy to announce the growth of our club by three new members: Greg Armstrong, Wally Goins, and Ray Crockett:

1. Greg Armstrong has visited MGSA several times and attended our last two Safety Meetings. He completed his primary training with Phillip LaBerge at Pandora and attained his Private Glider Rating last summer. He has now joined MGSA and is beginning his orientation and ASK-21 check-out with our instructors.
2. Wally Goins is a Delta pilot and CFI who recently relocated to Atlanta from Wisconsin. He came out to visit MGSA for the first time just a few weeks ago on a nice Sunday afternoon. Fortunately, a few other Delta folks were onsite (Scott and Clyde) to host Wally and explain more about soaring and MGSA. Wally decided to join MGSA shortly thereafter and has already starting transition training with our instructors.
3. Ray Crockett is the third recent new member. Ray served a 27-year career with the Air Force and holds a SEL CFI. He's been out of the cockpit for a few years, but is anxiously looking to get back into the saddle with soaring. Ray first visited Monroe with his wife last August and met with several members at the field. Again, our members were willing to spend time with Ray to explain MGSA and our operations. Ray recently visited Monroe again for our MGSA Open House (more details later) and decided to join MGSA during his visit!

I encourage all of our membership to reach out to our new members and welcome them to our club. Please look for ways to help and nurture our new members to improve their experience with MGSA.

As for the Open House, Dan Nugent was the catalyst for making this event happen. We basically have been tracking all contact with new potential members over the last several months. Now that the soaring season has started, Dan suggested we kick-off an open house event at Monroe and invite several of our more promising candidates from our list. In the end, we invited twenty people, with seven people accepting our invitation. Additionally, Dennis Martucci invited another two people who also showed up for the event. The Open House was held on Saturday, March 31st at Monroe as was supported by several club members. Coffee and doughnuts were available for breakfast (big hit!) The day started with Dan kicking off the 2 hour presentation at 10AM and provided a good introduction about MGSA and our charter. He explained how our club operates and a summary of our equipment. Dan's presentation was then followed by several other club members to explain their perspective on our club and their soaring experiences. Most notably, Dennis Linnekin spent at least one hour going over soaring, soaring competition, and gave a detailed presentation on the See You software for flight planning and GPS recording technology used in badge/competition flying. He provided a very thorough explanation of one of his competition flights and answered many engaging questions from our visitors. His presentation was well received and provided an excellent overview of soaring possibilities beyond just "gliding".

Following the seminar, the group observed and participated in the hangar unpacking and preparation for the gliders for the day's flying. After a quick pizza lunch arranged by Dennis Martucci, the visitors observed David Krautter assemble RC and then they took an active role in helping getting the gliders down to the end of the field. OD Ron Shenk and AOD Ray Archer gave safety and operations briefings to the group before their rides were given. Our guests then took an active role in helping get the gliders down to the end of the field and patiently waited for their turn for a guest ride. At the end of the day, everyone (except one visitor who had to leave early) was able to get a ride. The day concluded with the packing of the gliders (guests included!) and our standard post flight debriefing in the hanger with appropriate beverages. The day was a great success, we gained a new member, our members had a good time, and I think we'll gain more members from this event. As a side note, we still have 15 active prospects we're keeping in contact with in hopes of them becoming future members.

Beyond the Open House, the Membership Committee is also looking to support two air shows in the coming months. This first is the PDK Good Neighbor Day on Saturday, May 12th. We've already secured approval to attend this event from the PDK event coordinator and we're actively seeking a private owner willing to support this event for MGSA. Any private ship owners out there available?? We need at least one private ship and two additional volunteers to support this activity. Sky Powers has already graciously volunteered to assist with this event. Here's the link: <http://www.pdkairshow.com/> (ed. Note— clearly this was provided a bit before the event, I will provide a report on that)

As reported last month, on Saturday, July 7, MGSA will once again participate in the Gainesville EAA 611 Fly-In with a static display of a club ASK-21 and a private competition glider. This has become a very popular event with over 2,000 attendees last year. Bryan Holt has reserved a prime location for us again and we will need a group of 4-6 members to support the logistics and man the MGSA information booth.

In addition to the air shows, other activity around growing our membership include the contributions of Rob Patton and Ray Archer on a new promotional poster for MGSA. If you remember, Rob showed a version of the poster during the Safety Meeting back in February. Rob is now working to place the poster at multiple GA airports across North Georgia to advertise MGSA and is seeking volunteers to assist him in this important promotional effort. With the growing cost of aviation fuel, we'll likely pick up some new members looking to save cost on their flying addiction - like us!

As a final comment, I'd like to solicit all of our members to remember we're all on the membership committee at the field. If you see someone showing an interest in what we do,

don't let them get away! Please confront folks you don't know and introduce yourself. Don't let anyone be a stranger as we were all new to MGSA at one time.

That's all for now,

Michael Vaughn
Co-Membership Director

PDK Neighbor Day | *by Joe Flores*

The day started out with Larry, Chuck, David and I milling around PDK in the morning finding out we were going to be posing with some rather large birds. Think DC 3 big.

We started the day with a cold east wind and some wedgie drizzle, but the sun popped out about noon and dried things up. The winds lit up after that, prompting us to tie down the canopy we sat under and put the other away. The large birds we were staged with attracted a lot of attention, so we really had a dynamite location. We have several folks wanting to visit the operation and some power folks wanting to see what this is all about.

I spent time with one fellow, Mark, and he was fascinated by the capabilities. One other fellow, Andrew, has lots of tail dragger time and was intrigued as well. We really did have a great time. David Krautter is a good ambassador, as is Chuck.

Special thanks to Chuck for coming in under the crunch to provide some very smart banners, as well as a freshening up of our brochure with corrected contact information.

The winds and rain were apparently a bit too much for the GTA race, which had both days cancelled., Ray, Mitch, and Dan showed up having GTA pulled out from them, we were good to have them in late inning relief. It was good to have the extra help late.

Remember now that we will need some help with the Gainesville fly in. We will likely aero tow a twin up there for that. The date for that is July 7th. Larry Silverman donated a canopy that we can take for shelter. I have a small table that will suffice. Now we just need some volunteers.

We put a very good face our our sport by this, and I hope that some of the interest we saw will bear fruit, only time will tell. One thing is certain— if we don't do these we are missing an opportunity to create interest, and hopefully with that some membership opportunities-

Joe





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Georgia Soaring Association*

Joe Flores, Editor

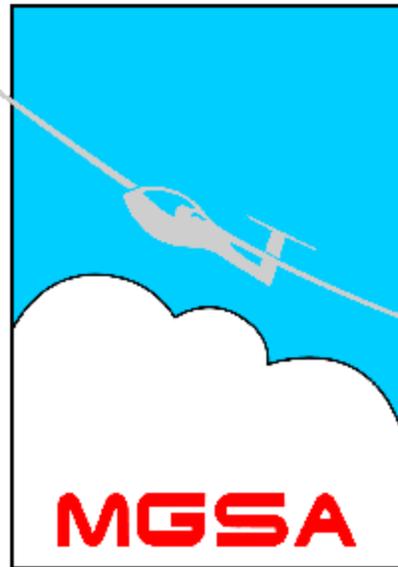
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Mid Georgia Soaring Association



See the full MGSA Calendar for 2012 on our website at:

http://www.soar-mgsa.org/postnuke/html/modules/Static_Docs/data/MGSA2012EventCalendar.pdf



*George Harrison
March 2012*