

SOARING SOCIETY OF BOULDER

August 2001

August SSB Meeting

The August meeting of the SSB will be held on **Monday August 6th at 8:00pm at NCAR**. This will be our last '1st Monday' meeting as the September meeting will be held on September 10th because of the Labor Day weekend and in October we start our new regime of '2nd Monday' meetings. First you've heard of it? Well - show up at the meetings and you'll get to be part of the process! Read more about it elsewhere in the newsletter!



Spraypilot Eric Jordan deals with complaints about the bugs during the camp at Dalhart - flyswatting Texas style! Towpilots Crawford, Hogue and Smythe took notes. If you see some new towing techniques - you'll know why
Photo John Gradishar.

From My End of the Towrope - Elliot Crawford

Those of you who have not been to Dalhart (note the transition from those of 'us' to those of 'you' since last month) can easily see from the photo above that anything that could be done with our feet off the ground was done with our feet off the ground! Including lots and lots of flying! Our hosts Eric and Alex made us feel right at home. I know I speak for everyone who was there when I say 'Thank you, guys - you made a most memo-

nable week's flying possible'. I have already told Dick that he needs two towpilots next year - for I am going to be indulging in some soaring! I did fly in 13K a half dozen times with Pedja sitting behind me. I was acting as wind technician - if I could manage to stay up (we won't talk about Pedja's help) then any of the glider pilots could head off for the horizon and know they would get there - and most likely back again! Dalhart was a wonderful escape from reality - from the workaday world I for one am way to familiar with, from the busyness of an uncontrolled airfield with three glider operations and two FBO's all converging on the same vicinity with the sole purpose of settling wheels on terra firma. An enormous WWII concrete ramp all to ourselves - what more could we ask for? And to nod off to sleep under the wing of the aircraft staring up at the Milky Way - were those images of B17's and T-6's tied down to those same sturdy bars embedded in the ramp to which I had just tethered our Pawnee merely figments of my imagination? Perhaps it was the tales of his antics in a variety of different aircraft with which he regaled us or maybe it was the restored antique Fords which Delmer Miller showed us with such animation and obvious passion that stirred up those ghosts in my mind. I always feel honored and awestruck to be around some of the men that brought flight out of its infancy and into the age of GPS and auto-land systems. Delmer Miller is one such man and Dr Kuettner is another. Whether I am listening to Delmer explain the finer points of a 1911 Ford radiator or to Dr K telling me how he would listen for the sounds of his parents' carriage returning from the opera before running upstairs and jumping into bed and pretending to be asleep I find myself given to flights of fancy. And it is fantastic to witness the whoop of joy from a 92 year old man as he climbs out of the cockpit after two hours at 13,500 feet. What a joy and a privilege to be part of a team that gave Delmer Miller another taste of the sky that is so much a part of his life.



Delmer Miller with his intrepid pilot Pedja Bogdanovich
prepare for a long soaring flight at Miller Field, Dalhart, TX
photo - John Gradishar

Soaring Society of Boulder – Board of Directors Meeting Minutes July 2, 2001

Financials -- The Bank loans are all paid off. The cash balance is about \$5000. Approximately 18 regular members have not yet paid their increased deposits.

Asset Sale Report-- The asset sale committee recommends selling CC, one of the two twin Grobs. The main reason to sell CC is that all of the capital necessary to pay off the member loans should be raised through this sale, and it is the most easily replaceable ship when we have enough assets to buy another. After much discussion, the board approved proceeding down the path to selling CC. The value will be assessed and an ad will be taken out in Soaring Magazine in the near future.

First Landout --- For Me and 13K by Pedja Bogdanovich

July 7-12, 2001, Dalhart, TX. It was great flying. The soaring wx was very good. The heat on the ground was 100+F so we all tried to get high and stay high for as long as possible. I had six straight days of flying in our twin Grob 13K -this was the third day of flying. As firmly established during the two previous days, the objective was to have as much fun as possible. To accomplish this, I decided to fly xc with my brother Damjan in the front seat, and declared Miller^Guymon^Clayton^Miller triangle which is 331km. Around Dalhart, there are so many landout options. Along Miller-Guymon leg, there are airfields every little while, and in general there are very good farmers fields suitable for landing everywhere. This is a great place for xc flying.

I launched at 13:30 and released at 6.2kft (Miller field elevation is 4kft), and then climbed to 9kft before I headed towards Guymon. Thermals were cycling pretty fast, so to find good lift I was going for the cloud wisps. Still, on the first leg I wasted a lot of time unsuccessfully trying to get to the cloud base (-500ft), and I was accepting thermals that were not very strong. After turning Guymon, although I had tail wind, I calculated that my time was not great (it was only 59 km/h). Nevertheless, I decided to press on, since the skies were looking great in all directions and the lift was everywhere. There I figured that if I were to make it, I needed to speed up, so from there on I decided to take only thermals that were 5kts or better. This yielded 76 km/h on the Guymon-Clayton leg.

From Guymon I followed the lift in the direction of Clayton. Abeam Boise City, the lift and clouds started drifting N. A big blue sinkhole formed in the direction of Clayton. I considered following the lift even further to the N, but I figured that it would drag me too far away from Clayton and Miller. To the W of Clayton, there were some CU's visible. I had 13 kft, so I decided to zoom through the hole. By the time I got close to Clayton, those CU's were gone, and I was accepting thermals of any strength. Just N of Clayton, 11nm into the hole at 8.5kft, I finally got 3kt lift off Cattlefarms in the blue where I climbed 3 kft. This thermal was actually misleading since it made me think that there was still good lift working elsewhere in the blue. However, for the rest of the flight I was not able to find anything decent.

After turning Clayton I headed for Texline hoping to find some lift above it. Over Texline I got only 500ft that topped at 7.3kft. I had a 15yr old sectional chart borrowed from Oak Smart, so I was not sure whether the airfields on it were up to date. I was looking for Circle H Farms airfield which was supposed to be within glide distance to the S, but neither I nor my brother could spot it. So, I assumed that the airfield was gone, and decided to continue on along hwy 87 in the direction of Miller while intensely looking for landout fields and discussing which ones are better than the others. As the thermal gods did not show any mercy meanwhile, it was time to land. I picked a triangular corner of a farmers field next to hwy 87 which had easy access from the hwy, and which appeared to be the flattest one around. The circle was yellow and also looked nice and flat, but I could not make what kind of crop it was and how high the crop was, so the primary choice was the triangular corner. The ground wind was S at around 5kts. I dove some 200ft to see and confirm that the field was good, and then went into pattern and landed. The landing was bumpy and exciting.

It was 18:05, 30nm NW of Miller, and I completed 276 out of 331 km. We pushed 13K to the gate, tied it down, and called for retrieve. While waiting, I checked the circle. It was wheat stubble and it would had been a better choice than the triangle. In hindsight, in order to avoid off-field landing, I should have been more conservative and selected distance and altitude at which I would have been able to turn back to Clayton.

Across the hwy, there was a picnic area so we moved to lounge there while waiting for the retrieve crew. However, we did not even get to start reading the books that we took with us before our super fast crew, Phil Grandmason, Rod Smythe, and Jim Spelman showed up --- thanks guys! There was a bit more suspense driving back and betting whether we will have enough gas to get to Dalhart, but we made it.

Two days later, I was trying to do Miller-Guymon-Castleberry-Miller which is 329 km, and landed out (again) in the same configuration (13K with my brother in the front seat), just after crossing another sink hole and not finding anything on the other side, at about the same time in the evening when lift ran away from us; but that's another story...

Logging HELP Needed!!!

Logging errors have been on the increase lately. Last month the software kicked out a two page list of log entries that could not be reconciled, requiring significant manual effort to resolve. We need the help of all active members to reduce the number of errors, and ease the accounting problems associated with resolving these errors. Most errors appear to be wrong dates entered in the glider logs, wrong or missing tow plane entered in the glider logs, or wrong account codes entered in the towplane logs. For Mile High Gliding tows, please enter "MHG". It is very important for both the Tow and Glider Pilots to enter the data accurately and legibly. Please do your part. Thanks!

New Meeting Date Schedule

At the July Members meeting, it was agreed that we would change the monthly meeting date from the first Monday each month to the second Monday each month, effective October 2001. This change will allow the Treasurer time to prepare current financial statements for the meetings. Member's Meetings will continue to be at 8PM and BOD Meetings will continue to be at 7PM immediately prior to the Member's Meeting. The meeting dates for the remainder of 2001 will be as follows:

Aug 6	Sept 10 (1st Monday is a holiday)	
October 8 (1st official '2nd Monday')	Nov 12	Dec 10

Asset Sale Decision

At the May Members Meeting, it was decided to sell assets as required to raise ~\$30K as part of the overall SSB financial restructuring. At the June Meeting, a task force was selected to develop and review the options, and make a recommendation. At the July Members Meeting, Mark Terry (Spokesman for the Asset Sale Task Force) presented the three leading options considered by the Task Force as follows:

- Sell N4785F
- Sell N127SS and N134BC
- Sell N125CC (recommended and endorsed by the BOD)

Following the presentation, there was an open discussion on the advantages and disadvantages of each option. Members also considered whether the decision was "ripe for a vote". In the end, it was decided to vote and the decision was made to sell N125CC. The vote was 92% in favor of selling 5CC and 8% for selling 85F. No one voted in favor of selling the singles.

Members present felt strongly that that is was important to make a decision and move out to sell an asset while the soaring season is still in full swing. It was felt we could get the best price now, and further delay could make the sale more difficult to conclude by the time loans must be repaid this fall.

The decision to sell 5CC was based on several factors:

1. Selling a Twin Grob is the only sale that won't change the fundamental make-up of the fleet. It will be the easiest asset to replace a year or two down the road, if we have no accidents and save our reserve money. Although the twin Grobs fly more than the singles, it is not often that both twin Grobs are in the air at the same time. And many twin Grob flights are solo flights that could be made in the single Grob.
2. Selling a Twin Grob should be faster and easier than selling the two singles. Selling the 1-34 in particular could take some time. The 1-34 is also the only SSB ship well suited for wave flights.
3. Selling 85F would have the greatest negative impact on operations. It took 5 years to reach a decision that we really needed two towplanes to cover weekends, camps and maintenance periods. Our limited experience so far has born out the value of two towplanes. The BOD, towpilots and instructors all felt it was important to retain a way (under our control) to train and checkout new towpilots. No suitable alternatives for this requirement have panned out.

Taking the Next Step in Cross-Country Flying - Part 1 of 2

by Doug Weibel

There is a simple formula in cross country flying: distance = speed * time. I have been flying cross country for several years and had come to regard the speed component of this equation as largely out of my control. If conditions were good, I'd go faster, and if they were not so good, then not as fast. So achieving a large distance became mostly a matter of picking a day with good conditions and then flying a long enough time. I know several club members who have mastered this formula by maximizing the time component – they seem to launch before it is possibly soarable, and don't come down till after everyone else is headed to dinner. I have recently, however, had a serious education about the other way to solve this equation.

My education occurred at this year's region 9 competition in Hobbs, NM. Since I have a new Discus CS and several mentor types in the club, I was encouraged to enter the standard class race and scheduled my vacation time to make it happen. I had flown the Dalhart camp twice previously, and conditions in Hobbs are not too different. Hobbs is hotter with a bit better conditions and a bit less friendly terrain. While there is a lot of farmland with good landout potential, some parts of the task area are covered by desert plains full of creosote bushes, and other parts are oilfields crisscrossed with pipes and electrical wires. The latter areas definitely make the balancing of altitude and speed a bit more challenging!

Due to the patience of my mentors, I arrived in Hobbs fairly well prepared for my first contest. The amount of time I spent preparing in the weeks prior to the contest paid off by allowing me to learn contest flying rather than working through a bunch of problems. My two biggest concerns were (1) my lack of time carrying significant amounts of water and (2) my general inability to achieve cross country speeds over 50 M.P.H. Due to the great handling of the Discus, the first concern was a non-issue. The second required reprogramming my brain.

Sunday Morning – Practice Day. I can't believe I actually am at the airport and 6:45. I have an extra task to do this morning. Since access to a hose is easy at Hobbs, I have elected to fill my tanks full and then dump down to 9.0 pounds per square foot. So today I have the extra task of filling the tanks and then pushing onto the scales and timing the number of seconds I have to dump to reach the target weight. At the morning pilot's meeting Charlie Spratt calls a Modified Assigned Task for standards class and Bob Dittert gives a short weather report – lift should be good and it will be mostly blue. I grid up, launch, and join a huge gaggle. Shortly after the task opens I head through the start and try to fly fast. I complete the task and feel good about that as some other pilots have blown off the task due to the blue skies, but I don't think I went particularly fast. At least today I had a practice run on racing procedures, which is an education in itself.

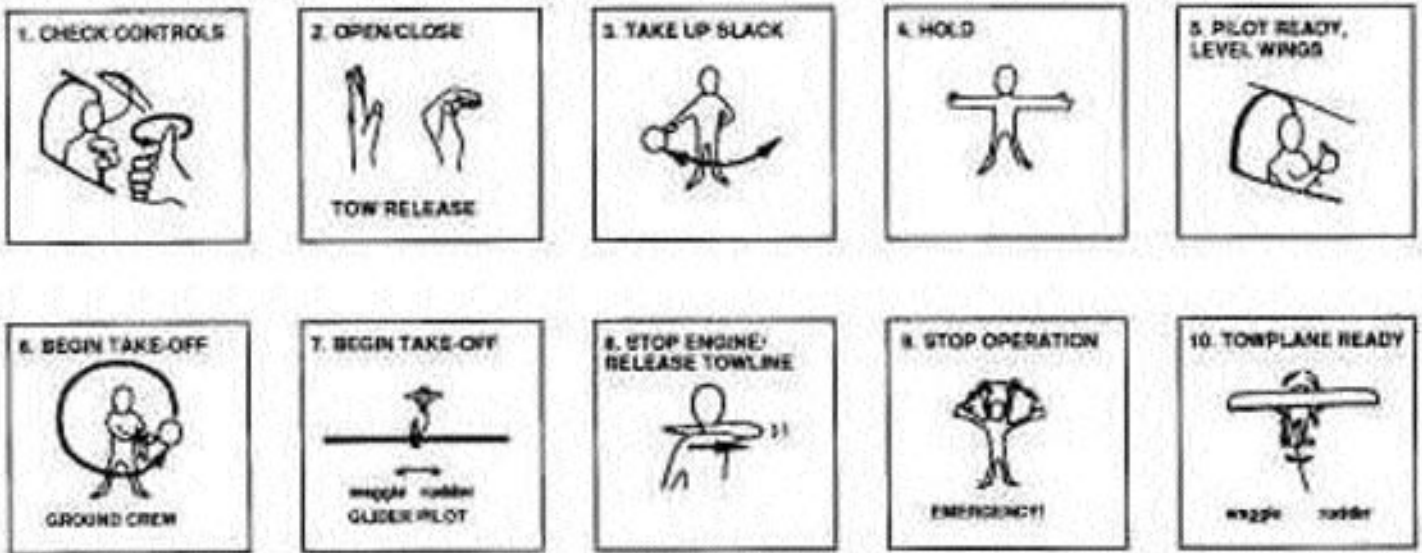
Monday Morning – Day 1. Now I'm at the airport at 6:30! I couldn't get back to sleep so I got up early. Actually, this early arrival is a good thing and becomes my habit throughout the week. With Hobbs temperatures, getting all the manual labor done in the early morning before it gets hot is a good thing. I have the ship assembled, cleaned, watered up and pre-flighted by 9:30 when we head for the pilot's meeting. Charlie calls a XXXX and Bob says the weather will be mostly blue again. My game plan for the day is to start early and use the other ships as thermal markers as they catch up to me. Unfortunately, by the halfway point, about everyone has passed me. I try to do all the right things and some of those things are at least being considered prominently in my decision making – pass up weak lift, center quickly, leave before the lift weakens too much, cruise at appropriate speeds, etc. I finish the task and am confident I have flown as fast as I ever have. But is it enough? The preliminary score sheet is posted and I have a score of Zero. Ugh! What did I screw up? Actually nothing. I elected to start through the top of the start cylinder and the scoring software could not handle this automatically on the first pass. After a couple of hour wait I saw my score of my first contest day - 700 points, 52 miles per hour and 20th place out of 20.

Ten Steps to Safer Soaring Part 2 of 2

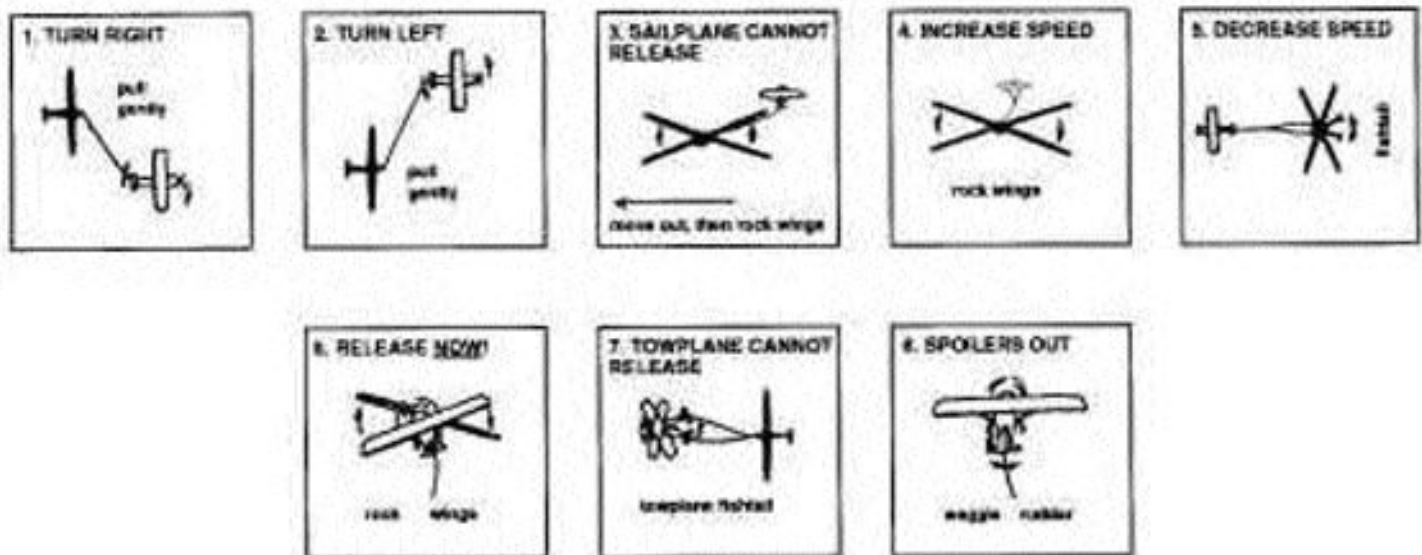
5. Know the Standard American Soaring Signals

In 1993, the Soaring Safety Foundation adopted a new signal designed to warn pilots of the glider's spoilers being inadvertently extended in-flight. In spite of the adoption of this signal, accidents resulting from spoilers being inadvertently opened on takeoff continue to occur. In many cases, either the tow pilot is not aware of the existence of the signal or the pilot of the glider does not understand its meaning. Even if aircraft radios are used as the primary means of communication, it is vital for pilots of both the towing aircraft and the glider to understand the meaning and proper use of the Standard American Soaring Signals. It is equally important for all ground personnel to understand and use proper signals as well.

ON GROUND:



IN AIR:



6. Always Plan for Emergencies

Pilots should always have a plan of action in mind to address potential emergency situations. This is especially true during takeoff, when the pilot has a limited amount of time and altitude available to use in reacting to

an emergency. The Soaring Safety Foundation strongly recommends adding an E, for Emergency Plan, to every pre-takeoff checklist. Emergency plans are just as important for other phases of flight as well. Having an emergency plan in mind will allow the pilot to concentrate on the most important of all tasks - flying the glider!

7. Maintain Situational Awareness

In recent years, the frequency of accidents resulting from gliders being landed short of the selected landing area has continued to increase. In fact, land-short accidents have been the most common type of soaring accident recorded during the past two years. Frequently, these accidents occur during the landing approach at the conclusion of a local flight. Common contributing factors cited in land-short accidents are unanticipated sink, higher than expected winds, and misjudgments of altitude on the final approach. Pilots must develop and maintain an awareness of meteorological conditions or other circumstances that may affect the altitude required to safely complete the approach and landing. This awareness will help the pilot recognize and compensate for the effects of abnormal conditions that may be encountered during the landing approach.

8. Use Effective Collision Avoidance Techniques

With the increasing complexity of the national airspace system and the multitude of aircraft types competing for the limited amount of airspace available, effective collision avoidance techniques have become an absolute necessity on every flight. Collision avoidance is an ongoing process that begins before the glider ever leaves the ground. Regardless of whether the pilot intends to make a local or cross-country flight, proper planning is essential in minimizing the potential of a mid-air collision. Pilots should be familiar with proper pattern procedures at non-towered airports, the use of common traffic advisory frequencies and proper scanning techniques and clearing procedures. Additionally, pilots should be knowledgeable of any special requirements for the airspace through which a flight is planned.

9. Eliminate Obstructions in Close Proximity to the Runway

For the past several years, obstructions in close proximity to the runway have resulted in a significant number of accidents, second only to gliders being landed short of the intended landing area. The most common culprits are automobiles and other aircraft parked near the takeoff and landing area. Surprisingly, gliders damaged by hitting obstructions on airports outnumber those reported damaged by obstructions during off-airport landings. The most frustrating aspect of this type of occurrence is that most obstruction related accidents are easily preventable. The key to preventing this type of accident is simple. Keep all parked aircraft and other obstructions well clear of the takeoff and landing area. This can be accomplished by designating a staging area for gliders being readied for takeoff and for aircraft not in use. Other surface vehicles should be parked in an area separate from all aircraft.

10. Make Safety the Primary Goal in all Decision-making

The sport of soaring is unsurpassed in terms of its beauty and serenity. Pilots are attracted to soaring for a number of reasons, most notably the sense of freedom and degree of personal challenge. Soaring provides a level of enjoyment and companionship unmatched by any other form of aviation. However, the personal benefits of our sport diminish very quickly when pilots are injured and gliders are damaged or destroyed.

Preventing the most common types of soaring accidents represents a serious challenge to the soaring community. The good news is that challenge creates opportunity. Preventing the most common types of accidents provides us with the unique opportunity to significantly reduce the number of soaring accidents and, in doing so, make the sport much safer for everyone. The benefits of opportunity, however, demand responsibility. Pilots must accept the responsibility to conduct all flight operations with safety as the primary objective. Every decision of every flight should first be considered in terms of how it will influence the safe operation of the flight. Only by making safety the primary goal in all decision-making, will we ever hope to eliminate the most common causes of glider accidents.

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Articles for inclusion in the SSB Newsletter should be received 1week prior to the upcoming meeting date to ensure inclusion in that month's issue. The accuracy of the data and validity of opinions expressed are the responsibility of the contributors!

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SSB Board of Directors

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Elliot Crawford	303-494-4048	2002
Mike Exner	303-544-9008	2002
Joch Kuettner	303-652-2604	2003
John Seaborn	303-682-0274	2003
Paul Stoltz	303-939-9834	2003
Doug Weibel	303-774-7864	2002

Liability Statement

The SSB has not investigated and makes no representations as to the accuracy or completeness of any information presented herein

Responsibilities and duties of Club Officers are defined in Articles 4.3 &4.4 of the Bylaws. SSB members are encouraged to become familiar with the whole of Section 4.0 (Bylaws of the SSB).

Every SSB member should have received upon joining the Club a copy of:

- 1) SSB Articles of Incorporation and Bylaws
- 2) SSB Operating Procedures

These define Members' responsibilities and rights, as well as Club Operating Procedures