

# *SOARING SOCIETY OF BOULDER*

November 2001

## ***November SSB meeting***

The November meeting of the SSB will be held on **Monday, November 12 at 8PM, at NCAR**. We are returning to our usual haunt! Bill Hoadley will talk to us about the AWACS aircraft he flew in the Gulf War - with visual aids. Please come and be instructed and entertained.



Club Instructor Pedja Bogdanovich congratulates Bill Hoadley on his first glider solo.  
Bill was also the first student that Pedja soloed. Congratulations to both of you!  
photo - Colin Barry

## ***From My End of the Towrope - Elliot Crawford***

So much has happened during the past month that I don't quite know where to begin...

I wished for a wave flight at the end of my diatribe last month - and got it about a week later! Hovering over Longmont at 17,999' pointing in to the wind doing about 65 kts, not going forward, not going back-

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wards, not going up, not going down! We watched a couple of 737's fly beneath us on their way in to DIA and gazed upon the incredible vista of the Rocky Mountains spread out before us. I could have sat there all afternoon had Mark not started whining about being cold. Those who have not seen our mountains from the flight levels (almost) - and I don't mean out of an airliner window - should make a point this winter of grabbing a passing wave - it is certainly one of life's snapshot moments. Had I but had my camera with me Bill and Pedja would not be gracing the front page this month!

The FAA slapped us with another notam last week. On Friday we had a window to reposition aircraft outside the affected area and we faced a minor conundrum. We wanted to take both the Blanik and one of the twin Grobs to Longmont, but the FAA would not let us fly the towplane out and return for the second aircraft. So we solved the problem by towing both gliders out at the same time - behind the same towplane! A careful preflight briefing covered who should release under what circumstances and in what order - and the tow proceeded without incident. The SSB conducted operations at Longmont on Saturday. - Sunday's flights were curtailed when the towplane proved difficult to start. As I write this the notam is due to expire and the powers that be have not made any announcements that would prevent us from returning to Boulder tomorrow (Wednesday). But talking with flight service a few minutes ago was scarcely reassuring - those poor guys don't know what is going to hit them next. I could hear all the marks of an oft repeated phrase when the briefer told me to 'be sure to call us before you fly'. A good idea at any time; essential with all the uncertainty and rapidly changing rules that abound right now.

Pedja finally got tired of looking at the back of my head and got out of the Blanik. So I have teetered around the patch a few times on my own and feel as if I am beginning to get the hang of flying without an engine. Soon I may even allow myself to enjoy the peace and quiet without either instructor or motor impinging upon my eardrums.

We have two new towpilot members freshly joined - Brian Armstrong and Darran Bornn. - both with sound taildragger experience, Darran even has Pawnee time towing for the Black Forest club. I'm sure I speak for all our hard pressed towpilots in welcoming them to the club - and to a slot in the rotation!

So what should I wish for this month? Perhaps a little more certainty in troubled times? No - that's way too mundane. I'm going to look forward to my first solo soaring flight. Is that too much to hope for?

## ***McKenzie Junction Development***

ASW Realty Partners would like your input on their Concept Plan for the development of McKenzie Junction. This is the mixed use development proposed for the 22 acre parcel located between 47th and Diagonal Hwy and north of Kalmia (under glider base leg for 08).

Wednesday, November 14

6:30PM Open House to view drawings

7:00-8:30PM Presentation; Q&A

UCAR Bldg #2 Cafeteria

3450 Mitchell Lane

## ***Wave Flight from Boulder - Mark Terry***

The wave was working very nicely on Wednesday October 17th and I made two training flights to 18000' - one from a release at 8000' near the east end of the runway and one two hours later around 2:30 p.m from a height of 10,000' just south of Boulder reservoir.

Both the climbs were made east of the foothills and were started at a relatively low altitude. Since one of the students (your impoverished editor - ed) had a couple of days earlier taken a tow to 15,000' in effort to work the wave and ended up nearly beating the tow plane back to the field I thought it might be helpful to describe Wednesday's wave climbs to give some pointers to those wishing to fly the wave this winter.

First just because some the best looking lennies are located high back on the divide - you don't have to tow back there to contact the wave. In fact a tow straight back into the mountains is quite likely to encounter areas of strong sink and rotor which may force the tow back out of the mountains.

Also it is generally not necessary to stay on tow until the lift goes laminar - which it usually does around 12-14000'. Lift below the laminar layer can be rotor, thermal or generated by shear (this was the case on Wednesday).

When there is workable lift - get off!!

You will gain more experience and more enjoyment by working your way up to the wave than by hanging on to the towplane until the lift goes laminar and your tow bill matches a good night out on the town. Working laminar lift frankly takes little skill apart from matching glider speed and headwind to stay in the upgoing wave location.

However if you accept the challenge to climb into wave you must have patience. Sometimes you can get off in strong rotor and get a fast wild white-knuckle ride into the wave. At other times like this Wednesday it took about an hour or so to climb into the wave. The best looking lenticulars on this day were located up north-west Hague Pk, Red Feather Lake area. The clouds overhead were 20,000' feet or more. There were almost no clouds below 18,000 and no visible rotor clouds. There was east, south-east wind on the field and a fire near the foothills south of Boulder showed East wind. The climbs were made I believe in a shear layer between the west and east winds. The lift strength varied from 1/2 knot to about 3 knots, after passing through 12,000' it became more laminar and once past 14,000 we obtained 6 knots. On the first flight after reaching 16,000 we headed into the hills and found the secondary wave over Jamestown. At that location there was noticeable rotor and climb once it went laminar was 10 knots plus. On the second flight we had to work very weak lift over Boulder Reservoir from about 8,500 up to about 11,000 before finding stronger lift over Longmont which was worked till 18,000 - going laminar around 14,000'.

We had considerable wind-shear in the pattern on both flights - west at pattern height and east on the ground. In these circumstance make sure you keep your airspeed and don't get fooled by watching groundspeed.

Finally if you think there is a chance of making up into the wave wear something warm - I always seem to end up at 18 wearing a T-shirt and oxygen mask with an enthused student who wants to stay up another two hours.

I wonder if we showed up on the NATO AWACS radar?

SSB Newsletter Editor  
Elliot Crawford  
2801 Silver Place  
Superior CO 80027  
303-494-4048 home  
303-594-4001 cell

*Articles for inclusion in the SSB Newsletter should be received 1 week 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!*

*E-mail me at [elliott@qadas.com](mailto:elliott@qadas.com) or call me at 303-494-4048 (home) or 303-594-4001 (cell)*

***Glider Reservation Line - 303-742-3354 or 888-264-2038***

***SSB Officers 2001-02***

President	Mike Exner	303-544-9008
Vice President	Elliot Crawford	303-494-4048
Treasurer	Doug Weibel	303-774-7864
Secretary	Paul Stoltz	303-939-9834

***Liability Statement***

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

***SSB Board of Directors***

Colin Barry	303-494-8553	2002
Ed Cook	303-530-0651	2002
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

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