

SOARING SOCIETY OF BOULDER

October 2001

CHANGE OF VENUE - October SSB meeting - CHANGE OF VENUE

The October meeting of the SSB will be held on **Monday, October 8 at 8PM, at Flatirons Aviation on the airfield in Boulder** This change of venue is caused by remodeling at NCAR - we expect to return to the Mesa next month.



Club President Mike Exner about to land our Pawnee on a West Wind day at Boulder
photo - Shawn Curry

From My End of the Towrope - Elliot Crawford

What do I say about the past month? It has been a time unlike any other I have lived through. The events have brought my thoughts and feelings into the moment in a way that scares me and makes me feel alive. For me it all became real when the daughter of a friend called from her new apartment in Battery Park and asked her dad what she should do - she was outside watching the smoke and won-

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dering what was going on when she saw the second plane slam into the South Tower. Now I know someone who was there, who saw it happen - that stopped it being just Hollywood imagery. I still cannot really bring myself to believe it happened and I become irritated that I cannot fly as I could before - and I have to remind myself that I am paying a small price compared to some. And I have to keep reminding myself over and over again. Of course it has impacted the way we all play. Fortunately we are now able to soar once again though, at least for the moment, we cannot use the Boulder airport during a Buffs home game. And we have to rethink some of those fallback game plans. I know that I for one have always thought of Tri-County Airport as my primary alternate if I had to consider landing away from home, at least in the towplane. Downwind and downhill it may be on a blustery West day - but it is now inside the enhanced class B airspace and nothing short of a genuine emergency would be accepted by the authorities as a reason for going there In such an event be sure to contact Denver Approach on 126.1 before crossing US 287 and entering the class B airspace. Consider the Antiquers strip north of the field, or Lemon's field south of the field or Longmont and for the towplanes - Fort Collins Loveland or Jeffco. This is a time to be sure you know the latest NOTAMs and abide by them to the letter.

Me - I've been flying with Pedja and I'm ready to sit in front of Mark Terry and see if he agrees that it is time to let me loose in the Blanik! And as the wave season approaches and stories of Diamond Height Gains crop up more frequently in conversation I find myself tightening the straps in the towplane just that little bit tighter as I remember being tossed around in the rotor on the way to that smooth elevator ride skywards. Perhaps this winter I will get to experience that elevator ride for myself - from the other end of the towrope.



Phil Ecklund and Colin Barry in 13K. They can tell you which one of them was in charge of this approach!
Photo - Shawn Curry

SSB Summer Soaring Series 2001 Provisional Scores

Note: Best three scoring flights count for the competition

	Flight 1	Flight 2	Flight 3	Total
Bronze				
Pedja Bogdanovich	589	404	184	1177
Silver				
Rod Smythe	156	155	147	458
Gold				
Mark Terry	863	856	302	2021
Colin Barry	530	530	0	1060

SSB Summer Soaring Series 2001 - Submitted Flights

Gold

	Date	Glider	Miles(sm)	Points
Mark Terry (2021)	6/29/2001	Ventus B	313	281

1000 K O & R Jamestown - Santa Fe - Jamestown 1006k

Took off 10:30 and took pic of Jamestown at about 9000'. Climbed to 11,000 over Gold Hill then to 17,000 at Nederland and headed for Nash. As I neared 11mile res, virga was coming down west of Pikes Peak so headed for Salida. Decided the lift looked better on the west side of the Sangre's and started cruising down the ridge. I had thought it would be pretty easy at this point but it started to get black with virga coming down from the clouds- I was mostly at 12,000 to 13,000'. The middle of valley looked good - at Alamosa I got to 16,000 (about 3 hours), after that it did OD and I was rained on as I opted to go for Taos, then turned back for Questa and was considering landing (9000' at this point) - but since it looked a long walk into town worked 1 knot to get back up. At this point there were rain showers in the middle of the valley and lightning in the virga but lift was getting stronger. At 13,000' I was high enough to move on and basically flew cautiously to Taos, then San Juan and then Santa Fe. Landed there about 5:30 in a horrendous Crosswind (it was good it was a very wide runway). The area between San Juan and Santa Fe is basically unlandable, definitely need to have the glide made before setting out. It was supposed to be an O&B and would have liked to have started back, but the cloud picture didn't look that promising and the terrain factor was saying 'land and get a beer'.

7/22/2001 Ventus B 336 302

I was attempting a 1000k and it was a good day but I was just too slow for the day - my excuse is this was the first time I had gone due south so I was exploring - of course I forgot to put in Denver Chart and was just following my GPS - got low behind Pike's Peak somewhere near Cripple-Creek grave yard - there supposed to be an old airstrip near there but did not see it. Got good lift further south and then fly fast towards Spanish Peaks Turns out Spanish Peaks is a good sized strip (near Walsenburg) - next airport on the way back is Greenhorn Valley right on 25 next to a truckstop (this is for sale and it might make a good glider port for anyone who has a spare \$200,000) after that I must have been dozing since I got quite low near Pueblo and spent 1/2 hour climbing up while watching the traffic go into Pueblo after that I headed up to Colorado Springs - then got rained on a little - talked to flight service (122.0) to get Colorado Springs frequency just in case I had to land although I think I would have put it in at Iron Horse military field (does anyone know if they shoot you when you land?) or Air Force Academy rather than CS. Climbed up again over Garden of the Gods and then headed for Centennial, another climb there while watching their traffic and then did some sight-seeing over Denver. By the time I got back to Boulder I was too low to recontact the lift over the foothills so was not able to continue up to Laramie. 540K on track

Silver

	Date	Glider	Miles(sm)	Points
Rod Smythe (458)	7/8/2001	Grob 102	149	156

Dalhart:

I declared a 300km goal flight to Guyman, OK and Middle Water Ranch. I asked Elliot to tow me

on the west side of Miller Field. He went west, and west, and west, the first good lift being a cloud on the west side of Dalhart. Since the good clouds were all to the west and north, I abandoned my declaration and decided to try to follow Oak Smart and Bob Whelan, who had set out on the five state traverse. It got better as I went, and I turned Clayton, NM at 13,000', and headed for Boise City, OK. Nearing Boise, I decided to skip Campo, CO and head directly for Elkhart, KS. About 10 miles beyond Boise City, Oak reported that he had turned Elkhart, and the route back to Miller didn't look too good. I decided to head straight back to Miller, which I did, for a total of 148.6 undeclared statute miles.

7/11/2001 Grob 102 148 155

Dalhart:

I again declared a 300km Goal flight to Guymon, OK and Middle Water Ranch. After having ingloriously landed out the previous day, I used a less aggressive strategy to climb on route, and got up to 13,000' by Texahoma. From there on it went well with strong lift to cloud base (14,000'). After turning Guymon and heading back, the lift got weaker around Stratford and I got lower. Near Miller, I just couldn't get back up, although I managed to edge around the west side of town. I abandoned the task and landed back at Miller, with a total of 147.6 undeclared statute miles.

7/12/2001 Grob 102 105 110

Dalhart:

Without too much in mind, I set off on a nostalgia trip to Cluck Ranch. While returning from Cluck Ranch four years ago in N134BC, I experienced my first land out. I climbed to 12,500' east of Miller Field and set off on a twenty mile blue glide to the next cloud, south of Sunray. I got stuck there for nearly an hour, but finally the lift built up and I turned Cluck Ranch, returning via Stratford. Although the lift was getting stronger, the sky was very dark to the north west, so I decided to call it a day. It was a very enjoyable flight of 105 undeclared statute miles.

9/2/2001 Grob 102 140 147

Salida Camp

The flight started inauspiciously, as I nearly fell out. I was down to 1000' agl, and had announced my intention to enter the pattern, when I bumped into a thermal. Phil Ecklund and Alex had just launched 13K and were also climbing in the area. While I was putting on my oxygen mask, they disappeared, and I was unable to contact them by radio. I decided to head south down the Sangre de Christos, and started from a point 2 sm north of the field (n 38 33.97', w 106 2.54'). I found a strong and violent thermal just south of Methodist Mountain which took me up to 17,000'. Cloud base descended as I went south, forcing me to go lower or around the clouds on the east side. I had trouble picking out land marks, and decided that I shouldn't go further without being able to identify the known airports in the Wet Mountain Valley. After 25 miles, at Nipple Mountain (n 38 15.51', w 105 48.63'), I turned around and headed back north. Going back, I was able to identify Villa Grove on the west and Cotopaxi and other places on the east. After 13 miles, as my orientation improved, my courage returned, and I again headed south at Hunts Peak (n 38 23.99", w 105 57.49'). I hoped to reach Crestone Peak, if possible. Finally, I could easily recognize the outline of Crestone Peak and Crestone Needle, both of which I had climbed many years ago. The clouds were lower, so I went past Crestone peak and turned west to enter the observation zone on its south side (n 37 57.28', w 105 34.77', 37 sm from Hunts Peak). I could only tell that I was in the right spot by GPS, as the clouds obscured the peak from the "observation zone", but the EW flight recorder testifies that I was indeed there. Coming back, I stayed on the east side of the clouds and gradually climbed from a low of 15,500' up to 16,500' again. Arriving back near Salida, I headed for the Chalk Cliffs, but turned around at Three Mile Creek (n 38 38.93', w 106 8.02', 57 sm from Crestone Peak), and returned 9 sm to land at Alexander Field.

COLORADO MOUNTAIN PASSES GET AWOS - Shawn Curry

Colorado officials have taken steps that should help pilots nationwide--especially those inexperienced in mountain flying. The Colorado Department of Transportation (CDOT) recently installed six automated weather observation system (AWOS) units at key locations in Colorado's high country. The project got the green light last year after the state legislature passed H.R.1069, authorizing a total of 12 AWOS sites on mountain passes along commonly traveled routes. Weather reporting in mountainous areas is notoriously difficult, as until now most reporting stations have been located at widely scattered airports in valleys--making ceiling estimates and en route weather determination challenging, if not impossible. AOPA Regional Representative Bill Hamilton worked with CDOT on the project. "In Colorado, we're unique in the fact we have so many high mountain passes where aircraft operate at their maximum performance [combined with] a high pilot population," notes T.K. Gwin, director of the project for CDOT. "We hope the stations save lives." The AWOS information can also be accessed by telephone. CDOT expects all 12 sites to be active by next summer. For a list of the sites, see AOPA Online <http://www.aopa.org/members/010905awos.html>

These include sites on Niwot Ridge 134.175 MHz, the top of Copper Mountain Ski area 118.075 MHz, and Kelley Air Park (Black Forest) 134.375 MHz. I can't pick up any of the sites on my handheld in Brighton. I tried the phone numbers as well, they didn't work for me yet. If anyone tries these frequencies, or has been using them, let me know.

Club Achievements This Month!

Dave Clifton made his first glider solo on Monday September 10th - congratulations! Dave had soloed a cub in the early 70's but had kept his feet on the ground since then - now a new millennium and he returns to the skies in the mighty Blanik

Pedja Bogdanovich passed his CFIG practical on Monday October 1st!! Congratulations Pedja - well done. Now we can put you to work...



08L dwarfed by mountains at Salida
photo - John Seaborn

Call For e-mail Addresses

The rapidly changing events during the past month have highlighted the need for us to be able to distribute information quickly to all our members. Please make sure we have your e-mail address and that it is up to date. Look yourself up on our website (<http://soar.boulder.co.us>) and let John Seaborn or Mike Exner know if it needs to be updated. While you're about it - please check that we have your current address (did your bill catch up with you last month?) and your current phone number!

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

CHANGE OF VENUE FOR OCTOBER MEETING MONDAY OCT 8TH AT FLATIRONS AVIATION

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!

E-mail me at 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

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

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