

SOARING SOCIETY OF BOULDER

September 2002

September Meeting

The September meeting of the SSB will be held on Monday September 9th 2002 at 8pm. **We are visiting our 2-32 in its 'hangar' in Longmont. This is at Doug Weibel's Hyundai facility at 600 South Main Street (Main and the Diagonal) in Longmont.** The board meeting will be held at Doug's Ford facility at 235 Alpine (6 blocks east of Main on 3rd) and will be limited to 45 minutes so we can be at the Hyundai shop by 8pm. Please come along and see the latest addition to the fleet for yourself.



The ramp at Salida on Monday morning -
the start of another beautiful day of soaring.
Photo - Stu Kissel

From My End of the Towrope - Elliot Crawford

Salida 2002! I had a wonderful time at this time honored SSB tradition. This year I refused to fly the tow-plane more than one day and Saturday saw me pushing BC out to the flight line all ready to go soaring. I guess I already had it in mind to fly north and to see if Leadville was within my grasp. I should have men-

Read the newsletter online: http://soar.boulder.co.us/ssb_newsletter.htm

tioned this to Colin for extra SSS points before I took off, but in reality I don't even know that this intention was fully formed. Once in the air and settled in a decent thermal the clouds towards Buena Vista looked sufficiently tempting for me to point the 1-34's gleaming nose in their direction. Before long I was in no-man's land between Harriet Alexander field and Central Colorado Regional Airport eying them both and wondering if I really could make either on a straight glide. Wrapping my brain around the complex mathematics of 4 miles per thousand feet of altitude I told myself I indeed had the choice to continue north in safety - and soon I found myself at around sixteen thousand feet gazing at far off Lake County airport and performing the same mental gymnastics. Suffice it to say that I made it to Leadville and hung out there with a few other gliders while I regained a head of steam for the return trip. I could see virga sweeping in from the west and I was determined not to get caught behind it, so I pressed forward from about sixteen thousand feet. I found that I could allow myself to approach the virga and it felt as if I was riding a wave in front of the oncoming clouds. Though I was not as high as I wanted to be, I was covering ground and not losing altitude. Buena Vista slid by on the port side and I could see the mesa ahead that is home to Alexander field. I arrived there with several hundred feet above a high pattern entry. I called downwind and base to final and was shortly thereafter pushing the 1-34 off the runway onto a taxiway that miraculously appeared right where I had stopped.

When Monday rolled around there was much talk of getting ready to go home. Pedja mentioned that he was going to try to thermal his way to Boulder and I heard myself saying 'I'll come too!'. I figured there was safety in attempting such a foolhardy venture as this if my instructor was close at hand. I reckoned I could be a puppy dog and play follow-my-leader all the way home. Reality was a little different!

I towed aloft first. I had given a couple of rides in 13K early that morning so I was close to the end of the line and by the time I was ready to launch in our Grob 102 there was hardly anyone left in the staging area. I pressganged a bystander (thanks, Sheila) into running my wing and headed out behind the Super Cub. I left Kenn in what seemed at the time to be lift after a two thousand foot tow, only to see my vario needle swinging around at the bottom of the dial. I turned for the field and on my way to enter downwind I flew through an area where as towpilot the day before I had found lift for many gliders. The vario uttered a beep or two - then a few more. I started the first of many turns. After a while I remembered that I had a lever on the right of the cockpit that could be used to make flight quieter. So I gave it a goodly heave. I took this thermal to almost fourteen thousand feet before setting out for the nearest likely looking cloud and then headed for the slopes of Mt Shavano. I skirted the ridges of Antero and Princeton without losing much height and then took advantage of lift northwest of Buena Vista in preparation for a jump across the valley and the hills to the east and into South Park. There was a good looking cloud ahead of me and it turned out to be just north of Fairplay. As I headed north for Kenosha Pass I thought I'd see how far it was to Boulder. That was when I discovered that 1V5 was not in the database of my \$88 GPS! So I reached behind me and pulled out my Airport/Facility Directory and with stick in one hand and book in the other I performed the incantations that GPS's understand. The resulting information told me that I had 44nm to go as I approached Kenosha Pass. Saturday's metal arithmetic still fresh in my mind, I figured I should just about be able to make Boulder on a straight glide from sixteen thousand feet. But the tiger country ahead of me was pretty daunting. Nowhere to land for a good 20nm! I looked at the smooth and level fields at the foot of Kenosha Pass. I had landed hang gliders there - I knew I could put SS down there. I couldn't even see Boulder from where I was. Well - I could dip my toes in the water and if I found the dreaded Sink Monster I could come beetling back to those soft, inviting fields by Kenosha. I headed for the last of the clouds about 4nm north of the Pass. Ahh! The feeling in the seat of my pants as I settled into the lift beneath it.

I let this thermal take me up to the beginning of the flight levels and when I turned once more towards the still invisible Boulder I began to allow the possibility that I might just make it all the way home. Though I found no more lift that day, the air was bouyant and as I followed Dr McCready's orders and fixed the ASI needle on 65 kts I picked downtown Denver out of the inversion haze. Soon I could see Boulder Reservoir. I looked down at the few light green patches in the mountains below me relieved that the Sink Monster was

napping. He would not get this glider today. Perhaps tomorrow, but that is another story.

I arrived over the Flatirons at 13,000 feet. Just enough altitude for a pattern entry onto 08L. I rolled to a stop by Mile High and bent Alphonso's ear double in my excited state. I had just flown into Boulder from the Other Side Of The World and I just had to tell him all about it!

Back on the other side of the world Doug Wiebel had merely completed his diamond distance. What is that compared to my feat?

Tow Plane Upset Incident - John Galbraith

reprinted from 'High Flyer' the newsletter of the High Flights Soaring Club at Meadowlake

It is truly ironic that just after republishing an article on tow plane upsets, HFSC actually experienced an incident at the Westcliffe Soaring Camp. Just as pointed out in the literature, the upset developed so rapidly that the tow pilot had no chance to pull his release handle before he was jerked into a vertical dive with tow hook loads too great to permit release. Fortunately the upset occurred about 2500 feet above terrain.

The Blanik pilot had pulled his release and immediately began his right turn. He assumed he had a good release until he experienced a heavy jerk at his end, whereupon he pulled the handle a second time without effect. He then directed the passenger to pull the front handle. A release occurred after this, but the pilot was not certain whether it was a true release or a broken weak link. He thinks the Blanik may have been pointed more or less at the diving towplane by this time. In any event, a release had eventually occurred, because on the ground the tow rope was found to be intact.

At a lower altitude, this event could well have resulted in a FATALITY. It can absolutely be avoided by the glider pilot SEEING THE TOWROPE FALL AWAY before he begins his right turn. This is the reason that HFSC several years ago adopted the procedure of the glider moving slightly up and right before release. This position gives the pilot an excellent view of the rope falling away.

*SSB members take note! In all probability the Tost release on the Pawnee would have operated since the design of the Tost hook makes release independent of line load - but suddenly finding yourself pointing at the ground at any altitude is going to get your attention. And if you are in the Cub you don't have the luxury of a Tost release hook! Glider pilots - get into the habit of pulling the release **TWICE** and **SEEING THE ROPE FALL AWAY EVERY TIME** before commencing that right turn! - Ed.*

Classified

FOR SALE: 1/3 of Ventus b Portions of both wings, fuselage, and empennage ;-) I'm moving and selling my share of N5, a Schempp-Hirth Ventus b/16.6 (15m span with winglets or 16.6m extensions). Think of the performance difference between 4BC (1-34) and SS (Astir CS). That's almost as big as the difference between SS and a Ventus! Interested buyers need to be proficient in SS or a comparable glider. **Now asking \$12,000** Contact me via email (scurry@amigo.net) for details.

FOR SALE: 1/4 share Ventus 'B' \$10,000 Mike Ballard 303-499-3278

FOR SALE: 1982 ASW20 "59" very nice condition, Komet trailer w/ new tires (twice over), brand new canopy, oxygen system, new battery, L-nav, becker, hook-up safety sleeves, winglets and lots of other stuff. \$26,500 obo Lars w 303.441.0622

SSB Newsletter Editor
Elliot Crawford
2801 Silver Place
Superior, CO 80027
303-594-4001

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 or call me at 303-594-4001

SSB Officers 2002-3

President	Elliot Crawford	303-594-4001
Vice President	Mike Exner	303-544-9008
Treasurer	Doug Weibel	303-774-7864
Secretary	Bill Hoadley	303-494-2972

SSB Board of Directors

Pedja Bogdanovich	303-570-5500	2004
Gary Campbell	303-447-2465	2004
Elliot Crawford	303-594-4001	2004
Mike Exner	303-544-9008	2004
Bill Hoadley	303-494-2972	2004
Joach Kuettner	303-652-2604	2003
Paul Stoltz	303-939-9834	2003
Doug Weibel	303-774-7864	2003

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