

Towline Times

Tampa Bay Soaring Society Newsletter

January 2007

Field Operations Notes

By Chuck McIntyre

A reminder that there is a list of duties for the Line Chief of the day and it is in the three ring binder which is on one of the golf carts. Scheduled Line Chiefs have been showing up pretty well since the \$35 fine went into place; however, I have noticed on occasion that the Line Chief is not out on the flight line monitoring next in line, take off times and release altitudes etc. It's impossible to do this when the sign up list is back on the picnic table. Several times lately there have been 'NON MEMBERS' having to help launch gliders when there are people socializing back at the picnic table. Things are going to get really busy here soon so we should sharpen our operations to cut down on delays and improve safety.

Another reminder; to be legal and comply with insurance requirements, each pilot in command must have on his/her possession a valid pilot's license. Also, you might be asked to show proof of a current BFR and membership in the SSA. There is a PILOTS LOG book in the three ring binder which should have all this information recorded.

Safety Corner Quiz

By Dennis Dix

1. The airspace over Zephyrhills Municipal Airport consists of:
 - A) Class E up to 18,000' MSL and Class A above that level.
 - B) Class E up to 6,000' MSL, Class B to 18,000' MSL, then Class A above
 - C) Class G up to 700' AGL, Class E to 18,000' MSL, then Class A above.
 - D) Class G up to 1,200' MSL, Class E to 18,000' MSL, then Class A above

2. Minimum visibility and cloud separation for Class E airspace below 10,000':
 - A) 3 statute miles visibility; 500' below, 1,000' above and 2,000' beside clouds.
 - B) 5 statute miles visibility; clear of clouds.
 - C) 3 nautical miles visibility; clear of clouds.
 - D) 3 statute miles visibility; 1,000' below or above, and 1 mile horizontal of clouds.

Answers can be located in F.A.R. 91.155 and in the Tampa Terminal Air Chart or the Jacksonville Sectional Chart.

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January 2007

“Getting To Know You”

Inspired by Jim Watts

Ralph Linn - age 75, single, four sons, six grandchildren in Colorado.

History

Joined USMC in 1951 at age 19, in Korean War 1951 -52 and discharged in 1954 as a Sergeant. 1954 - 1971 USAF, retired rank Master Sergeant. Most significant assignments - Guidance and Control Tech on the Matador Missile System in Germany (1959 - 1961) and the Minuet Man Missile System during the Cuban Missile Crisis. While on active duty served on the Chanute Military Credit Union Board as Secretary/Treasurer for five years until retirement. Moved to Denver and worked as a Mortgage Loan officer and Branch Manager at Colorado Federal Savings and Loan before accepting the position of General Manager of The City and County of Denver Credit Union.



In 1986 he moved to Wisconsin, bought a sail boat in Deltaville, VA and sailed to Florida and the Bahamas each winter for the next 3 years. Returned to work from 1989-91 installing Laboratory monitoring equipment. Now it was really travel time – visited London, Bon Aire, St Lucia, Costa Rica, Maui, Mexico, the Cook Islands, Alaska (twice) and then relocated to in New Port Richey in 1999.

Interests

- Pilot - owned a Cherokee 180 from 1996 to 2001 and soloed a Blanik in November 2006 (total time as PIC is 350 hrs.)
- Diving & underwater video - 72 dives
- skiing, kayaking and camping
- motorcycling with a BMW.

Editor's note: Ralph is obviously no stranger to fun and adventure. Cowabunga dude!

Other TBSS members are encouraged to forward their bios to the editor at batglider@yahoo.com . We have some amazing people with interesting stories to share.

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January 2007

January Tow-Pilot & Line-Chief Schedules

by George McKenna & John Ellis

Day	Date	Tow-Pilot	Line-Chief
Wed.	3	George McKenna	
Sat.	6	Don Thomasson	Chuck McIntyre
Sun.	7	Bob Erickson	John Ellis
Wed.	10	Chip Chipman	
Sat.	13	Don Thomasson	Don Kursinski
Sun.	14	Ralph Tarver	Henry Diaz
Wed.	17	George McKenna	
Sat.	20	Ralph Tarver	Clyde Chamberlain
Sun.	21	Bob Erickson	Rodger Francis
Wed.	24	Buz Wilson	
Sat.	27	George McKenna	Walt Pleasants
Sun.	28	Bruce Patton	Al Pernel
Wed.	31	Bill Brewis	

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Al Pernell's Project – a Marske Pioneer II



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Gaggle view of a completed Pioneer II



In flight, the Pioneer II 's performance rivals that of a Grob 102.

Max./ Min. pilot weight	230/125 lbs.
Auto/winch max. tow speed	70 mph
Airplane max. tow speed	100 mph
Never exceed velocity	130 mph
Aircraft empty weight	380 lbs
Aircraft gross weight	630 lbs.
Wingspan	46 ft
Gliding Ratio	37:1
Min. Sink Rate	2 fps

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Pioneer II cockpit

Note the uncomplicated yet functional panel. The Flytec variometer just left of center is used widely by hang glider pilots. I suspect Al had one like this when he set a hang glider altitude record out west.



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Editor's Notes

by Dennis Dix

- **FAA Soaring Safety**

Topic: "ELEVENTH ANNUAL SOARING SEMINAR"

Date: Saturday, February 17, 2007, starting at 9:00 am

Location: FAA Production Studios at the FAA NRC

4425 Sun 'n Fun Drive

Lakeland, FL 33811

Website http://www.faasafety.gov/SPANS/event_details.aspx?eid=12846

To promote attendance, TBSS field operations are usually suspended the day of this event.

- **In the February Towline Times a basic 42 km cross country triangle course will be offered for your spring flying fun.**