

Towline Times

Tampa Bay Soaring Society Newsletter

February 2007

Soaring Safety Foundation Site Survey

By Bruce Patton

Burt Compton, Soaring Safety Foundation Site Survey Program Manager, will be completing a site survey at the Tampa Bay Soaring Society on Sunday, February 18, 2007

For this visit to be beneficial for our club, club members must be involved and not concerned about talking with Burt or expressing concerns. These site surveys are always confidential. We can discuss options or solutions to problems if any, with the participation of all club members, as this should improve our club's safety culture.

Burt will arrive at our site mid morning and have a short initial meeting with our Board of Directors, Chief CFI, Chief Towpilot and Club Safety Officer.

I will be escorting Burt on his tour of our airport and I will make written notes of his observations of facilities and flight operations. I will also review all club handouts with him.

Burt would like to take a flight with one of our newly-rated, low-time glider pilots, to take a few aerial photos of the site. A quick hop to 2,000 ' AGL should be fine. If you fit the above qualifications and would like to fly with Burt please contact me as soon as possible. In case of poor flying weather, we will still conduct the ground segments of the survey, and discuss safety and training issues.

The day will conclude with a safety workshop with Burt. This will be a workshop. Burt doesn't lecture; he will lead a round-table discussion so club members can ask questions and discuss their concerns about safety or training, and perhaps solve any problems together. We will gather in our patio area at the clubhouse and Burt will share information on recent national trends in training and safety. We will also talk about and then discuss, confidentially, any local issues.

This workshop is for our benefit and we should have a very casual discussion. In my correspondence with Burt, he mention one site that included a wine tasting where they sure had a lively group so let's plan to use our pumpkin money to get pizza and beer/wine.

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The Importance of a Good Pre-flight

By Ron Sutton

I've never flown our 1-26 so I have no idea how it fly's, but I have heard a few complaints about noise and shaking from the tail area, while dismantling the plane for repair and painting, the left wing removal exposed hundreds of fire ants that were in the root area, we had to spray in there before we could continue, on lifting the elevator to disconnect the pushrod the next day we discovered a pile of dirt that they had built that filled the whole tail cone and extended 6 inches into the fuselage [I kid you not,] it had to have weighed between 7 or 10 lbs. We tie the 1-26 down with the tail buried in the dirt so the little critters had no problem getting in, the scary thing is that kind of weight at the tail would make the aircraft so unstable it could be uncontrollable, I don't know if they built the nest since it was last flown or whether its been an ongoing thing, these critters in Florida are like us, always looking for a cozy place to live, don't fly with them as your neighbor, do a through pre-flight.

Safety Corner Quiz

By Dennis Dix

1. As you have land on runway 18 another aircraft lands on runway 36.
What is the protocol to avoid a colliding with the other plane on the roll-out?

- A) Brake quickly and stop straight ahead.
- B) Pull off to the left in front of TBSS.
- C) Steer to right to allow clearance for the other plane to pass on your left.
- D) You have the right-of-way since you landed first.

2. If severe turbulence is encountered in flight, the appropriate airspeed to fly is:

- A) Maneuvering speed.
- B) Normal structural cruising speed.
- C) Minimum control airspeed.
- D) Best L/D.

2. Which of these airspeeds is not color coded on the airspeed indicator?

- A) Maneuvering speed.
- B) Never-exceed speed.
- C) Maximum flaps-extended airspeed.
- D) Maximium structural cruising speed

Quiz answers: 1- C, 2-A, 3-A.

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“Getting To Know Three of You”

Inspired by Jim Watts

Allan Broadribb

I am one of the new club members. It all started last February (2006) when I mentioned to my wife, Jocelyne, that flying a glider was something that had always been in the back of my mind. Her response was that at the age of 60 I'd better get started on it. I've been a competitive sailor all my life and somehow it seemed to me that soaring is kind of two dimensional sailing – maybe there'd be some transfer of skills! So, onto the internet which directed me to TBSS for a demo flight in the Grob 103 which had me hooked in no time flat?

“How do I learn to do this?” I asked myself. My analysis of learning at TBSS was that it would take at least a year and I had decided I'd like do a “crash” course, poor choice of words I know, but you know what I mean. I checked out several places and the final decision was to go to Arizona Soaring near Phoenix in July as part of a road trip to the west coast.



July 6th I woke up in the bunkhouse on the airport made coffee and went to the AZ Soaring office when they opened at 11am. Nice bunch of guys, met my instructor Tom Allen, did a preflight on a Schweizer 2-33 and then we were in the air behind a Pawnee. At this point I soon learned that desert thermals are not subtle – as Tom would later tell me “learning to fly in AZ in the summer is like learning to sail in 10 foot waves”. The 21 days I spent on the airfield are a blur. There were days of exhilaration when I flew well, days where my log book shows I flew as many as 7 times and a couple of days when I flew through 10,000 feet. There were down days too when I couldn't get coordinated. When I was burned out I'd take some days out to visit Phoenix and Sedona. It really was an emotional roller coaster. The best thing was meeting other pilots who all told me I was perfectly normal, they'd all been through it. The bottom line is that I went from zero to glider pilot in 21 days.

Back home, I did not feel confident about my flying skills, while I was proud to have the temporary license in my pocket I knew I did not have much experience. So in September I returned to AZ Soaring for a week and spent time in a Grob 103 with Andy and three days flying a single seat 1-26E while Andy was flying a Pilatus . Then I knew I was a pilot.

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Since then I have joined TBSS and have been fortunate to have Ron Sutton put me through my check rides and sign me off as competent to fly the L13. I think I had a pretty good handle on the plane from the start but it is a big adjustment to the new terrain, the Zephyrhills traffic and using radio communications. Landing on 36 and seeing Freefall Express dead ahead was quite an eye opener, I didn't immediately realize it was stopped a half mile down the runway waiting for me. My plan is to fly for fun for a while then get Ron to check me out in the 103, that'll be fun too even though Ron is a hard taskmaster and has no sense of humor – JUST KIDDING RON.

I love soaring and want to get better at it. I feel fortunate to have such a great club within driving distance of Sarasota and look forward spending more time with you all.

Dan Loveday

Learning to fly at TBSS has fulfilled a life long ambition. After an intro flight at Seminole-Lake glider port, I was hooked. A skydiver friend told me about TBSS and I was on my way to becoming a glider pilot. Thanks to Dennis Dix's instruction (Dennis even included a lesson in "landing out"). With the support and encouragement of the TBSS members, I'm now soloing and hope to have my private glider license by next summer. *Editor's note: landing out is also known as not making out on a cross country flight.*



After graduating from Syracuse University and 5 years of teaching at a vocational school in northern New York, my wife and I moved to the warmer climes of Brooksville. In 1981 I started Brooksville Builders and for 19 years subcontracted framing and trim work. For the past 7 years, Custom Homes by Brooksville Builders has been building high end custom homes. www.brooksvillebuilders.com My wife, Sue, is a reading specialist at Brooksville Elementary. My daughter, Aliza, graduated from UCF and has taught school for the Orange County School system for 6 years. By the time this hits the Towline Times, Aliza will have given birth to our first grandchild. My son Nathan graduated from UNF and currently works for SunTrust in Jacksonville as an account manager.

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I really enjoy the club atmosphere at TBSS and I'm looking forward to getting to know all the TBSS members.

Congratulations Joe Burley - TBSS's newest pilot



Photo provided by George McKenna

After his wife gave him a SSA FAST program voucher for his birthday in 2006 Joe Burley joined the Tampa Bay Soaring Society. Joe soloed in a Blanik L-13 on January 20, 2007 after receiving the green light from his trusty instructor, Bruce Patton. Not only has Joe turned into an excellent pilot, he has also become an excellent club member helping out with many club duties and special projects. Joe rides to the club in style on a very cool dual sport 1200 cc BMW motorcycle.

Editor's note: My 650 cc motorcycle is also yellow but nearly as cool .

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February Tow-Pilot & Line-Chief Schedules

by George McKenna & John Ellis

Day	Date	Tow-Pilot	Line-Chief
Sat.	3	Don Thomasson	Peter Mate
Sun.	4	Bob Erickson	Ron Coon
Wed.	7	Bill Brewis	
Sat.	10	George McKenna	Mike Major
Sun.	11	Buz Wilson	Larry Gaddy
Wed.	14	Don Thomasson	
Sat.	17	NO FLYING – SOARING SAFETY SEMINAR	
Sun.	18	Bob Erickson	Rob Rierson
Wed.	21	Buz Wilson	
Sat.	24	Don Thomasson	Aaron Flora
Sun.	25	Bruce Patton	Karlo Busvek
Wed.	28	Bill Brewis	

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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

NOTE: TBSS field operations will be suspended the day of this event.

- My apologies, but in the interest of publishing the February *Towline Times* on schedule, the previously referenced 42 km country triangle course is being deferred to the March issue.