

# *Towline Times*

## *Tampa Bay Soaring Society Newsletter*

---

*May 2007*

### **Safety Corner**

*by Jim Watts*

As I write this, our club's beautifully restored 1-26 is under the clouds of southeastern Tennessee awaiting an opportunity to display her glory in the national 1-26 championships. Many thanks are owed to the team of men who devoted countless hours in the process of rebuilding this soaring piece of Americana. Also, considerable effort was devoted to the trailer, and the club owes 'attaboys' to all those involved. Since all 1-26's fly pretty much the same, the thing that makes the difference is the people – and we have a great crew of mechanics and helpers.



That being said, a few maintenance issues have cropped up recently. Well meaning but poorly thought out actions by a few club members have cost the maintenance team some extra hours of effort. We are asking that if you feel the instruments, air lines, pitot tubes, or canopy hold-open cords are in need of adjustment or replacement, talk first to Bud Vacey and get his permission and/or instructions on the procedures for these items. Some of these items are fragile (what glider parts aren't ?) and it will take Bud more time to fix a good Samaritan's errors than it takes him to do the job right himself, from scratch.

On the issue of safety, I think we are pretty much doing okay. There have been a few days this past spring where we have seen direct crosswinds of 15 knots, or more, and we have continued flying. On a few occasions, where the designated examiner has come out in these conditions, the student pilot wisely has wisely said "no – it's a bit too windy and I'd like to defer the flight exam for another day". People, when the wind blows like this, you need to think what you'd do if you were undergoing an exam. If you think you would decline to fly with an examiner, then you had better stay on the ground that day even if you had just

# *Towline Times*

## *Tampa Bay Soaring Society Newsletter*

*May 2007*

planned a simple solo flight. We have been witness to a few un-elegant landings and roll outs this past spring due to these crosswinds. By this I mean situations were a glider's wing is permitted to scrape along the pavement during the entire roll-out, or the glider seemingly darts from side to side with the two wingtips alternately impacting the ground. If the windy conditions persist, I think we might have a little meeting and make a policy whereby student operations are placed on hold pending calmer conditions.

On a few other items, I was witness to a glider pilot refuse to release from the tug when given the 'wing rock' signal. I was a bit amazed by this. He was told to speak to his instructor. I also witnessed a glider thermaling in the pattern, then not answer the radio call of the jump pilot. Let's not abuse the privilege of right-of-way. Remember, the jump operation leases a bigger parcel of land than we do. I also stood in shocked amazement on Saturday, April 28<sup>th</sup>, when a tow pilot taxied out in a northerly direction onto runway 36 as a twin Otter was departing. No gliders were involved in this, but a collision between these two aircraft was averted by about 50 feet. I do know the Pawnee radio was not functioning properly that day – still inexcusable, though. The lesson I take from all this is to keep your head on a swivel and not in a dark place, and remember your actions have consequences beyond just the next five seconds.

June 1<sup>st</sup> begins hurricane season, and more importantly thunderstorm season. Why are thunderstorms more important ? We get three days notice for hurricanes, and far less for thunderstorms. I want to write an article on the topic but don't know where to begin. So, old timers, I will be coming to you in the next few weeks for advice and knowledge on the topic.

### **Soaring the Zephyrhills Ridge**

*by Dennis Dix*

Late Saturday afternoon on *Cinco de Mayo* a few fortunate and very happy pilots declared their independence of the surly bonds of earth when a 'ridge window' opened above our beloved TBSS. An unstable air mass coming from the southeast collided intensely with a sea breeze front. As a frontal roll cloud approached the field from the west, the winds shifted from the southeast to the northwest, increasing from a nominal 5 mph to about 30 mph at the surface. This made for two interesting landings but what was happening aloft was even more noteworthy. The air mass out of the southwest went over (on top of) the stable sea breeze front. Hence an aerial ridge (of sorts). In the Grob, Bruce Patton flew a straight line to Dade City and back at 100 knots with the vario beeping all the way to 5,600 feet! Andres Hermida and I arrived at the 'ridge' 15 minutes later in a Blanik and climbed to 3,700 feet before breaking off to fly upwind back to the airport. Keep in mind here that cloud base was about 2,000 feet! We were climbing in clear air ahead of the advancing clouds. What a rush!

# Towline Times

## Tampa Bay Soaring Society Newsletter

May 2007

But how exactly do you land on runway 36 when the surface winds are gusting to 30 mph out of the west northwest? Dennis Bell led the way by landing his Cirrus on the taxi way into the wind. Don Kursinsky also assisted by reporting the surface conditions from soaring ground. I also elected to land on the taxi way (a first for me) and had a 200 foot roll-out without the use of the wheel brake. Bruce landed the Grob on runway 36 a bit later after the frontal winds subsided. Ear to ear smiles abounded over this unique experience.

Remember, situational awareness is not optional. It is a requirement for safety. Thanks to Dennis Bell and Bruce Patton for demonstrating this so effectively on Cinco de Mayo. Let's do it again next weekend also.

### **May Tow-Pilot & Line-Chief Schedules**

*by George McKenna & John Ellis*

<b>Day</b>	<b>Date</b>	<b>Tow-Pilot</b>	<b>Line-Chief</b>
Wed.	2	George McKenna	
Sat.	5	Buz Wilson	Rafael Guerra
Sun.	6	Dan Becker	Mark Frank
Wed.	9	Bill Brewis	
Sat.	12	Buz Wilson	Jim Watts
Sun.	13	Dan Becker	Paul Vimtrup
Wed.	16	Bill Brewis	
Sat.	19	Don Thomasson	Rodger Griffith
Sun.	20	Bruce Patton	Karl Stevens
Wed.	23	George McKenna	
Sat.	26	Don Thomasson	Steve Taylor
Sun.	27	Dan Becker	James Patton
Wed.	30	Chip Chipman	