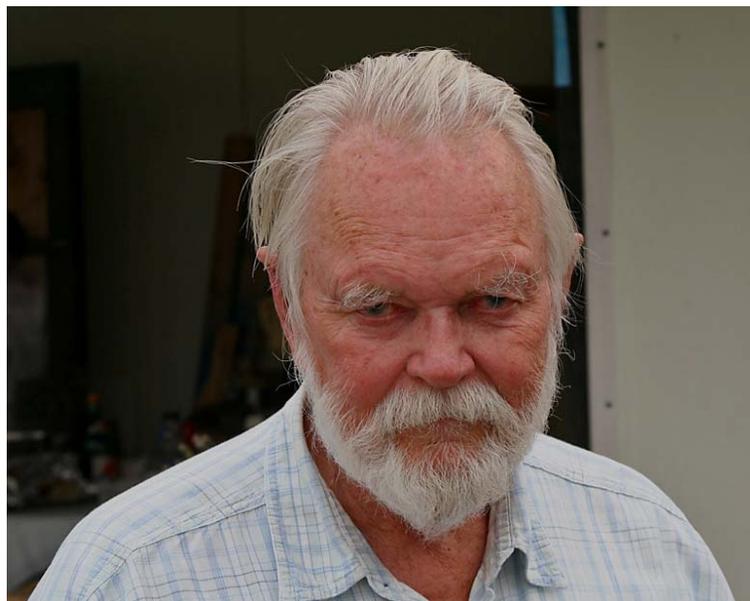
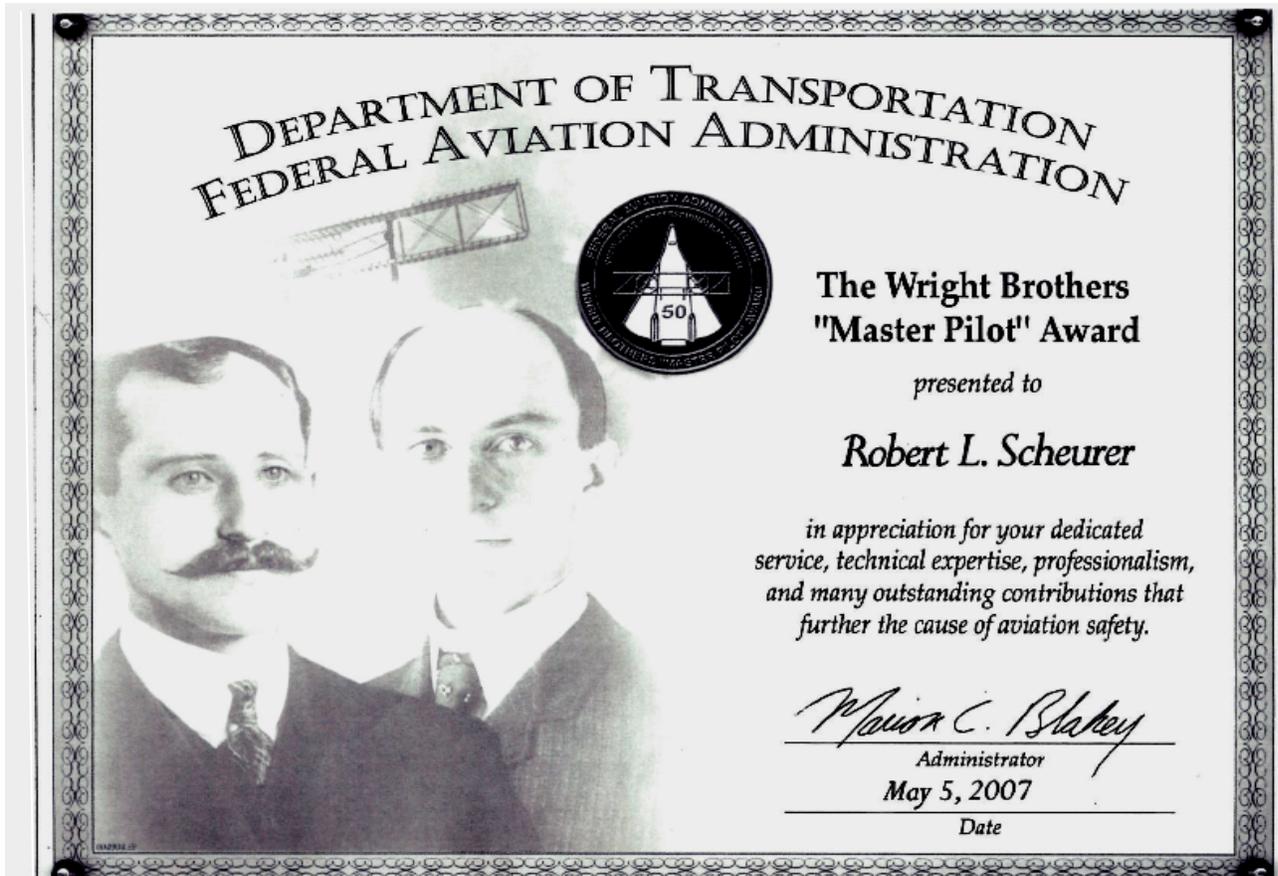


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Robert Scheurer from Lutz, FL

Robert Scheurer is one of only a handful of *glider* instructors to receive the coveted Wright Brothers Master Pilot Award, so it is only fitting that as an active freelance instructor, that we pay a long overdue tribute to him here today at the CFI Workshop.

Robert Scheurer began flying in Portland, Oregon in 1947, and like so many of his generation, Bob first soloed in a Piper J-3 Cub. It was the day after his 16th birthday! He flew as a Private and Commercial pilot for four years before earning his CFI "Rating", and juggled both an undergraduate engineering education & flight instructing duties at the same time. In 1953 he entered the Air Force, and, using some of those "BIG BUX" he earned as a *Flight Instructor*, Bob purchased and flew a Taylorcraft BC12-D, while waiting for a slot to open up in Air Force Pilot School! In 1954, he got his slot, and a year later was awarded the Silver Wings of an Air Force Pilot. Uncle Sam recognized his talents and retained him as an instructor, too, first with cadets, and later, teaching other instructors. Later he was able to put that engineering degree to use in the Air Force as well, and remained in military flight status until his separation in 1966, when he took a job with Pan Am as a pilot and flight engineer. Bob remained with Pan Am and rose to become a Captain until forced to retire at age 60. Since 1991 he has served as a freelance glider instructor and tow plane pilot, working to this day out of Zephyrhills, continuing a career in the air that has surpassed six decades. Ladies and gentlemen, on behalf of the Administrator, please join me in recognizing Robert Scheurer as our newest Wright Brothers Master Pilot!

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Editor's Note:

On behalf of the Tampa Bay Soaring Society, I also congratulate Bob on his Master Pilot Award. This is an awesome recognition that few aviators are bestowed. Bob's is a man of soft spoken demeanor who has also been a tremendous resource to our flying club. In addition to being a long time flight instructor, he is a veritable walking aviation encyclopedia. Whenever he is presented with a technical, regulatory or historical aviation question he always has both answers, the shorter Reader's Digest version and the one full of detail. He will usually ask which answer you are seeking, being the thoughtful person he is.

Bob has been involved first-hand with several of the landmark aviation events that most of us have only read or dreamed about. Two of them come to mind. First, there was Paul Bikle's World 42,305 ft. altitude record in a Schweizer SGS 1-23E over Mohave, California in 1961. Bob and Paul talked about going to a glider competition in their area on that day in February 1961, but Paul decided to hang out and try to do a wave flight, and the rest is history. The second one for the record books was the Air Force's 1957-60 pre Mercury space project which used a helium balloon to hoist U.S. Air Force Captain Joe Kittinger to the edge of space at 102,800 feet and then do a world record freefall descent to become the fastest unpowered human ever at 614 mph. You guessed it, Bob was associated with that project. Bob Scheurer has been part of the action with altitude records in sailplanes, balloons and skydiving. He has certainly been a quintessential aviator.



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Congratulations to Two Recent Transition Pilots



Karl Bambas



C. Michael Hoover

Both Karl Bambas and Michael Hoover are high time power transition pilots that bring a wealth of aviation experience to TBSS. Karl resides in Spring Hill in western Hernando County. Mike's home base is Pilot Country in Pasco County where he keeps his Bellanca Viking. Welcome aboard gentlemen and enjoy the ride!

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Keeping Your Head Ahead of Your Glider *by Bruce Patton*

To be a safe pilot, it is very important that you mentally stay ahead of what is happening before and during every flight. To accomplish this you must always be thinking what can happen next and be prepared for it.

During any flight you are either ahead of the glider, with the glider or behind the glider. When one thing goes wrong you fall back one step, if you were ahead of the glider you will now be with the glider, if you were with the glider you will now be behind the glider and if you were behind the glider you are now in a lot of trouble. An example of this would be a rope break during the takeoff. If you weren't thinking about and planning for the rope break by the time you mentally realize what has happened and then react to the situation your reactions will be slow thus putting yourself behind the glider.

Let's look closer at one of our typical takeoff situation.

Brief yourself before every flight, doing this every time you fly will create standardization and build redundancy in your safety procedures. Having a ritual procedure and words you say out loud is critical. Speak this self briefing and really think about what you are saying. By speaking it out loud your mind slows to the rate of your speech thus allowing you to focus on the task at hand. It also lets your ears check what your mouth is saying and possibly catch an error that you may have otherwise missed.

Here is a takeoff briefing:

"I'm taking off on runway 36"

"The wind direction is 270 degrees at 5"

"I have a crosswind coming from the left"

"As soon as I lift off I will need to crab by using left rudder"

"If I have an emergency below 200 feet I will land straight ahead"

"After landing I will turn right if the tow plane remains on the runway"

"If I have an emergency at 200 feet I will make a left turn and return to runway 18"

"If I have an emergency from 200 to 800 feet I will make the necessary turn and return to runway 18"

"If I have an emergency above 800 feet I will use the appropriate pattern to land safely"

In closing, to keep your head ahead of the glider always act as if the worst is going to happen and consider yourself lucky when it doesn't!

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May Tow-Pilot & Line-Chief Schedules

by George McKenna & John Ellis

Day	Date	Tow-Pilot	Line-Chief
Sat.	2	Don Thomasson	Ted Nelson
Sun.	3	Bruce Patton	Harlan Hadlett
Wed.	6	Chip Chipman	
Sat.	9	George McKenna	Craig McMillan
Sun.	10	Bruce Patton	Ben Harrison
Wed.	13	Chip Chipman	
Sat.	16	George McKenna	Ralph Linn
Sun.	17	VOLUNTEER NEEDED	Nigel Jardine
Wed.	20	Bill Brewis	
Sat.	23	Don Thomasson	Ted Harwood
Sun.	24	Bill Brewis (1:30 start)	Georges Kaufman
Wed.	27	George McKenna	
Sat.	30	Don Thomasson	Hans Konle

Editor's Best Web Pick's of the Month

by Dennis Dix

http://www.youtube.com/watch?v=PjTdlx3p_jY **Landing on tow**

<http://www.youtube.com/watch?v=Y6oPnzz4MNc> **Extreme ridge soaring**