

Towline Times

Tampa Bay Soaring Society Newsletter

July 2007

Guest Ride Protocol

by Don Thomasson

Any club member can and should greet guests to our operation, and the field.

Next, inquire if the visitor is interested in a guest ride. Guest should be informed that we will try to give them a 30 minute intro flight if conditions permit.

Explain to the guest our procedure for sign in, and if it is a busy day give a conservative estimate about the waiting time. If it is peak time, suggest that the guest return later in the day, or sell them a gift certificate.

If the guest does not want to wait or purchase a gift certificate suggest they try one of our other soaring days and come early.

If the guest elects to fly then tell him/her the dollar amount and methods for payment, and secure the transaction. At that time also have the guest sign our guest ride membership book *each time they take an intro ride.*

Once the guest is secured in the glider go over the cockpit instruments with them, and the does and don'ts of what to touch and not to touch. ie the canopy release handle.

If it is a busy day, that means gliders lined up with other pilots waiting, the guest ride is 30 minutes from take off to landing. It is not 30 minutes from release, or waiting 30 minutes and then starting back. If on the other hand it is a slow day, or late in the day with no one waiting there is no reason to return in 30 minutes. For guest that are non pilots most of them go into sensory over load after about 30 minutes on their first glider flight and it serves no purpose keeping them up any longer than the allotted time,

When flying an intro flight with a guest who is a pilot it is permissible to let them try their hand at soaring. But, under ***no condition*** is a guest allowed to try to fly tow, or land the glider. It is acceptable if the TBSS pilot flying the intro wants the guest to gently follow him on the controls while under tow, or landing. However, an intro ride is not to be construed as instructional flight training.

After returning from the flight the guest should be asked if they enjoyed the flight and if they have any questions about membership in the club. Remember it is an intro flight to see if the guest is interested in joining our club. If per chance an agent of the IRS takes a ride and we didn't ask if he would like to join the club he may get the idea we are just out to make a buck which would make us a commercial operation ~ oops.

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July Tow-Pilot & Line-Chief Schedules

by George McKenna & John Ellis

| Day | Date | Tow-Pilot | Line-Chief |
|------------|-------------|------------------------|-------------------|
| Sun. | 1 | | Michael Hoover |
| Wed. | 4 | | |
| Sat. | 7 | Don Thomasson | Chuck McIntyre |
| Sun. | 8 | George McKenna (1300h) | James Patton |
| Wed. | 11 | Bill Brewis | |
| Sat. | 14 | Don Thomasson | Jerry Carrol |
| Sun. | 15 | Don Thomasson | Walt Pleasants |
| Wed. | 18 | Don Thomasson | |
| Sat. | 21 | George McKenna | Rob Rierson |
| Sun. | 22 | George McKenna (1300h) | Ted Andros |
| Wed. | 25 | Bill Brewis | |
| Sat. | 28 | George McKenna | Peter Mate |
| Sun. | 29 | Bill Brewis | Karlo Busvek |

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Safety Corner *by Dennis Dix*

This month we look at the **aim point**, a key tool for a safe landing. Maintaining a view of your position relative to the aim point is pivotal to establishing and keeping an appropriate glide slope in the landing pattern. As a general rule, on the downwind leg I try to be at about 600 feet when passing by my aim point. Weather conditions, surface activity and airborne traffic should all have bearing on the size, shape, length, speed and altitude of each landing pattern. One size does not fit all in this highly dynamic environment.

Your amazingly sophisticated onboard microprocessor (your brain, which we will call Otto Pilot*) continuously evaluates your positional status and implements interim glide slope corrections, if you will allow it to do so. Two actions on the pilot's part are required. First, continuously updated positional information must be sent to the brain. To do that, the pilot must frequently observe the position of the glider with respect to the aim point. If the aim point is vertically stationary relative to your viewpoint then you are on target. If it appears to be rising, the glide slope is too low. Conversely, if the aim point is falling then the glide slope is too high. Second, the pilot must appropriately initiate the interim corrections recommended by Otto Pilot.

The aim point system can be universally utilized at any airport or off-field landing site on the planet in any model of glider under any VFR condition. It is an important element in arriving safely. Staying on glide slope, together with having appropriate pattern speed, and coordinated medium banked turns will go along way to avoiding the dangerous low altitude, slow speed under banked pattern turn which is also known as a low altitude spin entry. Attached for your viewing amazement and consideration is a YouTube link which illustrates this point.

http://youtube.com/watch?v=_xCct8cDtyk

You may also want to review pages 7-31 to 7-37 of the Glider Flying Handbook.

http://www.faa.gov/library/manuals/aircraft/glider_handbook/media/faa-h-8083-13.pdf

Here is a spin and spin recovery lesson:

<http://youtube.com/watch?v=3Dww9acZvxw>

* As you may recall, the concept of Otto Pilot is borrowed from the movie *Airplane!*