

Towline Times

Tampa Bay Soaring Society Newsletter

October 2007

NOMINATE BEFORE ITS TOO LATE !

It is time to submit nominations for the 2008 TBSS club officer nominations. You have until midnight on October 30, 2006 to nominate yourself and/or other active club members of good standing, for the six Board of Directors (BOD) positions on the 2007 ballot. Your nominations in October coupled with your vote in November will guide TBSS (and possibly the entire soaring world) for the next year.

Please review *Article V, Section 1* of the club by-laws that follow. If nominating someone other than yourself, please verify that member's interest in the position prior to contacting the Treasurer (Bruce Patton) or the Secretary (Dennis Dix). The club by-laws can be accessed at: www.TBSS.us.

TBSS By-Laws, ARTICLE V CLUB OFFICERS AND ELECTIONS

Section 1. The Board of Directors shall consist of the following elected officers: **President, Vice President, Secretary, Treasurer, Chief Tow Pilot, and Chief Field Operations Officer.** The Board shall appoint as non-elected officers, a Safety Officer, a Maintenance Officer, a Chief Flight Instructor, and other such officers as deemed necessary by the Board.

Section 2. Any active member in good standing shall be eligible to hold any office, with the exception of the Chief Tow Pilot, who must be an active tow pilot for the Club. Qualifications for appointed office will be considered by the Board of Directors, and the individual appointed as Chief Flight Instructor must have a CFIG rating.

Section 3. Any qualified member may be nominated for any office by any other active member including himself. Nominations will close on October 30th. All Nominations shall be forwarded to reach the Secretary or Treasurer by that date in order that a ballot be included in the November newsletter published on November 1st. Any form of nomination may be used, but the nominator must certify that the nominee has expressed a willingness to both run and serve in the capacity for which nominated. Persons nominated for more than one office shall be contacted by the Secretary or Treasurer and must choose which office he or she wishes to pursue.

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As of the publication time for the October newsletter, the following 2007 elected Board members indicated their respective interests about running for 2008 Board positions:

- Howard Chipman - **President** (candidate for 2008)
- Don Thomasson - **Vice President** (candidate for 2008)
- Bruce Patton - **Treasurer** (candidate for 2008)
- Dennis Dix - **Secretary** (is term limiting himself out)
- George McKenna - **Chief Tow Pilot** (candidate for 2008)
- John Ellis - **Chief Field Operations Officer** (candidate for 2008)

Ridge Soaring in Florida

By Bruce Patton

I grew up in a suburb of Denver, Colorado. For those of you who don't know, Denver is known as the "*Mile High City*" but it isn't in the mountains. Denver and the suburb I grew up in are actually in the high prairie which is over 5,000 feet MSL. The land maybe flat in this high prairie but when you travel a short distance to the west you are in the mountains where you can ridge and even wave soar.

Florida is a little different from Colorado, the only hills we have are the man made ones at the phosphate plants. In fact, if I could spit hard enough I would bet I could spit from one side of the state to the other. So, knowing that, how in the world can we ridge soar in Florida as the title of this article alludes to? Simple, ridge soar a sea-breeze front!

On Wednesday, September 12, 2007 Joe Burley and I were able to soar the Dimona motorglider from 6:45 PM to 7:30 PM by soaring a sea-breeze front. We would have been able to soar much longer but we were losing daylight and needed to land.

Here is Wikipedia's definition - *A sea-breeze front is a weather front created by a sea-breeze, also known as a convergence zone. The cold air from the sea meets the warmer air from the land and creates a boundary like a shallow cold front. When powerful this front creates cumulus clouds, and if the air is humid and unstable, cumulonimbus clouds, the front can sometimes trigger thunderstorms. If the flow aloft is aligned with the direction of the sea breeze, places experiencing the sea breeze frontal passage will be*

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benign, or fair, weather for the remainder of the day. At the front warm air continues to flow upward and cold air continually moves in to replace it and so the front moves progressively inland. Its speed depends on whether it is assisted or hampered by the prevailing wind, and the strength of the thermal contrast between land and sea. At night, the sea-breeze usually vanishes.



Wikipedia then refers to the sea-breeze we experience in Florida -

Thunderstorms caused by powerful sea breeze fronts frequently occur in Florida, a peninsula surrounded on both the east and west by the Atlantic Ocean and Gulf of Mexico, respectively. No matter which direction the winds are blowing, they are always off the water, thus making Florida the place most often struck by lightning in the United States, and one of the most on Earth. On especially calm days with little prevailing wind, sea-breezes from both coasts may collide in the middle, creating especially severe storms down the center of the state. These storms also tend to produce significant hail due to the tremendous uplift it causes in the atmosphere. In Florida, a sea-breeze pushed by prevailing winds may also continue past the land and out over the water at night, creating spectacular cloud-to-cloud lightning shows for hours after sunset.

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The sea-breeze Joe and I soared was fast moving from east to west. We shutdown the engine about ten miles northeast of Zephyrhills (ZPH) soared north and south along the face of the front and within forty five minutes we were pushed west of I-75. I knew the front was fast moving and thought we would be able to land back at ZPH but that didn't happen. The storm was fast moving but very large and just sat over ZPH. While we were soaring every time I checked the AWOS at ZPH and heard the winds were gusting to 27 with rain and lightening. We were at 5,100 feet when we considered landing at Tampa North. Once we got low enough to stay out of Tampa's Class B airspace and to see south and we realized the storm was just as bad at Tampa North. We opted for Pilot Country and landed with no winds. With the help of one of Tampa Bay Soaring Society's founding members, Bob Garcia, we tied the Dimona down at Pilot Country and I flew her home the next day.

Flying the sea-breeze is a great experience and I hope to be able to it again soon!

Oh, and by the way, now that I have been able to ridge soar in Florida maybe I'll try to wave soar. Next time we get a strong wind out of the east I might checkout the wave off the phosphate plant south of ZPH, anyone want to jump in the Dimona with me and give it a shot?

October Tow-Pilot & Line-Chief Schedules			
<i>by George McKenna & John Ellis</i>			
Day	Date	Tow-Pilot	Line-Chief
Wed.	3	Ralph Tarver	
Sat.	6	George McKenna	Don Kursinsky
Sun.	7	George McKenna	Chris Lodge-Marag
Wed.	10	George McKenna	
Sat.	13	Don Thomasson	Allen Broadribb
Sun.	14	No Pilot	Ben Harrison
Wed.	17	No Pilot	
Sat.	20	Don Thomasson	Larry Gaddy
Sun.	21	Bruce Patton	Nigel Jardine
Wed.	24	No Pilot	
Sat.	27	Don Thomasson	Ron Coon
Sun.	28	Karl Bambas	Georges Kaufman
Wed.	31	Karl Bambas	

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Safety Corner

By Dennis Dix

This is an introduction of a two part article about safely interacting with skydiving activities at Zephyrhills airport. It is every pilot's responsibility to be safety conscious and maintain situational awareness while exercising the privileges of a pilot-in-command. Be ready to initiate alternate landing pattern strategies as needed. Most skydivers are not pilots and consequently don't think or act like pilots. The glide ratio of a parachute is about 3:1 and its occupant's three biggest concerns are: a safe deployment, making it back to the drop zone, and avoiding entanglements with the other 19+ canopies arriving at about the same time.

Skydivers are very focused on the immediate activity at hand. Correspondingly, to be safe a pilot's focus must be wide enough to include all of the stuff happening around him/her. Also, note that skydiving activity can occur anywhere on the airport and does so with constant variability. Carefully examine the photos and the video link provided.



It is prudent for glider pilots to assume the responsibility of maintaining appropriate separation from skydivers. This may involve changing from runway 36 to 18, or

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modifying the pattern you are already committed to (but more about that next month). Up to date information is essential, so continually scan the sky with your eyes and ears (radio).

Know the Twin Otter(s) operate cycle. From take-off it takes about 20 minutes to reach 13,500 feet but also be aware that some skydivers jump out between 3,500 and 5,000 feet. The jump planes are the only airplanes authorized to routinely use a non standard landing pattern on runway 18/36 at ZPH. In high season, multiple Otters are in service with virtually continuous deployments. Always exercise a high level of caution when flying in the vicinity of the DZ.



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<http://youtube.com/watch?v=tYMHOKm75sM> This is the link to a video of the world record jump at Z-hills last spring. During their final jump I did a guest ride for a fellow that wanted to observe the jump from a perspective above the airport. We landed a few minutes after the skydivers landed over entire length of runway 18/36. I elected to land the Blanik on runway 18, crossing over the numbers at about 85 knots. Why that fast, you ask? I wanted to generate enough noise to get the attention of all those adrenalin laden pedestrians so that they wouldn't cross into my flight path. That was the only time I ever incorporated that 'buzz the approach' strategy, but it did turn a lot of heads and none of the skydivers walked onto the runway in front of the glider. Please note that this was a unique circumstance with 140 skydivers on the field at one time. Sometimes extraordinary circumstances lend themselves to unusual solution sets. The key point here is that you should have a pocket full of well planned alternatives available for execution when needed. That will be the subject of the second article.

FAA Aviation Safety Seminar "Human Errors On Airport Surfaces"

Time: Tuesday, October 9, 2007 at 7:00 PM

Location: **Muesum of Science and Industry (MOSI)**
4801 E. Fowler Av
Tampa, FL 33618

Web site: http://faasafety.gov/SPANS/event_details.aspx?eid=16437