

SSB Updraft

Newsletter of Soaring Society of Boulder



June 2010 – Spring Edition



The spring sky holds promise. Photo by Mike Exner

Preflight

Message of import from club management

The days have grown long and the heart of the soaring season is upon us. This is the busiest time of the year for our club, and for the cross country pilots, this is the time of the year when a perfect day might be tomorrow.

This spring has brought its challenges: most notably substantial damage to two of our trailers from 70mph winds. Our primary trainer, the Grob 103, was out of service for a few weeks, and as I write this the 505 is undergoing some minor repairs as well. All the trailer and glider repairs have been moving along as well as could be expected though, and I am still hopeful we can get the 505 trailer back in time for the summer season.

I've found that the best part of being president of this club is getting to see first hand all of the work that gets done by our fellow members, who take pride and ownership in being a member of the Soaring Society of Boulder. The folks who see problems or areas for improvement at the field, and act to make changes happen. The pilots who step up when one of our gliders or tow planes needs maintenance, and keep our aircraft operating safely.

So, the next time you are out at the field, don't forget to thank your tow pilot... or your instructor, or the guys working on the tractor, or the crew tearing down the 103 trailer... or whichever member you see at the time donating his or her time to help keep our club running as well as it does.

The SSB is what you have all made of it: a great glider club!

Dan Bourgeois
President

SSB is the place to be...

Soaring the skies over Colorado's Rockies since 1959

Warm days, green grass and blue sky filled with flat bottom cumulus can mean only one thing - summer soaring season has arrived in Colorado! After a particularly hard winter and cool wet spring nothing could be more welcome.

This is the first edition of the occasionally published SSB newsletter. We are shooting for three editions each year. The plan is to mail this edition to members and post subsequent issues on the SSB website sending out an email alert as new editions become available. So...

Join the SSB email list! Join the SSB email list to receive your copy of the Club's newsletter. Contact Sam Streger SSB email list manager.

sstreger@computergp.com

Club News Needed

Go solo? First Cross Country? Set a record? Send us your club news; better yet write an article for the *Updraft*.

Send to jseaborn@comcast.net

In this issue...

- ✓ SSB News Shorts
- ✓ Region 9 South
- ✓ Bob Whelan's Soaring Barn
- ✓ New Club managers
- ✓ Trailers take flight
- ✓ Club activity charted
- ✓ Dalhart Camp
- ✓ Club OLC Update

El Tiro Takes the Prize!

SSB Members fly Region 9 South

After the cold weather we had this Spring what could be better than a trip to sunny Arizona! That is exactly what the Tucson Soaring Club had in mind when they hosted the Region 9 South Championships in early May.

The weather did not disappoint. When Brenda, Brody and I rolled out of the car after a two day 1,000 mile drive the airport thermometer was reading 85° which was warmer than we had been since about September.

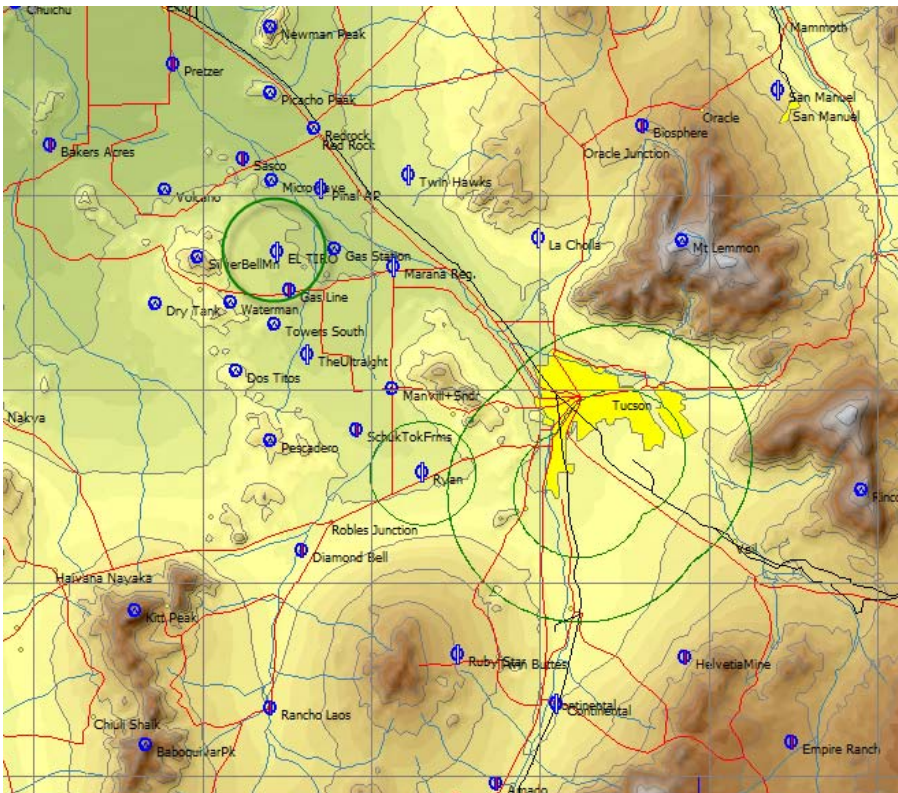
We had arrived early to get some much needed flying in before they started keeping score, but the real early bird was Joe Brack flying his mighty LS-4 in his first contest. Joe, myself, plus ace local tow pilot Bob Lynn flying his Husky were to be the only pilots to attend from the SSB.

Lay of the land

The El Tiro Gliderport is located NW of Tucson at about 2100 feet and is home to the Tucson Soaring Club. This club has about two hundred members, leases their own airport and is a very active group. The club is currently ranked first in the OLC for cross country performance.

The setup is first rate; although the site does not have electricity the club features a modern clubhouse with full kitchen, meeting room and expansive covered deck overlooking the runways. Power is supplied by solar or generator. This is a first class operation.

The task area is diverse with generally land-able farm fields interspersed with desert and mountains. The airfield is surrounded by desert providing good lift that starts early. Silver Bell Mountain and copper mine are located just west of the field.



Next Meeting

Monday, June 14 - 7:30pm NCAR

2010 Club Management

President	Dan Bourgeois
Vice President	Gary Reuter
Treasurer	Joe Brack
Secretary	Doug Weibel

SSB Board of Directors

Dan Bourgeois	Term 2012
Gary Reuter	Term 2011
Doug Weibel	Term 2011
Joe Brack	Term 2011
Sam Streger	Term 2011
Phil Ecklund	Term 2011
Al Ossorio	Term 2012
Colin Barry	Term 2012
Scott Westfall	Term 2012
Bob Caldwell	Term 2012
Al Mainero	Term 2012
Joach Kuettner	Life Term

Ship Management

DG 505	5KK	Al Ossorio
GROB 103	12K	Norm Anderson
GROB 102	7SS	Fred Donaghy
SGS 1-34	4BC	Phil Grandmason
SGS 2-32	29J	Doug Weibel
Pawnee	08L	Jeff Kline
Super Cub	85F	Jeff Kline

Website

Web Manager Colin Barry

<http://soarboulder.org>

SSB Newsletter Team

Editor	Your Name Here
Design/Format	John Seaborn
Copy Editor	Bob Whelan
Article Manager	Your Name Here

Article Submission

The SSB *Updraft* is always looking for interesting and news worthy articles.

Please submit club and articles to:

jseaborn@comcast.net

El Tiro, continued...

To the South there are several mountain chains including the Kit Peak observatory and Mt. Wilson. To the NW is Mt. Lemmon which is the jumping off point to the high desert country toward Wilcox. Most of the task area had decent fields or airports. Daytime temperatures were seldom above 90 with typical cool/cold nights enjoyed from the clubhouse deck with a beer. We typically had 4-6 knots to 10,000 feet with some 10 knot plus lift.

Let the games begin

So with a couple of practice days behind us Joe and I think we are ready to go. The field is competitive with something just shy of forty pilots. The weather is looking up and while this is Joe's first contest he positively exudes confidence. What could possibly go wrong!

First Day!

The first day was a bit on the weak and windy side but nothing undo-able. The FAI classes (Standard, 15 Meter and 18 Meter) have a three hour 170 mile nominal distance Turn Area task with the Sports having the same task but a 2:30 minimum time. So figuring an average of 65 mph we are going to need about 195 miles today. Charge!

My start was solid as were the first two legs but then low and windy 20 miles SE of El Tiro near Ryan Field. Now Ryan has a tower and Class D.



So I call the tower and report in to an obviously very bored controller which sets off a funny exchange which went something like, "Roger glider NW you are cleared to land." To which I say, "Thank you Ryan but my intention is to climb away, destination El Tiro gliderport." He says, "Roger, ahhh keep me informed."

I get "cleared to land" several more times in the next thirty minutes while trying to thermal away and ultimately say to the tower, "I am not dead yet!"



Club Managers

Help keep the SSB flying

Assistant Web Master
Robert Kirmse

Battery Manager
Bob Faris

Chief Instructor
Al Ossorio

Chief Tow-pilot
Simon Roberts

Dinner Manager (2011)
Cathy Barry

Document Manager
Gary Campbell

E-Mail List Manager
Sam Streger

Equipment/Shack Manager
Tom Zoellner

Fridge Manager
Andrew Westfall

Glider Reservations
Use SSB Web

Glider Reservations System
Sam Streger

Insurance Manager
Bill Daniels

Internet/Network Manager
Sharif Abdallah

Meeting Entertainment Manager
Open

El Tiro, continued...

In the end I did land out at Ryan which cost about 400 points for the day. By the end of the contest I finish second by about 70 points behind ace Colorado pilot Dave Leonard.

Brenda, Brody and I had a really enjoyable experience. I had a chance to do some exciting flying while becoming reacquainted with the task area not to mention old friends. Contest flying is not for everyone but you should try it. Here are Joe's thoughts on his first contest experience at Region 9 South.

to borrowing a battery because mine had failed in flight on a task.

The value of going a few days early to get into a routine and become familiar with the contest area I feel is a must. When you are there alone, without crew, there are lots of pieces to deal with each day prior to getting to fly. After a few days one can appreciate the value of a number of check lists for dealing with all the essential items.

This preparation is critical for reducing the potential clutter in your mind which can get in the way of

Somewhere between the end of the pilot meeting and the start you need find the time to complete the last of your preparations such as eating lunch, drinking a lot of water (Tucson/desert), preparing your task maps and PDA etc. Being especially familiar with the flight software for task setup is critical if you are flying by yourself.

Once launched everything settles down. You basically hang around trying to find a thermal, scout out what might be the next thermal on the course and listen for the start of your class. There are numerous strategies that the elite pilots use but for the first competition my goal was to head out on course and try to apply a few basic concepts for the day. After one day you really get an appreciation of the skill and mental brilliance the better pilots employ.

My goal was to head out, find thermals, touch the turn areas and head home with the commitment that - if I had to - I would land out somewhere. About halfway through the contest and in spite of all the careful preparation I had a battery failure and lost everything electrical.

My first inclination was to head back to El Tiro and land, but after taking a look at where I was in performing the task I decided to just fly with the basic instruments I had. One thing that really helped save the day was my backup pocket data recorder. I was still able to get credit for the flight even with the 302 out of service.

So like John, I came in second in my competition class. Second from the bottom that is.

Every moment of the competition was enjoyable! If you are looking for a challenge, flying in a competition is a must. I know I will do it again.

###

*Joe is an SSB Board member,
Treasurer and tow pilot.*



Joe Brack ready to go – Region 9 South. Photo Brenda Seaborn

Take it away Joe!

Being at my first regional competition was a tremendous experience.

The bottom line, aside from flying, was the support provided by the Tucson Soaring Club's members along with John and Brenda Seaborn. Everyone I met was extremely helpful.

Since I had no crew of my own, I had to rely on help from a number of different people. This included such things as being retrieved out of an old farm field, an ultra light flying field,

flying the task. The practice days help instill confidence in dealing with unfamiliar terrain, weather conditions and possible land out options.

My practice flying included two days of the Tucson club setting tasks to fly and scoring them as if they were an actual contest.

The actual competition days included prepping the plane, getting it to the grid, attending a training session at 9:00 and attending the pilots' meeting at 10:00. Planes needed to be gridded by 12:00 and the first grid launch started at 12:30.

Bob's Soaring Barn

Noted author and long time glider pilot Bob Whelan shares his sometimes unconventional wisdom on soaring.

Have you ever wandered into a barn in search of a property owner when you landed out? They're neat places, full of a life's mish-mash of goodies, scents, critters, and – on a good day – owners with interesting stories and knowledge to share. In coming months, I'll rummage around my soaring barn for topics I hope will be of interest to many club members. Life's an adventure. Soaring enhances the experience! Enough philosophizing. I've found what I was looking for...a place where L/D is a waste of money.

A Flat Glide in the Pattern (Why It's Worthless)

By Bob Whelan

Boulder Airport's pattern is often a busy place, and typically glider pilots are faced with fluid, congested, developing, situations when approaching the pattern. Have you ever found yourself behind a clunky 2-33 in Boulder's landing pattern? You ever wondered why you didn't seem to be able to out-glide it in any of SSB's flat-gliding wonder-machines? If not, odds are one day you'll be hoping - worse, needing - to out-glide some lumbering slug ahead of you in our busy pattern. This article seeks to convey exactly why that hope will be in vain...and how to avoid the situation entirely.

Fact is, if you hope to reduce your landing stress by 'outperforming' another glider immediately ahead of you in the landing pattern, it won't happen. (As in *never, EVER*. There isn't enough time, distance or height to make the performance differences significant.)

Your stress will not be reduce-able (Strike one!), nor will you outperform that other glider (Strike two!!). You'll be like a brakeless race car approaching congested traffic...but unable to slow down! Pressure's on...

Avoidance Therapy

The time to outperform another glider is aloft...before entering the pattern. Whenever you find yourself near pattern entry point, fidgeting in rising nervousness about another nearby glider at the same energy level as you, maybe also cursing the subhuman clods obliviously (or worse, gleefully!) cluttering the runways below...in other words, whenever you find yourself descending towards a pattern situation you don't like...**TAKE CHARGE OF THE SITUATION YOURSELF!** Burn off excess altitude if that's what it takes to become the sole pattern occupant or gain access to an unobstructed runway...but do what you can to simplify your pattern life. Do it now!!!

Never forget, you have three (3) runways available: glider north; glider center; power runway. *IF* you opt for the power runway, by all means announce it, *and* expect none of the power guys to hear or comprehend your call(s). It'll be safer for everyone for you to act as if you're a motorcycle rider – unseen by the powered masses. (Point being: clear runways promptly...& safely – yet don't let self-induced pressure lure you into hastily unsafe moves!)

Club Managers, continued...

Multimedia manager
Gary Reuter

New Member Coordinator
Mark Boys

Newsletter Manager
John Seaborn

Oxygen Cart Manager
Dylan Bulli

Parachute Manager
Albert Turtscher

Radio Manager
Open

SSB Bookkeeper
Anne Campbell

Summer Soaring Series Manager
Bob Faris

Tow Pilot Schedule Manager
Kenn Arnett

Tractor Manager
Don Blakeman

Web Master
Colin Barry

WorkFest Manager (2010)
Fred Donaghy

Youth Member Coordinator
Dan Bourgeois

Why It's Necessary

A numerically high max L/D - and its partner, low min-sink rate – won't cure pattern constipation. More likely congestion will be worsening, since odds are you'll be flying faster in the pattern than any lower performance glider.

The Bold & The Brave can prove this to their satisfaction by setting themselves up behind a 2-33 (21:1; 150 fpm min sink solo; 180 fpm min sink dual) in the pattern, in SSB's DG-505 (47:1; 100 fpm min sink) or their own privately-owned Super Lead Sled Mark XXIII. Remember, you did not get this idea from me.

Flat Pattern , continued...Here's a better alternative. *Imagine* a 2-33 at the turn from crosswind to downwind at 700' agl, with you entering crosswind, south of the ramp at 900' agl. Readers with any sense at all will already feel too close to the 2-33...

But what can you do about it at that point if a last moment 360 is out of the question? 'Suddenly' you're committed to trying to out min-sink and out-glide him while he putters to a normal landing at mid-field on the middle runway (naturally – per Murphy - the north runway is blocked all the way down to Mile High...).

Let's hit the "Pause" button here for a moment. Our imaginary scenario isn't untypical for Boulder. Be aware though, it is **THE** best possible for you in the trailing glider. Why? Since your imaginary glidepath is 1,000' shorter than the 2-33's (presumed) one, your short final will naturally be below his flight path. At least a mid-air isn't in your future. That said, in the real - i.e. stressful - world, you **WILL NOT KNOW** the 2-33 intends to stop at midfield!!! The reality is you must necessarily plan on it landing/stopping short. Whoops...! Now let's continue with the scenario...

The Touchy-Feely Reality

Under these circumstances - north runway blocked to midfield by 2 idling, connecting tugs; a 2-33 one pattern leg ahead of you; you trying to out-glide the 2-33 to a landing 'somewhere' on the middle runway - your entire landing pattern likely will be heart in mouth. Naturally, you'll be paying your normal attention to 'howgozit' in the pattern, too, right? Meanwhile, not only will the 2-33 refuse to sink one obvious iota on its downwind relative to you, you may appear to be descending faster, despite closed spoilers. (Trust me on this!) And as already noted, this'll be while gaining on him in the pattern, decreasing your already minimal 'safety spacing.' (Pucker, pucker...) Bottom line is, you'll feel your entire pattern is low and rushed –



Those Dalhart clouds! Photo by Bill Hoadley

even if it follows the exact same path and glide slope it normally would in the absence of the 2-33! Worse, it **WILL BE low...IF you insist on MAINTAINING your initial safety spacing.**

Why? Unless you immediately begin S-turning all the way along downwind, base and final, you'll need to fly an extended downwind, resulting is a seemingly interminable, uncomfortably low, final leg...if you don't want to end up on short final in a scarily close, 6 o'clock position to a 2-33. (Your brake IS better than the 2-33's skid, right?) Why not just angle your downwind toward the power downwind? What a great idea! (Not!)

What if the 2-33 pilot belatedly elects to aim short, then **roll** to midfield? Now we're talking **real** fear in your cockpit once you commit to landing behind him. So assume instead you conservatively commit to landing over the top of the 2-33. One of two things will happen: 1) you do land over the top of him, or 2) you don't.

In the first case, you're guaranteed an uncomfortable feeling after you lose sight of the 2-33 once you're committed, while prior to then you'll be figuratively gnawing your cuticles wondering if you can in fact out-glide him. (Pucker, pucker...)

In the latter case, you'll be needing to make a max-performance descent (pucker, pucker...) to get rid of your suddenly excess altitude (where'd **that** come from!?!).

Show Me the Numbers!

Boulder's typical pattern from the beginning of downwind to touchdown is approximately a mile. At pattern speeds that mile is covered in roughly 60 seconds. In still air at pattern speeds with no spoilers, a 2-33 will sink approximately 200 feet. In still air at pattern speeds with no spoilers, the DG-505 will sink approximately 100 feet. Wow! A whole 100 feet the 2-33 is worse than the DG-505. (**Chicken feed!!!**)



Yellow Jackets

Dillon Bulli found a yellow Jacket nest starting in the 1-34 vent intake pitot. Watch for them in other ships\ trailers.

New Private

Congratulations to Reed von Gal joining the ranks of Private Pilots. Nice to fit that in during Exam week at DU.



Dalhart

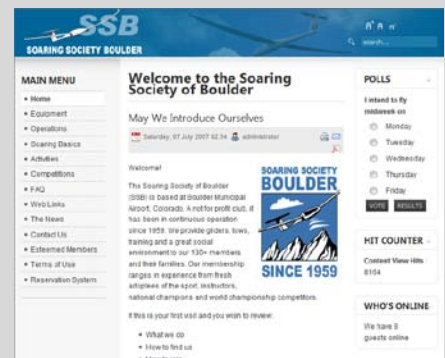
The 22nd SSB Dalhart Camp will start on Saturday June 26 and run through Saturday July 3. The Super 8 Motel in Dalhart, as in past years, is extending a special rate for SSB members, \$49.50 per night plus tax. Their phone number is 806 249 8526. Please let Dick Hogue know if your are planning on attending. For those of you bringing one of the club ships make sure that you notify the ship manager of your intentions. If any CFI's are planning on coming I would like to know that as well. **We need a backup tow pilot to come down and fly! Contact Dick.**

Pawnee 08L will head down on Friday June 25th. We can start towing first thing Saturday morning for training if needed!

bdlhogue@comcast.net

New SSB Website

The SSB's new website is up and ready.



Flat Pattern , continued...Bear in mind, sink and spoilers in the pattern both minimize performance differences in the sense both shorten (in time) an approach. Hence less time for any sink-related differences to become apparent to you... all the while the ground even more rapidly approaching. Hmmmm...

The Lessons are...?

Patterns are short, low is low, and a flat glide angle won't save your neck in a congested pattern situation without simultaneously scaring you half to death in the process. (We all fly better scared, right?)

- *The only time a lower min sink does you any good is in workable lift.*
- *Workable lift rarely exists at pattern heights.*
- *The only time a flat glide angle does you any good is when you're high enough to make use of it.*
- *In the pattern, you're never high enough to comfortably make use of a flat glide angle.*

Margins are absolutes. They're non-negotiable. A thin margin is a thin margin, regardless of pilot experience or glider performance. In some marginal situations, higher pilot experience might possibly result in a live pilot following the crunch, but the high-time pilot's ability to *avoid* the crunch will likely be little better than a lower time pilot's. (Margins are absolutes!)

It's one thing to have the experience and knowledge to knowingly takes greater risks in the pursuit of contest championships, or speed records, or whatever. It's quite another to be a pilot who doesn't grasp s/he **IS** taking risks. Counting on a flat glide or a low minimum sink rate to save your neck in the landing pattern means you're taking marginal risks... regardless of how great a glider you may be piloting. **DON'T DO IT!**

Preempt the situation by taking action beforehand. (Note to skeptical readers: Buying lottery tickets is safer – and possibly cheaper – than flying patterns dependent on a high L/D.)

The author – who's not a government-approved instructor - began flying gliders from Boulder in 1977. His fundamental soaring goal always, is to be able to fly the same glider, tomorrow. ###

New SSB Website

Colin Barry has been working hard on the new SSB website. The new site features much of the content from the old site but painstakingly reviewed and updated by Colin. The site is especially easy to navigate and includes links to SSB Equipment, Operations, Soaring Basics, Activities, Competitions, Reservations and much more - all in a great looking new format. Have a look at Colin's progress here...

<http://soarboulder.org/>

Congratulations to Colin Barry for this excellent site and thanks for the hard work on the Club's behalf.

SSB Trailers Take Flight

Serious problem for the SSB, leaders needed

As most members know the SSB trailers were seriously damaged in recent high winds. This presents a challenge to SSB members and the future of SSB cross country flying. Without serviceable trailers there is no way to get gliders to Camps or retrieved from cross country flights. We need a couple of members to step up on these projects.

So if you are in Boulder long enough there will be a day when standing on the ground you will be approaching your aircraft's Vne. When these situations occur this is what can happen.



Al Ossorio tells the tale, "I was five minutes from the airport to do the oral part of a check-ride when the applicant calls me and said I should hurry up, trailers are flying! In the peak of the wind I gathered some help and we just got them tied down again to any safe place we could without going for a ride with them. I thank all those that came ASAP on that day".

How it happened

Trailers at Boulder for decades have been tied down oriented East and West with the operative words being Tied Down and East-West. It seems lessons learned from years back and handed down can get lost and overlooked by all of us. So the SSB has its own trailer bay and originally trailers were tied down to orient E-W. Somewhere along the line convenience slipped in and they started being put in N-S. Then carelessness slipped in - people did not REALLY tie them down WELL. So add high winds and you have the SSB trailers flying over the fence.

What Now?

The DG trailer is in Alamosa at a metal shop being banged out by a guy who just went in for emergency back surgery, so it is on hold for a bit to see if he can continue the job. Esteemed club VP Doug Weibel got a few members to join him in unskinning the G 103 trailer.

To finish the job the club needs three project managers. **Project One** is to get the GROB 102 trailer back into serviceable condition. This will be relatively easy repair project. **Project Two** is to get the GROB 103 trailer back into service. This project needs frame straightening, sandblasting, new running gear and tow bar, painting and covering. **Project Three** is to mow, organize the trailer tie down bay, define the space with proper ropes, blocks and tiedown anchors.

All projects should be coordinated through the SSB Board of Directors. Send an email to: ssbbod@gilpingold.com

Salida Update

Pawnee has fresh annual. Tow costs are posted at: <http://www.airsafetynet.com/>

We have two tow pilots (who do this more as a favor than anything)

Steve Dreher, 719-539-4279 (Salida)

Brian Schultz, 719-557-2198 (Buena Vista)

Best to check via phone at least one day before you plan to fly. We should try to let each other know via e-mail or phone. Here is the "I'm going to Salida and fly" email list.

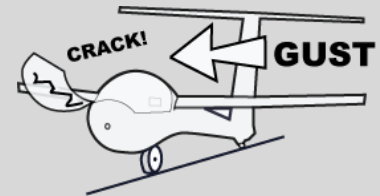
Bela Szalai
bela.szalai@gmail.com

Bob Caldwell
rcaldwell@ponderosa-assoc.com

Tow pilots are likely to have more motivation if they have more than one tow!

Lock Those Canopies!

Get in the habit of LOCKING the canopy each and every time you close the canopy. It is just too easy for canopies to blow open, break the restraining string, shear off the hinges and break into many pieces.



This "always lock" habit is especially true in windy conditions and goes double if the wind is cross from the latch side. Canopies cost about \$3500 installed and the ship is taken out of service for two or three months.

Drink Water

Summer is coming and that means we all have to drink more for adequate hydration. There is no drinking water on the field so bring your own or use the fridge water.

Wonderful Workfest

Thanks to all club members who pitched in for the 2010 Workfest. Trees were trimmed, canopies detailed, ships waxed, shacks cleaned and a host of other club improvements. Special thanks to Fred Donaghy the 2010 Workfest manager.

WGC in 2012

The World Gliding Championships are coming to Uvalde Texas in August of 2012. Expect to see 130 of the worlds best glider pilots from over thirty countries attending.

SSB moves ahead despite weather

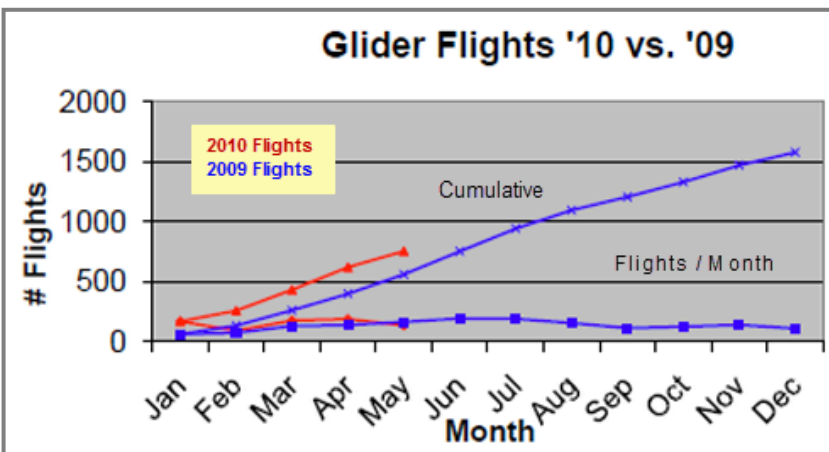
Club activity up so far this year

The Soaring Society of Boulder is doing well despite a challenging economy, damaged trailers, maintenance challenges and less than stellar weather.

At the close of May club gliders, including the single seaters have flown 751 flights which is 192 more flights YTD than for the same period last year. The most used twin is 13K with 453 flights YTD 120 more than last year in the same period. The DG-505 has flown 224 flights YTD 49 more than last year.

Towing activity shows similar increases YTD with the Pawnee O8L showing 500 tows and 266 for the Cub which is 152 more than 2009 for the same period.

The chart below shows SSB glider flights in cumulative and flights per month.



While there are several factors responsible for the higher club numbers there seem to be three main contributors. First is the work of the dedicated SSB instructors. Without their consummate work club members would be flying less. Second, the fleet is largely on flying status and when a ship is out of service club members tend to work hard to get it back into service quickly. Third, the Club's dedicated tow pilots are doing a brilliant job of being available when needed (thank you schedulers and tug pilots) plus improving the efficiency of the towing operation generally.

Special thanks to Gary and Anne Campbell for tirelessly tracking the SSB operational and accounting information including the chart above.

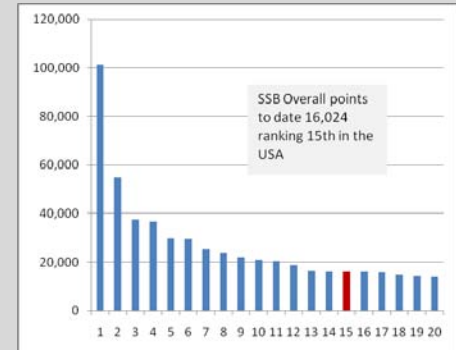
Keep the news coming

Newsletters are a great way to share information within the club and acknowledge achievements. Please send your club comments, news and updates to John Seaborn (jseaborn@comcast.net) What we really need is a real Editor to join the *Updraft* team!

SSB OLC Update

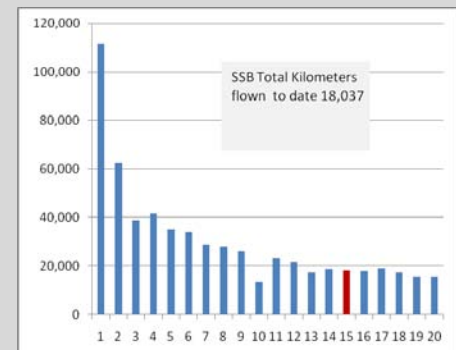
This year's On Line Contest (OLC) has been challenging for SSB pilots due to the rather sub par weather.

The SSB ranks 15th in the USA with 16,024 OLC points as shown below. The SSB numbers are shown in red.



The Tucson Soaring Club has just over 100,000 points so far this year which is a truly amazing number considering the time of year (early) and they have 33 pilots racking up over 500 flights so far this year!

SSB pilots have flown 18,037 kilometers so far this year as shown below.



Gary Baughman has the longest flight of the season at 440 km.

www.onlinecontest.org

