



# ***HIGH***



# ***FLYER***

***Newsletter of the High Flights Soaring Club, Meadow Lake Airport, Falcon Colorado***

**Editor**  
**885 Northfield Rd**  
**Colorado Springs, CO 80919**



**High Flights Soaring Club**

# **HIGH FLYER**

The Official Newsletter of High Flights Soaring Club, Inc  
Meadow Lake Airport, Peyton CO  
Post Office Box 25683, Colorado Springs, CO 80936-5683  
Darrold Gray, President (719) 591-2630  
John Scott, Vice-President (719) 531-9685  
Frank Molli, Secretary (719) 599-8198  
Gil Gildersleeve, Treasurer (719) 599-3307  
John Galbraith, Member at Large (719) 576-1343

High Flyer is mailed free to HFSC members and other soaring associations. Otherwise, subscriptions are \$10.00 per year. Please mail exchange newsletters, letters to the editor, and material for publication to: John Scott, acting newsletter editor; 885 Northfield Rd, Colorado Springs, Colorado 80919; [jdscott at valleypine dot net](mailto:jdscott@valleypine.net); Members: the newsletter and current duty schedule are posted at: [www.highflights.com](http://www.highflights.com) courtesy of Jim Densmore.

## **Volume 27 No.1 Winter 2006**

This Newsletter will be the **Next to Last Issue** to be distributed via the US Postal Service. You will also receive this newsletter via email, the method we will use for future distribution. If we do not have an email address for you – we don't if you didn't receive a copy in your email – please send me your email address so I can add it to our records.

We have removed the club roster and duty schedule from the newsletters since they are available on-line at the club website

<http://www.highflights.com/members/roster/roster.html>

<http://www.highflights.com/members/sched/currentsched.html>

We're always in search of content for the newsletter. If you've had an interesting experience related to soaring or an interesting flight, write a couple of paragraphs describing it and send it to me. This includes our out-of-state members. We would all like to know what you are doing in soaring as well. If you find an interesting website related to soaring, let us know about that. If you have an interesting or memorable photo you'd like to share, send it along.

## **Club and Member Notes**

**Lee Hatstrup** received his commercial rating; Way to go Lee!

**Doug Merwin** received his commercial rating; Congratulations Doug!

**Dan Daly** rewired our battery charger so we can now keep all of our batteries fully charged; Thanks Dan!

Welcome **Nicholas Becker!** Nicholas is a new member. He will be training with Jim Pirtle.

## **Notable Flights**

**Gil Goes Surfing.** On Sun. Jan. 8th we observed about 1345 some clouds appearing in the blue near the field. I elected to check this out in the 1-34. Densmore and I started the tow in calm air but as we turned west ran into a gust front indicated by surface winds stirring up dust near Falcon. The turbulence while significant produced an area of pulsing lift exceeding 500 fpm. I punched off at 8500 and by S-turning gained to 11300. The crest of this lift moved rapidly east about 40 mph and we are halfway to Peyton. Time to leave and head west into sink at 0 to 500 down. After 30 min. I setup on downwind for the quickest base and an angling crosswind landing in the grass. This experience while interesting seemed more analagous to surfing than soaring.

[Dan notes – this would have been interesting to see on a logger trace. You never know when a flight will be memorable, and it's great practice for OLC and badge work; also, note the airmanship – angling crosswind landing on the grass; we see too many landing on the paved glider strip fighting a huge crosswind, when it's a lot safer to land on the grass more into wind.

**John Galbraith finds the wave at Meadowlake.** Apr 9<sup>th</sup> was looking to be the first really good thermal day of the year at Meadowlake. John reports that he worked some shear line to about 11,000 and then believes he found some thermal lift originating from the Safeway parking lot that took him to 13,000. At 13,000 he encountered smooth lift of about 100 fpm. He stayed in this lift, watching the altimeter climb. While the lift wasn't "spectacular", it simply kept going. When John left the lift at 17,900, he was still climbing at the same 100 fpm. It appeared John had caught a secondary or tertiary wave. A check of the Skew-T chart for the day showed the winds aloft were from the WSW, slowly and steadily increasing with altitude and with a constant direction. The air was also increasingly stable with altitude above 13,000. Congratulations John on the highest flight at Meadowlake in recent years!

## **2006 Camps**

The camp dates and camp coordinators for this year's camps are:

May 26 - 29	Westcliffe	Coordinator: Bill Creech
Jun 30 – Jul 4	La Veta	Coordinator: Marty Grove
Sep 15 – 18	Creede	Coordinator: Jim Densmore

More information will be forthcoming on each camp from the camp coordinators. We will be setting up websites for each camp to facilitate folks coordinating arrivals, departures, towing, etc. Information about lodgings and accommodations at each site will be on the club website.

## **Summer Flying or “Why are the best soaring days always weekdays?”**

You may have noticed we did not schedule a badge camp at Meadowlake this year. In recent years we have not had the best of luck in scheduling this camp when the soaring weather was great. Instead, we're considering doing some flight operations during the week as the summer develops on those days when the soaring should be particularly good. This will be a "last minute" type of activity depending on the forecasts a day or 2 out. If you would like to participate in this type of activity, let a board member know. We will add your name to the distribution list. If the weather is looking good and enough folks are interested (including a tow pilot) and we can round up at least one person to run the last wing, we'll try to do some weekday flying this summer. If there is interest, we'll start in May.

## **2006 Annual Meeting and Awards Banquet**

This year we're trying to be ahead of the curve. The board elected to move the date for the Annual Meeting and Banquet into December in hopes of improving attendance and

allowing our club members who leave in January to escape the winter the chance to attend. The 2006 Annual Meeting and awards banquet will be **Dec 16, 2006** at:

Nemeth's El Tejon Restaurant  
1005 S Tejon  
Colorado Springs, CO 80903 - 4238

Happy hour will begin at 1800 hrs with dinner at 1900 hrs. **Mark your calendars!**

## **Live ATC**

Steve Smith

I found a great website for Internet-based ATC.

The site was launched as a resource for those who enjoy listening to live Air Traffic Control (ATC)...aviation enthusiasts, student pilots, student air traffic controllers, flight simulation enthusiasts, FBO operators, airline operators, and anyone with an interest in aviation communications. It's at <http://www.liveatc.net/>.

## **Loose Items in the Cockpit**

Darold Gray

### ***The following recently appeared on the rec.aviation.soaring news group:***

A man badly injured in a glider crash at Wycombe Air Park has launched a High Court claim for compensation. Daniel Marshall, 31, from Kingston, Surrey, needed surgery for two fractured legs after the crash on August 6 2004, which he claimed in a writ was caused when his camera strap entangled itself in the glider controls.

The writ issued at London's High Court, which was made public on Monday, has revealed Mr Marshall is suing the Booker Gliding Club for £300,000.

He has said the club should have prevented him from taking his camera on board the glider.

The writ said Mr Marshall had a trial gliding lesson bought for him by his mother, which he took with an instructor at the air park in Clay Lane, Booker.

Mr Marshall said he put his camera on the floor between his legs, but shortly after they were airborne the instructor lost control and the glider crashed nose first. The instructor suffered serious chest and back injuries in the crash.

Mr Marshall was airlifted to Wexham Park Hospital and treated that day. The writ said he required two further operations on both of his ankles, and that he is now disadvantaged in employment because of continuing problems with his legs.

It also said the instructor lost control of the glider when the camera became stuck in the aperture for the front seat control column during take off.

In the writ Mr Marshall accuses the club of negligence for failing to ensure the camera was secure and failing to tell him loose objects could interfere with glider controls. The club is also accused of negligently allowing Mr Marshall to take a trial lesson when he had the camera, and exposing him to an unnecessary risk of injury.

*The general consensus of the respondents was that the rider probably had a good case and would prevail in court.*

*When we are giving rides to friends and others at High Flights, the PIC should make sure that the passenger has everything secured. I'd suggest that all cameras should be firmly fastened to the passenger in some way, and stay that way for the duration of the*

*flight. I wouldn't count on them to be able to "hold on" to a heavy camera. We need to also be careful with water bottles and purses. We should discourage riders from taking anything they will not really need during the flight.*

*We wouldn't want any club member and High Flights to be named in a similar action. We also don't want anyone hurt.*

## **1-26 Contest**

The HFSC Board has agreed to support the 1-26 E-Mail contest this year. The initial contest is for the month of April. It is open to anyone flying a 1-26. The rules for our region are simple:

***Rule 1: The 1-26er who scores the most OLC points in their top two OLC flights during the month will be the winner.***

***Rule 2: Flights must be posted on the OLC scoreboard by midnight of the Tuesday following the flight.***

Flights should be submitted to the OLC under High Flights and then the 1-26 folks notified of the flights being submitted for consideration. For more information talk with Lew Neyland or Jim Densmore

## **Weather news**

We have been searching for better sources of weather forecasts. The Denver Soaring Forecast appears to only have relevance for soaring in the Denver Class B airspace. We did find a way to get this information online, without calling, but that doesn't improve it's relevance. After looking at a variety of sources, we believe the best source of information is Dr. Jack's BLIPmaps:

<http://www.drjack.info/BLIP/>

Dr. Jack uses the National Weather Service Models (ETA and RUC) outputs as inputs to his soaring specific calculations. He makes this information available as a series of colored maps, BLIPspot forecasts, BLIPspot Skew-Ts. I encourage you to visit his website and read the large amount of material available there. In order to see any of the products you'll have to register (Free). In order to see all of the products and make best use of the various viewers, you'll need to subscribe. Subscriptions are either \$13 (for access to the output from either the ETA or RUC model) or \$20 (for access to all the BLIP products). The subscriptions are further explained on the site. Subscriptions are strongly encourage in order to support the site and help assure it's ongoing availability. BLIPmaps will also provide us with soaring forecast information for camps! Bill Creech and Don Shearn are watching the Wet Valley weather the BLIPmaps to see how accurate the information is for soaring at Silver West.

There is a new JAVA based Skew-T available from NOAA.

<http://rucsoundings.noaa.gov/>

You can link to this site from Dr. Jack's or go directly there. If you go directly, you'll need to input the lat/long of the location of interest. These Skew-Ts are forecast products, not observations, however, they provide better information for a specific site than a Denver sounding. They include wind information as well as temperature and dew-point. They also list the Lifted and K-indexes.

If you're not familiar with reading Skew-T diagrams and the information contained on them, there are several tutorials on-line you can read. However, I think one of the best books is Rolf Hertenstein's Thermals, part of Bob Wander's Mentor Series and available from Bob. Rolf is a long time glider pilot and instructor as well as having a Phd in Meteorology. The book can be purchased thru Bob's web site.

<http://www.bobwander.com/>

If you'd like to see these weather products, I've printed much of the information from the web site and sample's of the charts/maps and put them in a binder. The binder is will be on the coffee table in the Ops trailed. I currently print the BLIPspot and NOAA Skew-T for the days and take them to Meadowlake on the weekends. You can generally find these in the metal clipboard we use to log flights. I put most of the BLIPmaps on a floppy for viewing on the club computer. Printing them everyday was costing a fortune in printer ink!

## **O2 systems**

The club has purchased Mile High Oxygen regulators and flowmeters for the 1-26, 22S, the 1-34, and the Blanik. These regulators will be installed in parallel with the current A-14 systems and allow the use of cannulas for flights below 18,000 ft. These systems are identical to the system purchased for our newest 1-26 last summer. They should all be in place before the Westcliffe camp. Information on using the new O2 systems in the trailer. You can also find John Scott and he will explain and demonstrate their operation to you.

Members will need to provide their own cannulas. 2 types are available – the standard “hospital” type and the oxygen conserving type. The club has a few standard cannulas for sale to club members.

The preferred type of cannula is the Oxymizer oxygen conserving cannula. They reduce O2 consumption to 1/3 that of a regular cannula for the same altitude, effectively extending the duration of the bottle by a factor of 3. Additionally, they are more comfortable (if less attractive) to wear. These cannulas can be obtained from a number of sources. The price is \$25-\$30

Mountain High ( you'll need the XCR version of the cannula):

[http://www.mhoxxygen.com/index.phtml?nav\\_id=28&product\\_id=27](http://www.mhoxxygen.com/index.phtml?nav_id=28&product_id=27)

Aircraft Spruce (you'll need a MH XCR adapter):

<http://www.aircraftspruce.com/catalog/pspages/aeroxsys.php>

Wings and Wheels (you'll need a MH XCR adapter):

<http://www.wingsandwheels.com/page35.htm>

Cannulas not obtained from Mountain High will need a small adapter (a barb and short piece of hard poly-urethane tubing) in order to work with our O2 flowmeter. The

club has a small supply of these adapters available for sale. They can be reused when you replace your cannula.

The club has a supply of standard cannulas for sale at \$10. However, if you want an oxymizer cannula, you'll need to order one. You'll probably want one for flying at the Westcliffe Camp. The Oxymizer cannulas tend to be more comfortable since they tend to be made from a softer material.

If you are expecting to do extended flying about 10,000', you would be well advised to consider the purchase and use of a pulse oximeter. This device goes over a finger and gives you a readout of your blood saturation level. To assure you are in good shape to fly, your blood saturation should be above 90%. In the past these devices have been fairly expensive, \$400 and up. Recently the Checkmate Pulse Oximeter, has come on the market for \$200. This new unit has the added benefit of having an LCD readout, much more useful in a glider cockpit than an LED readout. These can be obtained from a number of locations, Mountain High, Wings and Wheels, Craggy Aero, or Knauff & Grove. Highly recommended.

## **Starting to Fly Cross Country**

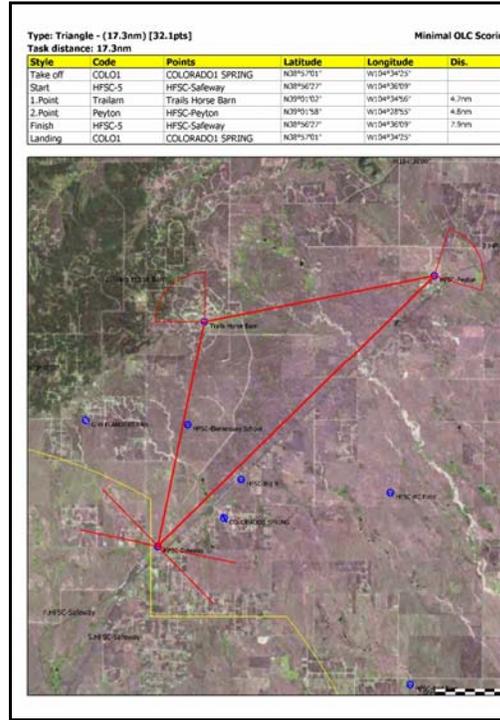
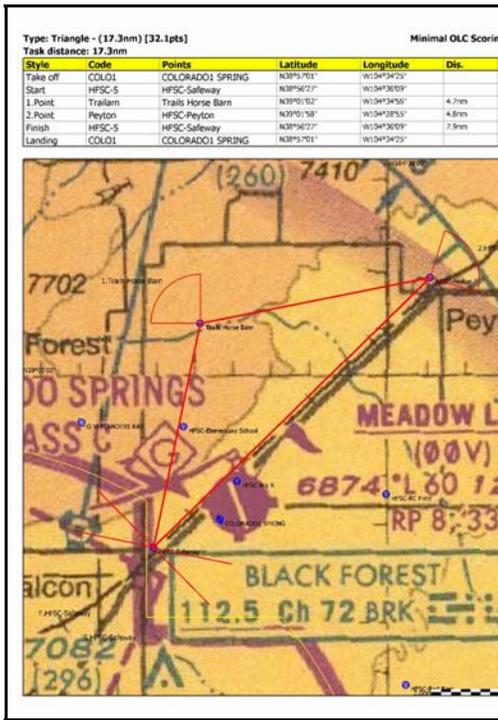
Beginning this year, High Flights is putting some focus on the Online Contest. The Online Contest is a worldwide contest, developed and maintained in Germany, to encourage glider cross country flying and to provide some challenges beyond badge work. Flights are recorded using a GPS logger and submitted "online" to be automatically scored for distance, adjusted for the handicap of the glider used. It has been outstandingly successful and is now world wide. There are 6000 participants in Germany. The US had 600 last year. If you want to know more, please go to the OLC website:

<http://www.ssa.org/members/contestreports/OLC.htm>

Dan Daly has provided us with a handsome plaque to record our year end OLC standings for each year. The plaque lists the final club standing for High Flights and the top 3 club members in the individual standings. Dan's plaque represents a challenge to the club to encourage more cross country flying.

To encourage members to begin to fly cross country, we have developed a set of tasks for the area around Meadowlake to help you get started. These tasks start small, only a few kilometers, in order to allow people familiarize themselves with flying a task and flying with the logger. The tasks increase in size to include a few 100 km tasks.

Here is a sample of a task sheet with a sectional background on one side and a satellite photo background on the other. It shows the tasks with Start and Finish lines and turnpoint sectors. It is up to you to finish planning the task, determining minimum altitudes to make it to a safe landing site, assuring you have information about potential landing sites, radio frequencies, entering the necessary data in the logger, etc.



All of the task sheets along with a more extensive write up will be available online at the HFSC web site as PDF files. I hope this initial work will get more folks flying and doing more challenging flying than trying to see what is happening in the backyard of our neighbors! Our out-of-state members are encouraged to register with the OLC as HFSC club members and submit flights, if their local clubs are not actively pursuing OLC points.

To support participation we have established mentors to work with you. The club CFGIs will work with you to complete planning of your tasks and to make sure you are ready. Remember, club rules require you to have your bronze badge prior to flying further than a glide back to Meadowlake. John Scott, Craig Kloppenburg, and Gil Gildersleeve can assist in logger set up, log file downloading and review, and OLC submission.

## Report on the 2006 SSA Convention

John Scott

After last years reports from Dan Daly, Jim Densmore and Bill Creech about the 2005 Convention, Kathy and I, along with Dan Daly, decided to attend the 2006 SSA Convention in Arlington, TX. It was a very enjoyable and informative experience.

We arrived the day before the official convention to attend the "Soaring Software Academy". The Academy is organized by Paul Remede from Cumulus Soaring. Most of the available in-flight PDA software and post-flight analysis software is demonstrated and discussed. This year Andrej Kolar, one of the developers of SeeYou participated. If you are considering using a flight computer this is the best possible way to get introduced to the features and differences of the various software packages available.



On Thursday morning, our first session was a report by the SSA participants in the "First Soaring Grand Prix in France". Tim McAllister and Chip Garner from the US participated. This is an evolving glider racing format intended to make glider racing more spectator and media friendly. Next was a presentation "Bezmiechowa, Poland – Aerodynamic Mountain". Bezmiechowa is the home of soaring development in Poland. It has the unique capability, due to the profile and the local winds, to do gravity launch of sailplanes. The sailplanes are able to roll downhill until they reach flying speed, then lift off and gain altitude. In the afternoon, we attended sessions on "Off Field Landings", a session on "Soaring Safety" given by Tom Knauff, and finally a presentation on the "LightHawk" by it's designed, Daniel Howell. The LightHawk is an ultra light 15 meter sailplane (soon to be 18M) that has been under development for several years. It is design to exploit micro lift with a goal of a minimum sink rate of 60 fpm. To date the 15 meter prototype has done a best minimum sink rate of 78 fpm.



Friday morning started with a presentation by the USAF on their gliding program. LTC LeClair, commander of the glider training squadron, and 4 cadets attended the convention. Next was a George Moffat presentation on "Transitions in Competitive Glider Flying". It was very interesting listening to George speak, and plug his book. Riener Rose, one of the developers and the current administrator of the OLC, spoke on the changes they are making for 2006. The goal of the OLC is to promote and encourage cross country glider flying. They want to continue to keep it as simple as possible. While the US

participation has doubled every year for the last 4 years, at 520 registered pilots in the US, we are still less than 1/10 the 5900 registered pilots in Germany. This year the OLC will also be adding the OLC League to the US scoring as well as the FAI triangle. Friday afternoon, Robert Mudd presented on the APIS-E, electric powered self-launch version of the 15 meter APIS. Tilo Holiguas discussed recent developments at Schempp-Hirth. We finished Friday with a very entertaining presentation on parachutes by Al Silver. Dan joined the contingent of APIS owner/pilots for dinner at Dickey's Barbeque

Saturday morning began with a presentation by Dr. Loek Boermann from Delft University on current developments in sailplane design. Next was a presentation by Dr. Lee Kuhlke from BFSS on "Leaving the Nest". Klaus Fey from TOST did a presentation on "Winch operations in Europe". After this presentation and some follow-on discussion, I'm not sure we couldn't winch at Meadowlake.

Michael Griener, the "G" in ASG-29 presented the newest Schleicher sailplane.

The demo halls were a delight to wander thru. Virtually any currently available book on gliding was in one booth or another as well as DVDs, shirts and hats. You could find all of the latest instruments on display. There were 2 booths where you could try parachutes. Many of the more famous gliding sites had booths like Marfa



and Minden. There were many, many gliders to see: Alisport 13 meter, the APIS-M, the new Diane 2, a Duo Discuss, a couple of different Ventus models, DG-1000 and DG-808, the ASG-29, a LAK-17, the Carat, the Lighthawk and the Sparrowhawk. A very nice 1-26 was on display as well as a Slingsby Swallow.

I met or heard many folks who previously were just names in the RAS newsgroup. I met other APIS pilots. I got to meet and hear speak several of the more famous folks in soaring in the US and in the world. It was a fun and informative 4 days. It is well worth the effort to attend the convention. The 2007 Convention will be in Memphis. Rumor has it the 2008 convention will be in Albuquerque. I strongly encourage you to consider attending an SSA convention. It's a great way to start getting the excitement building for the next soaring season.

## **Building the APIS – Part 4 – These things never go as fast as you expect**

John Scott

Construction on the APIS continues, but at a slower pace than anticipated. Several interruptions and some missing parts have conspired to slow things down. The wings are done – as far as possible and back in the trailer. The airbrakes have been assembled and installed; the leading edge bonding seam filled, primed, and sanded, all other flashing trimmed. The flaperons have been trimmed and prepared, but can't be fitted due to a missing hinge pin. The factory assures me the parts will ship from Slovenia this week.

The fuselage is now back in the garage. I am preparing to turn it over so that I can install the wheels and tow hook on the under side. There will be much sanding and bonding this coming week as I continue to work towards completion.

## **From online Soaring and Motorgliding magazine - We don't know how good we've got it**

*The new JAR medical continues to be under fire from recreational pilots in many parts of Europe.*

*In their current form JAR-FCL3 regulations require recreational pilots to pass the same stringent medical tests already in place for professional pilots.*

*Depending on the age of the applicant such tests are required at intervals of six months to 2 years.*

*The new rules require pilots to report even the slightest medical abnormalities usually resulting in a further medical.*

*Charges equivalent to approx. \$250 US for a medical examination plus another \$140 US for an eye test have already stopped hundreds of glider pilots from renewing their licenses. This - in stark contrast to JAR-FCL3, the current British regulations tie the medical requirements to the category of aviation and type of aircraft piloted. In UK "sudden incapacitation by recreational pilots" and the associated "Third-Party-Risk" is regarded as almost non-existent. Hence it is successfully argued that the pilot's GP can best determine the fitness of the pilot in question as he or she has access to decades of medical records.*