



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 courtesy of Jim Densmore.

Volume 27 No.2 May 2006

This Newsletter will be the **Last Issue** to be distributed via the US Postal Service. You will also receive this newsletter via email, the email 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. I still need correct email addresses for:

John Hardy	(Current address not valid: JOHN.HARDY@TINKER.AF.MIL)
Todd Mitten	(Current address not valid: etmentrprises@hotmail.com)
Robert Nichols	(No current address)
Frank Surhigh	(No current address)

The club roster and duty schedule are available on-line at the club website:

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

The current schedule is included at the end of the newsletter.

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.

**New phone number for HFSC Ops Trailer:
719-683-9724**

Club and Member Notes

Annual Chili Fest: We will hold the annual Chili Fest this year on Saturday, 10 Jun 06 at Meadowlake, on the Ops Trailer Deck. This will be about the last event Dan Daly will be able to attend before he leaves for Ottawa. Please plan to attend, with your best Chili, and take the opportunity to wish Dan well on his return to Canada. Dan has indicated he plans to continue as a Out-of-State High Flights Member. Hopefully we'll see him back for a camp now and again.

Editor's Mistake: Lee Hattrup has not received his commercial rating as was reported last month.

Craig Kloppenberg has resigned from the club to pursue other personal interests.

In recent months, we have had several resignations from the club. This directly impacts our ability to operate effectively as a club. If you know anyone who might be interested in soaring, you might consider bringing telling them about the club and bringing them to the airport to see if we can further their interest and possibly gain a new member.

We are beginning to have a problem with pitot tube covers not being reinstalled when planes are tied down at the end of the day, with mics and cushions being left in the planes, and with sun screens not being reinstalled. Bugs don't take long to block a tube. We also can have problems with rain blowing into both the tubes and the cockpits – fouling the instruments and making the cushions mighty uncomfortable if they don't dry before the weekend. Please make sure the planes are properly and completely closed up at the end of the soaring day.

Ground crew need to make sure the radio is turned off at the end of the day. When left on, it really annoys our landlord and makes him grumpy. Not something we can do. It seems that they don't really notice it being on until after the go to bed, so it means getting up, dressing and trekking to the Ops Trailer to turn it off. We have a great landlord and want to keep him in good spirits!

Borgelt Update – The B40 Repeater has been installed in the front panel of the Blanik and is working.

O2 systems Update - The new Mountain High O2 systems have been installed in 22S, 643, and 7AS. We did a mass order of Oxymizer cannulas for the people requesting to participate. I have placed and Guide for using the O2 systems on the Ops Trailer “Coffee” table for your review. It is also on the club web site at:

<http://www.highlights.com/refernce/Using%20the%20MH%20O2%20Systems.pdf>

Starting to Fly Cross Country Update - I've put the article and a copy of the task sheets in a folder in the Ops Trailer on the “coffee” table. This information is also available on the club website at:

<http://www.highlights.com/xc/index.html>

Summer Flying Update - As reported in the last newsletter, we are going to try to do some weekday flying this summer. So far, few have indicated interest. 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.

2006 Camps and 2006 Annual Meeting

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

May 26 - 29 Westcliffe Coordinator: Bill Creech

<http://www.highlights.com/members/camps/westcliffe2006.html>

Jun 30 – Jul 4 La Veta Coordinator: Marty Grove

We are considering taking the 2-33 to La Veta to do ground launch training and signoffs. Please let a board member know if you would like to participate so we can judge interest.

Sep 15 – 18 Creede Coordinator: Jim Densmore

Dec 16 Nemeth's Annual Meeting and Banquet

All of the current information on the camps and places to stay is on the camp webpage.

Westcliffe Camp – May 26th thru May 29th

From Bill Creech, Westcliffe Camp Coordinator

I am the Camp Coordinator for High Flights Memorial Day Weekend Camp. The camp will be held at SilverWest Airport, Westcliffe, CO beginning on Friday, May 26 and flying will continue through Monday, May 29.

The area: Westcliffe is a small town that offers genuine old west atmosphere and hospitality. Westcliffe was built in the late 1800s as the end of the line for the Denver and Rio Grande Railroad to harvest the rich silver and gold deposits found in the area and many remnants of that ancestry exist to this day. This is ranch country, and for those seeking beauty and solitude in the great outdoors it is a prime vacation spot. Recreational activities abound with hiking, biking, camping, horseback riding, fishing, packtrips and hunting opportunities throughout the area.

The airport: SilverWest Airport lies 8 miles southeast of Westcliffe in the middle of a 20 mile wide valley that is bordered on the east by the Wet Mountains with peaks approaching 12,000 feet and on the west by the spectacular Sangre de Cristo Mountains, the longest and straightest mountain range on earth. The Sangres' string of 13,000 and 14,000 foot snow-capped peaks tower over the 7,800 foot valley below. Airport Elevation is 8,290 feet MSL and CTAF is 122.9. The newly resurfaced asphalt runway is 54 feet wide and 7,000 feet long. [Editor's Note: For those wishing to look at the area using either Google Maps (<http://www.google.com/maphp>) or Google Earth (<http://earth.google.com/>) the coordinates for Silver West are 38.0181,-105.3778].

Reasons why you should attend.

1) The flying is great. This is the location where Lew flew a record setting 37,200' in his 1-26.

2) You can complete tasks & earn badges. SilverWest is where several of our members earned Lennie Pins for altitude and completed their Gold Altitude task. The area is well known for its mountain wave and great thermals. This is where Paul Antoinette and I began our Silver Distance flights to (and from) LaVeta, CO. I can personally say that completing badge tasks will give you a real sense of accomplishment and self-confidence in your flying abilities.

3) Enjoy flying again. Don't you think you would enjoy *having* to pull spoilers just to get the sailplane to come down instead of fighting for a 30 minute flight?

4) The closest mountain camp. Westcliffe is only about 77 miles from Colorado Springs, well under a two hour drive.

5) Party. Don and Mary Lou Shearn have offered once again to host the barbeque at their home on May 27. This is always a fun event and everyone is welcomed. It provides an opportunity to enjoy a casual evening with the other club members and their families and guests. It is a BYOM (bring your own meat), BYOB (You know what that means), pot-luck affair. [Editor's Note: We are planning to show the classic soaring movie "Sunship Game" after dark on Saturday. This is the movie about George Moffat winning his first national championship at Marfa, TX they year before he won the World Championship at the same location].

What to expect at a camp.

FUN, but that goes without saying!

There is a lot of work to having a camp. You are all glider pilots, so you know our sport is a team event. The first effort is to get everything we'll need moved to the site. This includes the tow plane, gliders, oxygen, tie-downs, repair parts—you get the idea. If you really want to get a warm fuzzy feeling, volunteer to tow a glider or bring some other equipment.

Before any flying begins our protocol requires that all the club gliders be assembled. Here's where the teamwork really shows. Those members arriving early have an opportunity to assemble the gliders and screw or hammer in tie-downs. Of course the disassembly process is necessary at the end of the camp.

For those of you that have never flown at SilverWest you will be afforded an opportunity to fly with an experienced pilot to get the lay of the land and become familiar with the area. The airport is in a wide valley but the airport is easy to find because it lays adjacent to the Highway 69 and the vegetation north of the airport is green and south of the airport is brown. These features make it easy to find from the air. There are many landout sites available should they become necessary.

Flying sequence is determined by drawing cards—that ensures fairness in launch sequence. Flying usually begins mid-morning when the lift begins and can continue as long as daylight is available.

How to get there:

From South Nevada and I-25, Colorado Springs, go south on Highway 115 for 38 miles to Florence, CO. Turn left at Carl's Jr. Restaurant onto Highway 67. (If towing a glider, make a gentle turn here to keep from dragging the trailer.) Go 11 miles to Wetmore, CO. Turn right onto Highway 96 and proceed 26 miles to Westcliffe. (This leg of the journey, from Wetmore all the way until you get into the valley floor, has curves where caution is recommended.) Turn left at the Antlers Liquor Store onto Highway 69 South. Go

about nine miles to SilverWest Airport. (Watch for the green airport sign and SLOW DOWN—the road to the airport is easy to pass up.) Follow the signs to the camp site.

Don Shearn and I both live in Custer County and are familiar with the area. If you have any questions, feel free to call me or Don. [Editor's Note: You can find the phone numbers and email addresses in the Membership Roster.]

HFSC OLC Status

High Flights is off to a slow start in the OLC this year. To date (8 May) only Dan Daly has had a flight that scored. Dan's flight on Sunday, 7 May, scored 103+ points. Gil Gildersleeve and John Scott both fell just a few points shy in their first attempts. The soaring weather appears to have turned the corner with this part weekend, so hopefully we'll be starting to submit scoring flights. I'm holding out a lot of hope for the Westcliffe Camp.

On a more positive note, we have worked out the problems with the OLC so that High Flights submissions are also now scored for the OLC-League. We ranked 30th in the second round based solely on Dan's flight. We garnered 21 points for this placing and we are ranked 38th overall. We had no points in the first round. Had we had any additional flights scoring this weekend, we could have easily been in the top 20! This weekend is the 3rd round of the OLC-League. Let's try to improve our placing!

The OLC-League is new this year. It is a club level competition based on the 3 best flights by club members in each round. Each round is basically each of the summer weekends. Speeds are calculated over the fastest 2 ½ hours in each of the flights submitted. If your flight is less than 2 ½ hours, then your distance flown is still divided by 2 ½ resulting in a speed penalty. The fast 3 segments are determined and totaled. Clubs submitting flights for the round are rank based on this total and awarded points, 50 points for first place, 49 for second, etc. Points for each round are totaled to determine league standing. It's easy to participate, just make sure you log your flight, sly more then 25 or 30 miles, and submit your flight. OLC-League results are posted on the same OLC site as the other results. You can read the complete rules here:

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

Let's get flying and get those flights submitted. Remember, for the OLC you can submit logs from some Garmin GPS devices as well as from various PDA based flight computers.

Falcon Fly-In & Airport Days

On Saturday and Sunday, August 19th and 20th the Meadowlake Airport is having a Fly-in and Airport Open House. This event is planned to attract not only planes and pilots, but the folks in Falcon and Peyton. There will be a lot of people at the airport those days. We would like to have as many HFSC members on hand as possible to meet with the visitors, show them our planes and discuss soaring. This could be a significant recruiting opportunity. We'd also like to have a good club presence to assure the safety of our planes. If it is at all possible, please plan to attend.

At this time, HFSC is still planning to operate, though however with the potential level of traffic, we may curtail operations.

Notable Flights

From Gil Gildersleeve:

On Sat. May 6 Gil & Nick (Becker) decided to fly early with the CUs popping and the afternoon overdevelopment obviously on the way. Dan setup the logger for Ellicott, Calhan, dirt strip N and return to Meadow Lake. We climbed in the Blanik and took lift to 10.5 just below cloudbase. The course line did not look great, but we set out anyway ignoring better CU toward Calhan. We reached Ellicott with no problem, but the lift was non-existent. We were down to 8,200 ft., but headed towards Calhan. Towards Calhan the CUs were well developed. We found lift to 9,500' and continued NE. We encountered light rain and sink at about 5nm out that made us decide to turn around. It became very quiet- Nick and I noting the houses getting bigger. I had visions of an off-field landing and trailering 7AS - NOT. A little 0 sink helped a straight in landing at Ellicot. I requested an aircraft overhead relay a message to Meadlowlake and give them our location. They did and soon Jim D. was on the way. Aerial retrieve snatched us from our mis-adventures. Two items learned; take proper phone numbers and pick a day with higher cloud base. [Editor's Note: Or stay under the clouds and don't fly out into a blue hole on a day with a low cloudbase. If you are interested you can see the flight trace and download the flight log from the OLC. The log includes both the flight and the retrieve.]

Weather Info Follow-up

I have placed a binder on the "coffee" table in the Ops trailer with information on weather sources – in particular Dr. Jack's BLIPmaps. I will continue to try to bring the current day's BLIPmaps to the field on a CD-RW. The total size is too big for a floppy. My thoughts so far this year are that the BLIPmap information is pretty good. For the current day you can get maps for 0900, 1200, 1500, and 1800, so you can see how the day should develop. However, it is useful to supplement the BLIPmaps with another surface forecast. This is important at Meadowlake where we frequently get surface winds from the south, but the winds aloft quickly swing around to the West or Northwest.

A New Flight Recorder

Speaking of recorders – EW has a new recorder that is worth a look. Unlike the EW Model-D that Lew and Gil have, this new one include the GPS engine. It provides no display but does provide NEMA output that can be used with a PDA based flight computer. It connects to a computer with a USB cable and appears to be a disk drive. Logs are simply files that are copied from the device for submission. Task declarations are simple text files that are edited and copied to the device. It has been submitted for IGC for approval and approval is pending. Unlike the Volkslogger, this recorder includes an internal rechargeable battery. More information is available at <http://www.ewuk.co.uk/>.



Building the APIS – Part 5 – Dealing with a foreign manufacturer

From John Scott:

Construction on the APIS continues but slowly. A 2 week trip really impacted progress. I had to finally breakdown and try to "kit" the remaining parts myself. I went thru everything I

had and laid out all of the pieces for each of the assemblies on a table like an exploded parts diagram. I then photographed them and put them in a labeled zip-lock bag. When I was finished I had a list of parts I couldn't find and a picture of leftover parts that I had no idea what to do with.

I've email the manufacturer requesting they provide the missing parts and explain what I'm to do with the "extras". So far no response.

I'm continuing to work on what I have and do the fiberglass finish work – sand down edges and bonding seams, fill pin holes, prime, and sand, sand, sand. I expect to have most of the work on the rudder complete including the pedals in the next week. I can also complete the canopy and possibly the instrument installation. However until I receive the missing parts, I cannot finish the elevator assembly, installation of the wings, or assemble of the flaperon controls. The US dealer has offered to drive up from Moriarty, NM and spend another day or 2 with me. **Last Minute Update** – I finally was able to get in touch with the majority owner of AMS-Flight. He was responsive to email and promised to resolve the problems. Hopefully next month I will have significant progress to report.

Are You doing a good Pre-Flight Inspection?

Here is a story from Joe Frick which could have had disastrous results.

"A little story: I keep my 1-26, No. 307 tied down at a WWII field called Immokalee, which is located about 35 miles from Fort Myers, FL. Great field, and we have a 182 tow bird there. Two other gliders - a ASW- 27 and a 2-33. Since I arrived ahead of the tow pilot, yesterday, I decided to clean up the cockpit area.. In the process I discovered that someone stole my two wing spar pins located behind the seat , near centerline. They were holding the wing on!! How about that!!! Could have been a statistic myself if I had missed it on preflight!!! Don't know any one other than a 1-26er who would want them, or who would know how to get them out. On the other hand, the nearest 1-26 that I know of, other than this one and Snowflake, is located in the Miami area."

Moral: PERFORM A COMPLETE TEN-PIN-CHECK EVERY TIME YOU FLY !

Since High Flights leaves our planes tied out, we should all do a very thorough pre-flight before the first flight of the day. We can't make any assumptions that the planes haven't been tampered with. This is becoming an increasing possibility with suburbia coming to the areas near Meadowlake.

Current Duty Schedule

		Chief	Line	Towing
Saturday	29-Apr	Steve Smith	Jennie Chiang	Gil Gildersleeve
Sunday	30-Apr	Nicholas Becker	Mike Suermann	Lee Hatstrup
Saturday	06-May	Dan Daly	Tomas Fredricks	Jim Densmore
Sunday	07-May	John Scott	Frank Molli	Gil Gildersleeve
Saturday	13-May	Mary Hoddinott	Matt Sheldon	Doug Merwin
Sunday	14-May	Craig Kloppenburg	Al Spratford	Jim Pirtle
Saturday	20-May	Don Shearn	Gilles Marty	Gil Gildersleeve
Sunday	21-May	tbd	Bill Creech	Jim Densmore
Saturday	27-May	camp	Westcliffe	Westcliffe
Sunday	28-May	camp	Westcliffe	Westcliffe
Saturday	03-Jun	Alex Vasconcelos	Nicholas Becker	Jim Pirtle
Sunday	04-Jun	Steve Smith	Jennie Chiang	Lee Hatstrup
Saturday	10-Jun	John Scott	Mike Suermann	John Galbraith
Sunday	11-Jun	Frank Molli	Tomas Fredricks	Jim Densmore
Saturday	17-Jun	Dan Daly	Al Spratford	Jim Pirtle
Sunday	18-Jun	Mary Hoddinot	Matt Sheldon	John Galbraith
Saturday	24-Jun	Marty Grove	Gilles Marty	Doug Merwin
Sunday	25-Jun	Don Shearn	Bill Creech	Lee Hatstrup
Saturday	01-July	camp	La Veta	La Veta
Sunday	02-July	camp	La Veta	La Veta