



HIGH FLYER



The Official Newsletter of High Flights Soaring Club, Inc
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End of another day of soaring at La Veta. Photo by John Scott

Club and Member Notes

The club roster and duty schedule are available on-line at the club website courtesy of Jim Densmore and Frank Molli. The club roster has been recently updated, so you may want to pull another copy.

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

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

Next Board Meetings – July 16th and August 13th. All club members are invited (encouraged) to attend.

Canopy Closed and Latched – Lately we've had several incidents where the canopy of aircraft have not been secured and they have blown open. We have had some damage to the canopy – potential to be VERY expensive, damage to the restraining straps – all of them broken and needind replaced, and we've lost numerous sun screens. Please double check that the canopy is securely latched by trying to lift it, not just visually, any time it is closed.

Robert Herndon, Sr. has received his CFIG rating. Bob is a founder of his club in Mississippi. They didn't have a CFIG, so he became one! Congratulations, Bob!

Michael Moore soloed on Sunday, June 11th, at Deer Park Airport in Washington State. Michael is an Out-of-State club member. His instructor was his father, George Moore, also an Out-of-State member. George and Michael came to Meadowlake last August in order for George to obtain his CFI-G rating. Congratulations, Michael!

Dan Daly kindly donated his Weber gas grill to High Flights! Dan is moving back to Canada and his new condo association will not allow grills. We're going to need to upgrade the quality of our dogs! Thanks, Dan!

47S now has brakes. The brake lining material was added to the brake band and the brakes have been adjusted. However, the lining material will cause increased tire wear if used aggressively. It will also make massive amounts of smoke. It is still best to use minimal braking whenever possible.

47S also has the radio out for repair. When it returns it will be re-installed along with a boom mic.

89H is having the rudder hinges and rudder pedals repaired to remove the wobble. Our venerable 2-33 should be back in the air by the time you receive this.

Summer Flying Update – No summer flying has been done, in part due to the short time between the Westcliffe and La Veta camps. Some of us are still hoping to get some in.

Falcon Fly-In & Airport Days – August 19/20 – Please try to be at the club if possible on these days to assist with talking to interested folks and controlling the throngs around our planes. This may be an excellent recruiting opportunity.

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 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.

Flight Logs submitted for Badge Claims – We can now submit flight logs to the Badge Lady on CD-Rs. We are no longer restricted to floppies. However, make sure you're log has in fact been burned to the CD-R. If using drag-n-drop on MS Windows to create the CD, remember that Windows only "caches" the file for later writing when you do the drag-n-drop operation. You need to right click on the CD drive and explicitly write the files to the CD as the final step.

Soaring Software Session – There has been some interest in a review of the Volkslogger, StrePla, SeeYou, and OLC submission. If you would be interested in participating, please let John Scott know. If there is sufficient interest, we'll try to arrange a session. The session would probably be 1-2 hrs in length.

For Sale - "The Jewel." Rolladen-Schneider, LS-3, N573JL. New \$5,000 instrument panel: ILEC SN-10B flight computer, Borgelt vario, Microair radio, 5 point harness, custom flare from vertical stabilizer to horizontal, Zuni hook. Komet trailer. Sweetest flying ship you'll ever have the pleasure to fly – ask Lew. Call John (505) 681-7759 or Luan (505) 350-8055.

Safety Notes

You should consider a Cel Phone as a standard part of your land-out kit. Once on the ground, your radio range is limited. Consider the cel phone a backup radio to the aircraft VHF radio. A cel phone may provide the only way to get in touch with a retrieve crew or get emergency assistance. If flying cross country, you should add one of the emergency batteries to your kit. These batteries are available most places cel phones are sold. They connect to the cellphone via the AC adapted socket and provide up to an hour of talk time. They will last a long time packed away in your kit.

2006 Camps and 2006 Annual Meeting

The remaining camp dates and camp coordinator for the final camp is below. All of the current information on the camps and places to stay is on the website.

Sep 15 – 18
Dec 16

Creede
Nemeth's

Coordinator: Jim Densmore
Annual Meeting and Banquet

Report from La Veta Camp

Weather was again the major story of Camp. Unlike Westcliffe where the wind and rotor were the villains, at La Veta it was overdevelopment and rain. The Colorado Monsoon season got started with a vengeance. There were several good flights with Matt Sheldon getting his 2nd 2 hr flight towards his Bronze Badge. HFSC scored 414 OLC points for the weekend on 6 scoring flights. We had 2 other flights that came in under the minimum of 50 points to qualify for scoring.



Spanish Peaks – Photo by John Scott

Friday was by far the best day of the weekend. The lift was still strong at 6:00 PM when Gil called John Scott in to land so the group could leave for dinner. Beginning on Saturday, lift would start by 9:30 AM. By noon overdevelopment would be well underway over the Spanish peaks south of La Veta. The OD would work its way north towards the field. Everyone would then land before the rain and gusts arrived at the field in order to get the planes secured. Then it was into town for Ice Cream.

Then rain on Saturday afternoon was reported to be the heaviest anyone could remember seeing. Main Street in La Veta was running water from curb to curb. Saturday evening was the traditional HFSC cookout. This year we again viewed soaring videos – *Champions of the Wave* and *Sunship Game*.

With all of the moisture from the rain, the dew point was high and the ceiling lower. On Sunday, before being forced down by OD, the cloudbase was only about 13,500. On Monday, it was down to about 12,500. With the forecast for Tuesday, July 4th, being for yet lower cloudbase and even earlier OD, we loaded the gliders Monday evening and left for Meadowlake first thing Tuesday morning while the tow plane and the Blanik could get out.

The La Veta camp was again blessed with good lift and great soaring. However with the early and short days, there was not the abundance of badge segments completed like last year.

HFSC OLC Status – Things are looking better

2006 is by far High Flights' best start in the OLC. Results for 2006 as of 7 July are:

2006	47 th of 92 clubs - 3342 points
2005	54 th of 90 clubs - 2690 points
2004	37 th of 60 clubs - 2645 points
2003	Did not participate

We have beaten last years point total. We're less than 1000 points from being in the top 40. After La Veta, we now have 6 club members with scoring flights and 2 more who just missed the 50 point minimum. The current ranking of club members is:

	Points	Flights	US Rank
Dan Daly	1148.18	8	196
John Scott	596.87	5	383
Marty Grove	285.75	3	470
Bob Reilman	127.64	1	528
Gil Gildersleeve	118.6	1	535
Frank Molli	58.86	1	569

If more members submit flights for scoring, we would move up in the club rankings quickly. If you plan on doing anything other than just patterns, take the logger. Even a lazy afternoon in the area of the airport might make the 50 point minimum. In the 1-26 a flight from Falcon High School, north to the Trails Horse Barn and back will be a scoring flight. If you don't want to have a task loaded in the Volkslogger, we can set it up with only the local airfield. This will then log the flight and also give you a constantly updated bearing and distance to the field. This makes it easy to calculate the altitude needed to return and makes it much more comfortable to wander further from the field.

HFSC is currently ranked 43rd of 68 participating clubs. For flights to score for the OLC-League, they must be flown from Meadowlake. We have not had any scoring flights from Meadowlake in the past month. Let's try to improve our placing as we will be flying from Meadowlake for the next 8 weeks. Any flight you fly from Meadowlake on Saturday or Sunday and submit to the OLC will also be scored for the OLC-League.

Let's get flying and get those flights submitted. For the OLC you can submit logs from some Garmin GPS devices as well as from various PDA based flight computers. You can review your flights, animated in 3-D, on SeeYou or StrePla. The club has StrePla installed on the club laptop. You can also convert your flights for display on Google Earth. We'll try to have an article on the details of doing that next month.

Remember: **Take a logger when you fly!!**

Building the APIS – Part 7 – Parts Arrive by John Scott

Things have begun to move more quickly this month. After much nagging of AMS-Flight, pointing out to them that 1/3 of the total APIS production (11 of 33 gliders) was in the US and that with the current factory support, there was not likely to be any more, we have begun to receive the missing parts and much needed documentation. We have a good dialog going. “We” are the 3 people currently building APIS gliders in the US.

This week Robert Mudd is coming to Colorado Springs with his 15meter APIS to work with me for a few days. Bob Luten is also flying into work with us. Bob is one of the 3 mentioned above. He is building a 15 meter, self launch APIS, but has decided to initially build it as a pure glider. Then tackle the issues surrounding getting the motor package installed.



I have the APIS on laying on it's side currently. I'm working on cutting the holes in the fuselage for the tow hook, main wheel and tail wheel. Also sanding and filling the bottom bonding seam. While Robert and Bob are here I hope to get the flaperons installed on the wings, the wings installed and wing skins trimmed, sort out installation of the control linkages, and resolve a problem with installation of the canopy. If successful, I should have construction pretty well wrapped up by the end of the month. Then it's painting and the airworthiness inspection. Hopefully by Creede, I can report how the APIS flies.

Membership Badge Status by John Scott

I have completed a review of the SSA Badge Database and compiled all information available on A, B, C, and Bronze Badges from the large board hanging in the Ops Trailer. All of the information is summarized in the table below. A copy of this table is also in the Ops Trailer.

Please review your information in the table and let me know if you believe there are errors. I will work with you to get them resolved. If there is a problem with a Silver, Gold or Diamond Badge Segment, we'll need to work with the Badge Lady as that information is directly from the official SSA Badge Database. If you feel you've completed more of the C or Bronze Badge requirements, do a logbook review with Lew so we can update our records.

The table also shows the items that need to be completed to earn the next badge. Hopefully this will motivate folks to move forward on completing their badges.

First Name	Last Name	Badge Complete	Badge Segment Complete	Next Badge Segment
Paul	Antoinette	Silver		Br8; Any Gold Segment
Nicholas	Becker			A1
Alex	Barclay	A		B1
Jennie	Chiang			A1
Matt	Cote	Bronze	Altitude - Silver, Gold, Dia.	Silver Dist., Dur.
William	Creech	Silver	C 6,7; Br 2,3,4,5	C 1,2,3,4,5; Br 1,6,7,8
Dan	Daly	Gold	Diamond Alt., Goal	Diamond Distance
James	Densmore	C	Br1,2,3,4; Silver Alt.	Br 5,6,7,8; Sil. Dist., Dur.
Mark	Dickerson	C		Any Bronze Req.
John	Flick	Bronze	Silver Altitude	Silver Dist., Dur.
Lynn	French	Bronze		Any Silver Seg.
Tomas	Fredricks	C		Any Bronze Req.
John	Galbraith	Bronze	Silver Altitude	Silver Dist., Dur.
Gil	Gildersleeve	Silver	Gold Alt., Diamond Alt.	Gold Dist.
Darrold	Gray	C	Silver Altitude	Silver Dist., Dur.
Marty	Grove	Bronze	Silver Altitude	Silver Dist., Dur.
John	Hardy	Silver	Gold Alt.; Diamond Alt.	Gold Dist.
Mike	Hart	C		Any Bronze Req.
Lee	Hatrup			
Marsha	Hawk	Bronze	Silver Alt., Dur.; Gold Alt.	Silver Dist.
Bob	Herndon	Silver		Any Gold Seg.
James	Hiler	Silver		Any Gold Seg.
Mary	Hoddinott	Bronze	Silver Alt., Dist.	Silver Duration
Keith	Johnson	Gold	Diamond Alt., Goal	Diamond Dist.
Randy	Joslin	Bronze	Silver Altitude	Silver Dist., Dur.
Norman	Kalat	C		Any Bronze Req.
Orvis	Knarr		Silver Alt., Dur.	Silver Dist.
Frank	Macon	B	C 4, 6; Br 4	C 1,2,3,5,7,8
Gilles	Marty			
Douglas	Merwin	B		Any C-Badge Req
Todd	Mitten	B		Any C-Badge Req
Frank	Molli	B	C 4,6,7; Br 2,3,5a,8	C 1,2,3,5,8
George	Moore	Silver	Gold Alt., Diamond Alt.	Gold Dist.
Michael	Moore		A1	B1
Alex	Neyland	B	C 6,7	C 1,2,3,4,5,8
Lew	Neyland	Gold	Diamond Alt., Goal	Diamond Dist.
Robert	Nichols			
John	Norton	B	Silver Alt.	Any C-Badge Req

First Name	Last Name	Badge Complete	Badge Segment Complete	Next Badge Segment
Robert	Penkhus			
James	Pirtle			
John	Scott	Bronze	Silver Alt, Dist.	Silver Duration
Don	Shearn	Gold	Diamond Alt., Goal	Diamond Dist.
Matt	Sheldon	B	C 1-7; Br 5a,5b; Silver Alt.	C 8
Steve	Smith	B	C 4,6,7,8;	C 1,2,3,5
Al	Spratford	B		Any C-Badge Req
Mike	Suermann	B	C 1,2,4,6,7; Br 2,3,4	C 3,5,8
Dick	Sundquist	Gold	Diamond Alt., Goal	Diamond Dist.
Frank	Surhigh	B	C 6,7	C 1,2,3,4,5,8
Eric	Varsanyi	B		Any C-Badge Req
Alex	Vasconcelos	C	Silver Alt.	Any Bronze Req.
John	Walker	Gold	Diamond Alt., Goal	Diamond Dist.
Luan	Walker	Silver		Any Gold Seg.

A,B,C, Bronze Badge Requirements Coding

- A1 Solo
- B1 30 min solo flight after 2000' tow
- C1 Practice/knowledge
- C2 Thermal/Ridge/Wave
- C3 Cross country procedures
- C4 Sailplane assembly/disassembly
- C5 Cross Country Dangers
- C6 2 total hrs solo flights
- C7 1 hr solo flight after 2000' tow
- C8 2 no-altimeter landings within 500'
- Br1 Complete A,B,C
- Br2 15 hrs solo glider time
- Br3 30 solo glider flights
- Br4 10 flights in single place glider
- Br5a 1st 2 hr solo flight
- Br5b 2nd 2 hr solo flight
- Br6 3 solo spot landings in 400'
- Br7 2 no-altimeter landings in 400'

Current Duty Schedule

		Chief	Line	Towing
Saturday	Jul 01	camp	La Veta	La Veta
Sunday	Jul 02	camp	La Veta	La Veta
Saturday	Jul 08	Al Spratford		Doug Merwin
Sunday	Jul 09	Nicholas Becker		Jim Densmore
Saturday	Jul 15	Mike Suermann		Jim Pirtle
Sunday	Jul 16	John Scott		Gil Gildersleeve
Saturday	Jul 22	Steve Smith		Lee Hatstrup
Sunday	Jul 23	Jennie Chiang		John Galbraith
Saturday	Jul 29	Thomas Fredricks		Doug Merwin
Sunday	Jul 30	Frank Molli		Jim Densmore
Saturday	Aug 05	Mary Hoddinot		Jim Pirtle
Sunday	Aug 06	Matt Sheldon		Gil Gildersleeve
Saturday	Aug 12	Marty Grove		Jim Densmore
Sunday	Aug 13	Gilles Marty		Jim Pirtle
Saturday	Aug 19	Bill Creech		Lee Hatstrup
Sunday	Aug 20	Don Shearn		John Galbraith
Saturday	Aug 26	Gilles Marty		Doug Merwin
Sunday	Aug 27	Nicholas Becker		Lee Hatstrup
Saturday	Sep 02	Mike Suermann		Gil Gildersleeve
Sunday	Sep 03	John Scott		John Galbraith
Saturday	Sep 09	TBD		Gil Gildersleeve
Sunday	Sep 10	TBD		Jim Densmore
Saturday	Sep 16	camp	Creede	Creede
Sunday	Sep 17	camp	Creede	Creede
Saturday	Sep 23	TBD		Doug Merwin
Sunday	Sep 24	TBD		Jim Pirtle