



HIGH FLYER



The Official Newsletter of High Flights Soaring Club, Inc
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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)

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2-33 Backyard Landout. Gil and his passenger Bob Wirth. 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>

We now only have one person per day on duty. It is critical that you make your assigned duty days or make arrangements for someone to cover for you. If you miss your duty day and someone else covers for you, they are likely to expect you to take their next duty day. You are responsible for knowing when you have been assigned duty. The roster is posted online, included in the newsletter, and posted in the ops trailer. Jim Densmore sends a reminder email to you during the week prior to your duty day.

Next Board Meetings – Sep 10th and Oct 8th All club members are invited (encouraged) to attend.

New Members – We have had a great month on the membership front. We have xx new members. Please introduce yourself to them when you see them at the field and make them welcome. Welcome aboard guys!

John Browning is a power transition student working with Darrold on his glider rating. John has 120 hours of SEL time.

Rob Hamalainen is currently a glider pilot and has been flying with CSA at Owl Canyon.

Bruce Mosier has 18487 total hours. (Air Force, Airlines, teaching at the Peterson Aero Club) He recently got his Glider CFI add from Lynn French with 113 glider flights in 2-33's and Glass ships.

John Norton is back from his assignment overseas and will be returning to active member status. Welcome back John!

Steve Smith received his "C" badge. Steve also completed his second 2 hr flight towards his Bronze Badge.

John Scott, on his 4th attempt, completed his 5 hr Silver Duration Flight – at Meadowlake – on one of the infamous "Meadowlake Blue Hole days". Same day as Steve did his 2 hr.

47S has had the radio reinstalled after repair. We'll also be installing a boom mic for the radio as soon as it arrives.

89H is back in service after having repair work to the rudder hinges and rudder pedals. Thanks to **Al Spratford** for his effort to remove and reinstall the parts. It significantly reduced the cost of the repair.

22S has new wheel bearings. At La Veta we noticed the bearings had gotten very noisy when they started showing on the logger as "engine" noise. The left bearing had completely failed and destroyed the axle as well. We have installed new wheel

bearings and a new axle. While the wheel was out, we also replaced the brake band lining – so be careful with the brakes. The brake lining rubs directly on the tire and will cause quick tire wear if used with excessive force.

High Flyer – all of the copies of the HFSC Newsletter I have been able to locate have been placed in 2 notebooks and will be placed in the Ops Trailer Office. There are issues dating back to 1993. Prior to returning the notebooks to the Ops Trailer, I am scanning the issues for online archiving as well.

Summer Flying Update – No summer flying has been done. We've made tentative plans for several days, but the weather didn't cooperate. We're 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.

New High Flights Brochure – We had exhausted our supply of brochures given to interested folks. A new brochure has been developed based largely on the original, but with the addition of some color photos and some text from the SSA. They are now available in the Ops Trailer and should be on the HFSC website shortly.

Soaring Software Session – So far only 2 folks have shown interest. If you'd like to see some demonstration of SeeYou, StrePla, SeeYou Mobile, Volkslogger, please let John Scott know. If there is sufficient interest we'll make arrangements to have a session.

From Jo Shaw, 1-26 Association – During some correspondence with Jo Shaw, she informed me that High Flights now has the distinction of being the US club with the largest fleet of 1-26s. High Flights can now count 7 1-26s in our overall member fleet.

Desktop Computer Available – Due to it's portability, we currently use the laptop donated by Dan Daly to support the loggers, badge, and OLC submissions. The Desktop in the Ops Trailer Office has been getting little use. Lew and Gil have decided to stand down the desktop computer they donated to the club and make it available to an interested club member that can put it to good use. If interested, please contact either Lew or Gil.

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 | Creede | Coordinator: Jim Densmore |
| Dec 16 | Nemeth's | Annual Meeting and Banquet |

Notable Flights

Blue Skies, Nothing but Blues Skies do I see..... by John Scott

On July 30th, I finally completed my 5 hour Silver Duration Flight and I did it at Meadowlake. The forecast indicated good lift, but due to the very dry air mass, low

probability of cumulus clouds. I arrived at the airport early and immediately pre-flighted 22S and got ready to fly.

I launched at about 11:30, off tow at 9300', dropped down to 8300' before finding a marginal thermal and climbing to 9800'. This was followed by a sled ride back to the field and a landing before noon.

I waited for several other launched of students, rides, and Steve Smith's first flight. Steve had a good climb south of the field. I noticed that Gil also had some success there with a ride.

I launched again a little after 1300. I released off tow at 8500' south of the field where Steve and Gil appeared to find lift. I immediately connected with a thermal and climbed to 11,500. This was the lowest I would be for the rest of the afternoon. My second thermal took me to 14,500. While the thermals would be strong, they were small and it was difficult to get consistent lift. True to the forecast there were very few clouds. A puff would start to form, but by the time you made a glide to the general area, it would be gone. I found most thermals by flying until I felt turbulence, then making a wide turn and tightening it up as I felt out the thermal core.

I made 16 climbs during the flight reaching a max altitude of 17,800'. My total altitude gain across all climbs was 40,020'! I had 41 glides averaging 8.6km for a total gliding distance of 352km. However, for the OLC I only received credit for 120km as much of the gliding was back and forth in the same area trying to reconnect with another thermal.



**End of a 5 hour day at Meadowlake. Look at that sky.,
Lift was still working at 1830 hrs. Photo by Lew Neyland**

The later stages of the flight were mentally challenging. I would focus on trying to gain the next 500' to avoid clock watching. As the time got later, the sun got lower and about a third of every circle was done blind due to sun in the eyes. Lew finally called me and told me I was safely over my 5 hrs. At the time I was a little over 13,000'. The lift was still working, but was weakening. It was after 6:00PM. I was encourage to hurry up and land unless I wanted to put the plane away by myself. I opened the spoilers and spiraled down over Safeway. Upon landing I was greeted by Gil, Jenny, Steve, and Lew. Gil presented me with a celebratory beer!

It is a huge relief to have this badge requirement behind me. I achieved a personal goal of completing my Silver Badge in a 1-26. In fact all of my Silver Badge flights were in 22S. Now it is on to the Gold Badge requirements in the APIS.

2 hours in the Blue Skies by Steve Smith

The flying on Sunday, July 30th started off rather dismal. I attempted two flights in 47S, searching for adequate lift before I decided I would "stand down" and wait for improving conditions. All other flights that morning were proving to be nothing more than "sled rides," as well. At some point after lunch, conditions appeared to be improving and John Scott took a tow, managing to stay aloft. When he contacted High Flights Ground with the

message “I’m two miles south of the field at 15,000 and climbing,” that was all the confirmation I needed to take a 3rd tow.

Conditions on tow had were so rough that Jim Pirtle waved me off at approximately 9,500 ft. Once off tow, I managed to stumble into a nice, fat sink-hole just southwest of the field and quickly dropped to 8,400 ft. At that point, I found myself wishing I had gotten off tow a lot closer to the Safeway Parking lot! As luck would have it, just prior to entering the pattern, I managed to hook into a thermal and began a rapid ascent to almost 15,000 ft. Note- the only clouds of any type over Meadowlake were a troublesome family of cirrus moving off towards the southeast.

Thermal activity southwest of the field really began to pick up and I found plenty of reasons to stay aloft. The only thing working against me was a light breakfast and skipping lunch so, after approximately ninety minutes in the air I found myself really fantasizing about food!

The flight provided me with an important first that I’m sure all seasoned pilots can look fondly back upon. It was my first flight in which I left the “safety of the nest” and managed to get about 5 miles southwest of the field. That was a nice experience!

The remaining hour of the flight was on my “second wind,” thus giving me a total flight of two hours, twenty-seven minutes. However, with even just a candy-bar I could have stayed up there in blue skies until sunset!

6 flights over an hour on the same “unflyable” Sunday

On Sunday, 6 August, we did not expect to fly. We had a low cloud base (well low for Colorado) and the forecast was for complete overcast by noon, effectively shutting off any lift. We called the crew person for the day and told him not to come out. By the time the board meeting was over it was clear the forecast was not accurate. We had a low cloud base, 10-11,000’, but all of the clouds were building nicely and had nice flat bottoms. Plus we had a light wind from the south that was pushing the OD north and keeping us in the sunshine.

The decision was made to launch. Gil pre-flighted the 1-34 while I loaded the Volkslogger for him. Gil launched followed by some training flights. Frank prepared the Blanik and I pulled 22S out. I loaded a logger for Frank, who took a visitor interested in soaring and possibly membership along for ballast. Gil return and I reloaded the logger for John G. He launched and then I launched. John Browning was up on his 3rd training flight of the day.

The lift was strong in places, but generally good all over with only a few spots of strong sink. It was necessary to stay within about 1500’ of cloud base. If you did, you could run cloud streets with minimal need to thermal.

When everyone was back down we looked at the flight log and discovered we had 8 flights on this “non-flyable” Sunday. 6 of those flights were an hour or more, including John Browning’s last training flight. We had all 4 flights made with loggers score for the OLC by 4 different pilots.

| | | |
|------------|----------|-----------|
| Gil | 45.59 km | 50.70 pts |
| John G. | 53.64 km | 62.83 pts |
| Frank | 48.81 km | 59.00 pts |
| John S. | 50.12 km | 75.97 pts |
| HFSC Total | | 248.5 pts |

Note that all of these flights were in an area bound by the Trails Horse Barn, Peyton, Endicott, and Meridian Road. None of these flights was very far from the Meadowlake.

Remember: Take a logger when you fly!!

To cap the day off, John Norton returned from his overseas assignment and he has returned to active membership. All in all, a pretty good day.

It's an Ill wind that blows from the East

The weather on Sunday, August 13th, was a little marginal. We had high broken overcast, but where the sun would break thru we'd see CUs start to develop. The wind was out of the north, but swinging around to the east. After several tows of the 2-33, Jim Pirtle reported that there was about 500 fpm lift in places. Gil offered to give a ride to Bob Wirth.

After the tow, Gil only found about 200 fpm lift as the weather was starting to overdevelop and most of the direct sun was cut-off. Gil was flying in our usual area west of Meadowlake. When Gil decided it was time to come in, he had drifted out near Meridian road. On the way back to the field he encountered 800-1000 fpm sink along with a stiffening east wind. Those of us on the sitting on the deck watched wondering if Gil would be able to clear the power lines west of the field or if he would go under them. He made a quick right turn, then a started a left turn and disappeared from view about ¾ mile south of the Ops Trailer and west of the field.

When we arrived at the location, Gil had put the 2-33 down in the backyard of one of the neighbors. He had nearly cleared the power lines to the house and gotten down and stopped about 25' short of the fence. Total width of the yard couldn't have been more than 300'. He apparently brushed the power line with the glider tire. The wire did not break, but the power to the house went off. We could find no other marks on the glider indicating where the wire might have been hit.

The yard had a 60' wide wire gate opening onto the airport property, so we were able to tow the 2-33 all the way back with out a problem. Bob Wirth was so impressed with the ride and the landing; he has decided to apply to join High Flights! Gil may have uncovered a new recruiting technique! And this time we retrieved the glider before the News crews showed up!

HFSC OLC Status – Things are looking better

2006 continues to be High Flights' best in the OLC. Results for 2006 as of 14 August are:

| | |
|------|--|
| 2006 | 55 th of 95 clubs - 3893 points |
| 2005 | 54 th of 90 clubs - 2690 points |
| 2004 | 37 th of 60 clubs - 2645 points |
| 2003 | Did not participate |

We are well ahead of last years point total and while our total has gone up, we've slipped in the rankings somewhat. However, a couple of good weekends (we can easily get 250 pts per day) and we would be back in the top 50. We got a good boost this month from Dan Daly's trip to Minden. However, we won't have any more points from Dan.

If you plan on doing anything other than just patterns, take the logger. Even a lazy afternoon in the area of the airport can make the 50 point minimum (see “6 Flights Over an Hour” article above). 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.

A new flight declaration for a new pilot can be loaded in the logger in about 5 minutes. The Volkslogger will log 10 hours of flight time, so we can wait until the end of the day to download the flight logs.

We now have 8 club members with scoring flights and a couple more who have just missed the 50 point minimum. The current ranking of club members is:

| | Points | Flights | KM |
|------------------|---------|---------|---------|
| Dan Daly | 2154.67 | 12 | 2128.72 |
| John Scott | 915.96 | 8 | 619.24 |
| Marty Grove | 285.75 | 3 | 242.76 |
| Gil Gildersleeve | 169.3 | 2 | 121.96 |
| Bob Reilman | 127.64 | 1 | 120.77 |
| Frank Molli | 117.86 | 2 | 96.62 |
| John Galbraith | 62.83 | 1 | 53.65 |
| Steve Smith | 58.52 | 1 | 38.38 |

Remember: Take a logger when you fly!!
Let’s set a club goal of 5000 OLC points this year

Displaying Flights in Google Earth by Dan Daly

[Editor’s Note: Dan’s original article with full size screen shots, i.e., legible screen shots, is available on the HFSC website. The graphics were reduced here to reduce the size of the news letter. The original file is about 3Mb.]

John waylaid me and asked me to write an article on using the free Google Earth program to display flights. I’d note that if you’re on dial-up, this will be a fairly slow process.

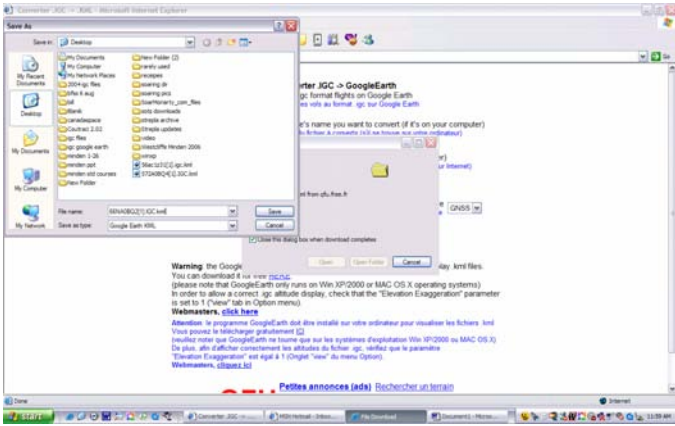
First, you need an .igc file from a logger, or an Ipaq running a mobile software package such as WinPilot, SeeYou Mobile, or Pocket StrePla. You can get one from the club laptop by using the “IGC file to disk” function in the Flight Tracks menu.

Load the igc file into your computer. I put them temporarily on the desktop.

Now start your web browser – I use MS Internet Explorer. Enter this URL:
<http://qfu.free.fr/igc2kml.php> then, click it.
 You should see:

Click on “Browse,” and surf to your file. Once you’re happy, click “Submit.”





It will ask if you want to open or save; I usually save the file; it will have changed from igr to kml (a Google Earth file extension).

Here, I've saved it to my desktop.

You can see the original file and the Google Earth file below it.

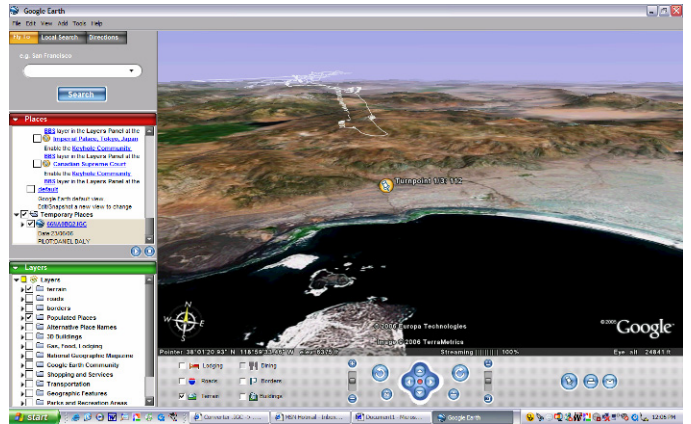
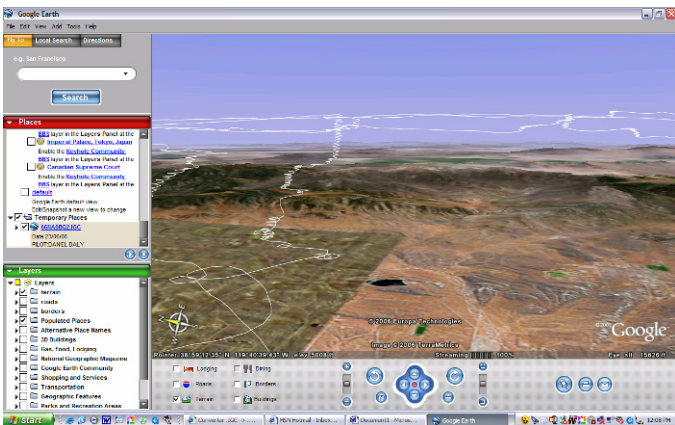


Now you click on the icon.

Google Earth loads, with your file on it. It has your igr declaration turnpoints.

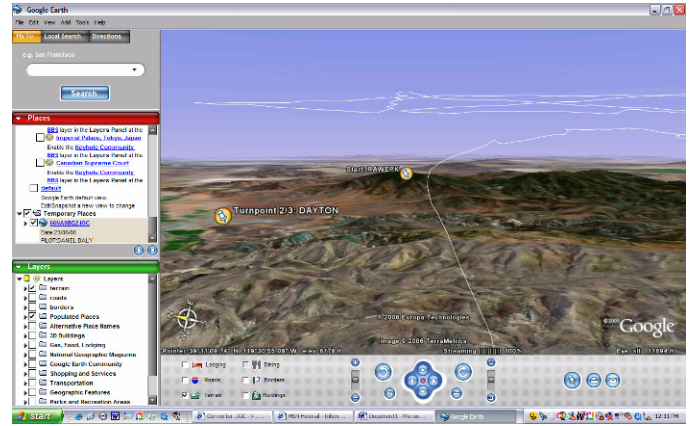
Using the controls at the bottom, you can zoom in, tilt, etc. Here's a view looking north from Mono Lake on my recent trip to Minden:

Working my way up the hill to Mineral Peak, the usual place where lift starts; there is almost always an inversion in the Carson Valley that takes a while to break. My start is about 20 km north (to the left):



You can zoom in on turnpoints; here's the start and my second turnpoint:

You can also download anyone's flight from the online contest and display them using Google Earth. Again, both are free. Take a look; you can learn a lot from other people's flights!



Building the APIS – Part 8 – Nearly Ready for Paint by John Scott

Robert Mudd is came to Colorado Springs with his 15meter APIS to work with me for a 2 days. Bob Lutten, who is building a 15 meter APSI, also flew into work with us. We took many pictures of Robert's plane and discussed all of the problems we are having. Bob Lutten is going to make another trip to Slovenia in October in a effort to break loose any remaining parts we may need and to gather information on how to install his engine.

We have a list of 4 APIS builders and Robert who exchange frequent emails usually with attached digital photos of either a problem we are having or how we resolved a problem someone else is having. The next APIS builder will have a wealth of knowledge available to them that was not available for us. Thank goodness for digital cameras.

Both wings are complete with the exception of some minor final fitting that will need to be done when I can test install both wings at the same time. The wing skins have been trimmed and the flaperons installed. The automatic hook up control cups have been fitted to the connections in each wing.



The canopy frame is trimmed and fitted to the fuselage. The canopy hinge has been bonded in place. The tailwheel has been bonded in place and the bottom seam on the fuselage has been filled, sanded, and primed. The tow hook opening has been cutout. There are some issues with the main wheel and how it is to fit. However, the factory is closed for August for vacation, so this may have to wait.

I did a mock up of the instrument panel with masonite and did a trail fit of the instruments. I will likely make another, lowering the variors in the middle by about ¼” in order to put the Cambridge on the top. It took some sitting in the cockpit to figure how to mount the iPAQ. The final mockup is in the picture on the left. The final instrument panel will have a carbon fiber surface.

I have the final fitting of the tail surfaces to do, then hook up of all of the control mechanisms; cut and mount the canopy to the frame and installation of a few bulkheads. Then it will be time for paint and polish and a little interior trim work. I expect to call the DAR by the end of the month and schedule the inspection for my airworthiness certificate. If all goes well, I'll be off to Morairty, NM after the Creed camp to fly the test program. Why Morairty? Robert Mudd is located there and they have a 75' wide, 7700' runway. Sure beats the 15' wide Meadowlake runway for a first flight and landing.

Survey

We're interested in determining how many folks are really reading the Newsletter. If you've read to this point, click the link below to send me an email letting me know. You don't have to provide any comments, just click the link then send the resulting blank email. Thanks.

jdscott@pcibroadband.net



Current Duty Schedule

| | | Chief | Line | Towing |
|----------|--------|-----------------|-------------|------------------|
| Saturday | Aug 19 | Bill Creech | | Lee Hattrup |
| Sunday | Aug 20 | Marty Grove | | John Galbraith |
| Saturday | Aug 26 | Gilles Marty | | Doug Merwin |
| Sunday | Aug 27 | Nicholas Becker | | Lee Hattrup |
| Saturday | Sep 02 | Mike Suermann | | Gil Gildersleeve |
| Sunday | Sep 03 | Mike Suermann | | 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 |