



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

Phone number for HFSC Ops Trailer: 719-683-9724

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)

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Thunder Mustang Flyby during Falcon Fly-in. Photo by Jim Densmore

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>

The duty schedule has been changed for all duty following the Creede camp. The High Flights Board has decided to return to a toe pwerson duty day effective September 23rd. The single duty person was proving to not be adequate. The schedule previously listed on the club website and posted in the Ops Trailer is no longer valid.

Next Board Meetings - Oct 8th & Nov 11th. All club members are invited (encouraged) to attend.

New Members – We have had a great month on the membership front. We have 4 new members since last month. Please introduce your self to them when you see them at the field and make them welcome.

Matt Neal has joined HFSC. Matt is in his second year at the US Air Force Academy. Matt has his PPL Glider with about 55 hrs, 145 flights, Bronze Badge, and Silver Duration prior to coming to the Academy. He is restoring an HP-18. Welcome aboard Matt.

Bob Wirth has joined HFSC as a new student pilot. Bob operates his own business at Meadowlake. Bob's first glider flight ended in a landout in the 2-33 (see last month's newsletter). This convinced Bob he wanted to fly gliders! Welcome aboard Bob.

Art Romero has joined HFSC. Art is a transition power pilot with 1600 hrs. He has CFII, MEI, and commercial ratings. He will be working towards a CFG rating. Welcome aboard Art!



We decided to fly on Labor day. **Jennie Chiang** soloed and received her A Badge. **Steve Smith** completed his Bronze Badge. Guess it was good that we decided to fly that Monday! Congratulations!

John Scott received his Silver Badge this month.

Tomas Fredricks has his 1-26 back in the air. He will be bringing it to Creede prior to a winter recovering project.

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

Colorado SSA Governor's Annual Seminar by John Scott

The Annual Governor's Seminar will be in November again this year, in Denver. Frank Whiteley, Colorado SSA Governor, will be announcing the specific date and location shortly. This is an opportunity to hear from other Colorado Soaring Pilots, some folks on the National level, and to talk with and mingle with folks from the other Colorado Soaring Clubs. Dan Daly and I attended last year and it was very enjoyable and worthwhile. Let's try for a larger HFSC presence this year.

Falcon Fly-In & Airport Days by John Scott

The weather did not cooperate much this year. It was overcast all day Saturday, raining from about 2:00PM to 2:30 and then again about 4:00PM. The ceiling was high enough for many fly-bys by local folks. There were no fly-ins from other locals. By late morning the ceiling had lifted enough for us to launch the 1-34 on the main runway with Gil towing and John Galbraith flying the 1-34. They did a loop and towed back down the runway, then John released and came around to land.

The high-light of both days were the passes by the Thunder Mustang. This is a $\frac{3}{4}$ scale P-51 replica made largely of carbon fiber with a V-12 engine. The original P-51 had an empty weight of nearly 8,000 lbs. The Thunder Mustang weighs 2200 empty. The 640hp engine give the replica the same top speed as the original and twice the rate of climb. The 360 mph low passes down the runway were very impressive.

Sunday started out very overcast with low ceilings again, but the weather improved during the day and by late afternoon we had CUs building. We did another launch of the 1-34 from the main runway in front of a larger crowd, with another tow-by. John Galbraith towed and Jim Densmore flew the 1-34. Jim released at 2,000' did several turns and then did a 360 overhead pattern with a low pass at about 80mph in front of the crowd on final.

We had numerous folks come by to look at the gliders and gave out 10-15 of the new brochures to interested individuals. Many folks were also interested in rides and we expect to see them back in the coming weeks.

Notable Flights

Another 2-33 Landout by George Moore

I saw the pictures of the High Flights 2-33 landout and thought I would send you a couple of my own about a week ago (mid August). We were flying out of Bonners Ferry at our annual camp and couldn't make it back to the airport. I left a ridge 3.5 miles downwind of the airport at about 2500 feet AGL with a good straight-in option. 10:1 was all I needed to make it at pattern but between the headwind and 1000 ft/minute down I encountered all the way back I decided the airport, even with a straight in, was not a good option. I had been looking at a field about a mile from the airport as I watched the airport sink away and decided to divert to it rather than risk the intervening obstacles near the airport. I had a student transition pilot up front and informed her that I would be demonstrating a land out to conclude the lesson. The field was huge and the landing roll was only 70 feet due to the headwind. After assessing the field we brought our tug over and launched out without incident. I'll send you a video clip in a separate message because its so large.



[Editor's Note: George's video has been posted on the HFSC website at.....}

HFSC OLC Status – Things are looking better

HFSC did not add any flights to our total during the last month. While 2006 continues to be High Flights' best in the OLC we did slide in the standing. Only a couple of weekends left. Let's hope we have some scoring flights during the Creede Camp. Results for 2006 as of 14 Sept are:

2006	62nd of 98 clubs - 3893 points
2005	54th of 90 clubs - 2690 points
2004	37th of 60 clubs - 2645 points
2003	Did not participate

We have tested the EW Model D logger and it is ready to go. We will need to use SeeYou to do task declarations and download flights. It does require an Garmin GPS be connected to provide GPS information. The Model D does include an altitude sensor and can be used as a simple barograph if needed. Logger availability should not be a problem, however, you may need to plan ahead to make sure you have one ready for your flight.

We 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 remains:

	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

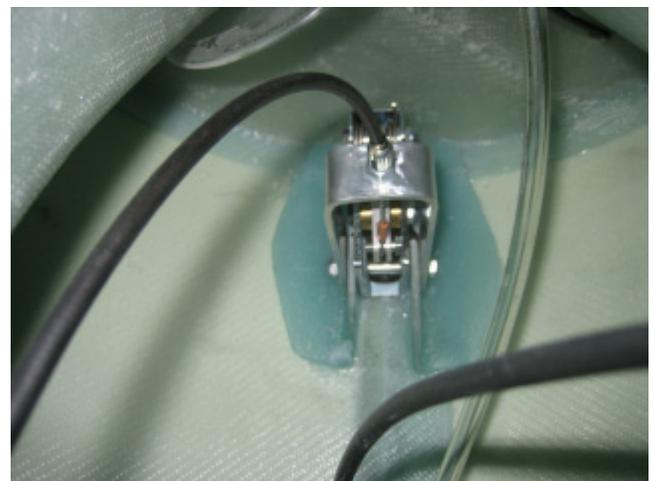
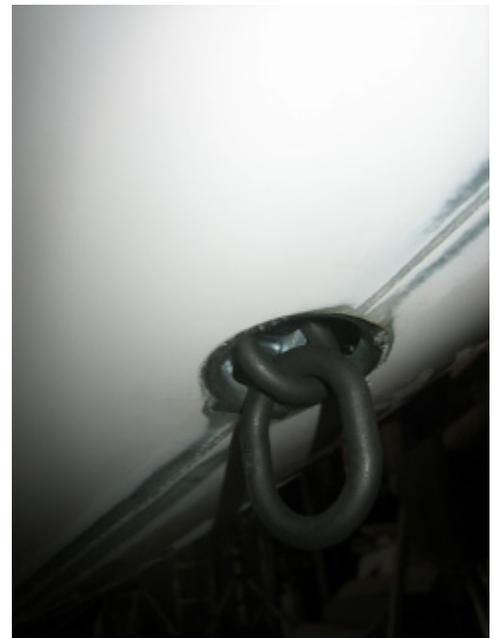
Building the APIS – Part 8 – More delays by John Scott

This month was fraught with more delays. I inverted the fuselage to install the landing gear, only to discover that AMS did some design changes on the main gear. They bonded the new wheel well in my fuselage at the factory, but then sent me the wheel and support parts for the older wheel well. I have been working this with the factory for about 6 weeks trying to get the newer parts. My friends in California and New Zealand who are also building an APIS have the same problem. I did get the tail wheel installed.

I installed the tow release in the nose. I had to bond the support brackets into the fuselage after cutting the hole in the bottom to expose the hook for the tow rings. This is a new style TOST release, in a new location. Again the factory has not provided sufficient guidance on how to connect the release cable. The parts supplied don't fit. However, in this case, I believe I can design what I need with the help of the local bicycle shop. I had to fabricate the the bracket you can see in the internal picture to be able to terminate the release cable and to have something to "pull" against when pulling the release knob.

I am finishing the fitting of the canopy frame and should be able to bond the hinge to the fuselage next week. Once that is done, I'll finish the canopy assembly while I still have some warm weather. Plexiglass does not like to be worked when it is cold.

I've given up on projecting a schedule. I'll get done when I get done.



Current Duty Schedule

NOTE: THIS SCHEDULE HAS BEEN CHANGED! THE HIGH FLIGHTS BOARD HAS DECIDED TO RETRUN TO TWO PERSON DUTY DAYS EFFECTIVE SEPTEMBER 23rd. THE SCHEDULE PREVIOUSLY LISTED ON THE WEB SITE AND IN THE OPERATIONS BUILDING IS NO LONGER VALID.

Saturday	Sep 16, 2006	Creede Camp	
Sunday	Sep 17, 2006	Creede Camp	
Saturday	Sep 23, 2006	Frank Molli	Robert Wirth
Sunday	Sep 24, 2006	John Norton	Neal Matthew
Saturday	Sep 30, 2006	Steve Smith	Jennie Chiang
Sunday	Oct 01, 2006	Matt Sheldon	Mary Hoddinot
Saturday	Oct 07, 2006	Don Shearn	Rob Hamalainen
Sunday	Oct 08, 2006	Marty Grove	Gilles Marty
Saturday	Oct 14, 2006	John Scott	Nicholas Becker
Sunday	Oct 15, 2006	Al Spratford	John Browning
Saturday	Oct 21, 2006	Tomas Fredricks	Robert Wirth
Sunday	Oct 22, 2006	Frank Molli	Neal Matthew
Saturday	Oct 28, 2006	Steve Smith	Jennie Chiang
Sunday	Oct 29, 2006	Matt Sheldon	Mary Hoddinot
Saturday	Nov 04, 2006	John Norton	Rob Hamalainen
Sunday	Nov 05, 2006	Don Shearn	Gilles Marty
Saturday	Nov 11, 2006	Marty Grove	Nicholas Becker
Sunday	Nov 12, 2006	John Scott	John Browning
Saturday	Nov 18, 2006	Al Spratford	Robert Wirth
Sunday	Nov 19, 2006	Tomas Fredricks	Neal Matthew
Saturday	Nov 25, 2006	Steve Smith	Jennie Chiang
Sunday	Nov 26, 2006	Matt Sheldon	Mary Hoddinot
Saturday	Dec 02, 2006	Frank Molli	Rob Hamalainen
Sunday	Dec 03, 2006	John Norton	Gilles Marty