



HIGH FLYER



The Official Newsletter of High Flights Soaring Club, Inc
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Blanik in flight over Creede – 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>

Next Board Meetings - Nov 11th. & Dec 9th All club members are invited (encouraged) to attend.

Dan Daily has a new email address <mailto:mdalydaniel@rogers.com>.

Robert Nichols has resigned from High Flights. Robert was an out-of-state member living in Canada, but does not expect to get back to Colorado to fly.

New Members – We have another new member this month. **Kevin Brooks** is a current pilot with 3000+ hours and a USAFA Grad. He soloed 20 years ago in the Academy glider program, but has not flown gliders since. Please introduce your self to them when you see them at the field and make them welcome.

22S and **47S** both have new wing root seals. John Scott installed them after removing the old seal from 22S and the old adhesive. This task (along with removing dead rabbits from the wings) is one that John will not be repeating. We need to share the opportunities at High Flights.

Duct Tape should not be used on the exterior of the aircraft if the tape is to remaining place for more than a few hours. When duct tape is left on the planes and the planes sit in the sun (like the week before leaving for camp) the adhesive develops a fonder attraction for the paint than the tape backing. Removing the adhesive requires chemicals which we do not normally have at camp. If duct tape is to be used to secure things for transit, it should be applied just before pulling out and removed immediately upon arrival.

Our **Super Cub** is back in the air. After returning from Creede, we discovered we had another crack in the Cub engine mount. Since this was the second crack in this mount, it was decided to replace the entire engine mount with a new one. Gil and Darrold drove getting the new mount and getting the work done to have it installed so that we only lost the one day of flying.

Checkout the website <http://www.cloudappreciationsociety.org/mg4> and <http://www.dropbears.com/brough/images.htm> for articles, pictures and movies on the very unique Morning Glory waves of Australia. Very, very interesting.

Update on Crew Duty

High Flights starts our flying day at 1000, weather permitting. With our current student load (remember all those new folks whose name has been appearing in the newsletter) it is important that we get started flying at 1000. This means we need the Tow Plane ready to go, the tow rope laid out, and everything else ready to go. To accomplish this, it is suggested that the line crew and tow pilot for the day plan to arrive no later than 0930 to

begin preparation for the day. The first Student of the day should also plan to arrive by 0930 so the preflight is done and the glider is on the line by 1000, ready to go.

On another note – We’re entering the **FROST** season. We cannot fly the gliders if there is any frost on the wings. The most effective way to clear the wings of frost is good ol’ fashion sunshine. However, we can help the sun along, by loosening the tie down on the north wing of the gliders and tying the south wing tip down to the ground. This tilt into the sun significantly speeds up removal of the frost. When the line crew arrives at the field, they should check the glider wings. If frost is present, retying the gliders is the top priority.

Line Crew should also assure that pilots have completed their preflights before staging the gliders on the runway. This includes positive control checks as well as their “personal” preflight.

2006 Annual Meeting – Dec 16th at Nemeth’s

This year we will be voting on revised bylaws at the annual meeting. The updated bylaws will be distributed following the November board meeting for your review. Amendments and changes to the Bylaws require an affirmative vote by 2/3’s of the active members. If you are an active member of the club, please plan to attend the Annual Meeting this year.

This years meal will be a buffet, however, we will need a count of those attending and will request a meal preference so we can get about the right amount of food on the buffet. The choices will be published in the November Newsletter. Board members will call everyone 2 weeks before the meeting to get your confirmation, headcount, and menu preferences.

HFSC Logo Badges

We have embroidered badges with the HFSC Logo available to club members. They are approximately 3” tall. You can sew the badge on shirts, hats, jackets, or other apparel of your choice. The Badges are \$4 each.

If you’d like a badge please contact Jim Pirtle.



Something to Consider for your Christmas Wish List

Hydration is a critical safety factor in soaring. A pilot should never get into a glider without water or similar liquid for re-hydration. Putting your water in the plane should be part of your pre-flight checklist. Checking your water should be part of your pre-takeoff checklist.

It’s getting to that time of year when we begin to consider what we’d like to ask Santa to bring us for Christmas. Consider requesting a CamelBak Hydration system. Craig Kloppenberg suggested using a CamelBak to me several years ago. I purchased one and it has been very, very good investment. They can easily be fit into available space in a glider. Since they are “soft” they tend to stay where put and to not get uncomfortable while flying. The drinking tube is much handier in flight than trying to drink from a bottle, especially if your need to remove the cap. There is little chance of spillage. You can carry significantly

more water than a bottle of water. Most CamelBaks are either 2 liter or 3 liter. The packs generally offer some insulation so water will stay cool. There are many different styles. Consider putting a CamelBak on your wish list.

Annual Colorado Soaring Pilots Seminar and 2006 Awards

Due to the recent SSA financial problems, The Annual Colorado Soaring Pilots Seminar and 2006 Awards, aka the Annual Governor's Seminar is going to be delayed until February, following the SSA Convention, so that the regional directors will have the latest to report. Frank Whiteley, the Colorado SSA Governor, doesn't think it will fully resolved by the September 30th board meeting. Frank is also looking at including the SSF Safety Seminar as part of the upcoming program. If that happens, it will be an all day event.

This seminar 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.

Creede 2006 by Don Shern

It was raining when we arrived at the Creede airstrip late the second day of the camp, and I figured we would just drop off our trailer with 22J aboard, and check into the Snow Shoe motel. But no, there was the tow plane revved and towing the 1-34 down the runway. By the time the clouds parted, 643, with Bruce Mosier on his first ever 1-34 flight, was climbing slowly in weak lift over the ridge north east of the field. He said later that he could have stayed up, but his radio told him everybody was going to town for beer. So he landed. Jim Densmore had made the first camp flight in the 1-34 earlier that day after rain curtailed the camp since Thursday's start. The next day (Saturday) was a bad wind day with no flying.



Cub preparing to tow 1-34 - photo by Jim Densmore



Sunday was better. Frank Molli and Mary Hoddinott flew the Blanik around the valley, getting pictures of the best Creede fall colors ever. Gildersleeve took local actress Anne Butler up for a hop that included some wingovers. She said later that gliding was more fun than acting. More Blanik with Bruce Mosier flying our friend Patsy, and Gil taking Englishman, Brian for a ride. Lift was starting to cook by the time Bruce Mosier took another local up for about an hour. Thomas Fredrick took off in his 1-26, but got off tow too low for a decent flight.

Marty Grove receives the award for the most well-rounded club member. He slept in his tent in freezing temperatures, picked a big cooler full of mushrooms, saw two plays at the

Creede theatre, and made the longest flight, well over an hour, after scratching up to decent lift in the 1-34.

But then evil spirits took over. When the fuel pump on the petrol wagon failed, the day ended disappointingly. Seems a pump gear was ripped. No gear, no pump, no gas, no tows, no fun. However, bad wind came up soon anyway, so the day would have been short no matter what.

The high flights group including Patsy, about a dozen in all, was in good spirits at a fine dinner at Blue Creek. Creede is always special and always the favorite.

HFSC OLC Status – The Year in review

The 2006 OLC is over. The OLC year runs mid-October to mid-October. HFSC did not add any flights to our total during the last months of the year. While 2006 was High Flights' best OLC point total, we did slide in the standing. Final results for 2006 are:

2006	62 nd of 98 US clubs - 3893 points, 3422 km 752 nd of 1224 clubs worldwide
2005	54 th of 90 US clubs - 2690 points
2004	37 th of 60 US clubs - 2645 points
2003	Did not participate

We had 8 club members with scoring flights this year and a couple more who just missed the 50 point minimum. The final ranking of club members was:

	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

We are now into the 2007 OLC year. The OLC website has been changed. They claim upgraded, but that remains to be seen. The interface is different and the uploading of flights has changed. Patches are in the works for both StrePla and SeeYou to work with the new version of the OLC Server. In a future Newsletter I'll report on the changes and impacts of the new OLC and let you know the revised procedure for uploading.

Let's set a club goal of 5000 OLC points in 2007 with at least 12 members participating. Since HFSC flies year round, let's try to get an early start on scoring.

Remember: Take a logger when you fly!!

Building the APIS – Part 9 – Progress by John Scott

One of the APIS builders in the US, Bob Luten, took a trip to Slovenia this month in order to clarify some of our open issues, to understand how the factory addresses some of the

problems we are having, to get information on how to install his engine (there is no documentation for the self launch kit on this), and to try to explain the concept of Customer Service to the folks there. They have been more responsive to email in the last few weeks, so maybe his trip helped. Bob did learn that the factory has the same “fitting and tailoring” issues we have encountered. Every APIS is hand built and unique.

Bob did resolve the problem we have been having trying to get the main landing gear to install. It seems that they change the wheel style which required a changed in the wheel well. They bonded the new style wheel well in our fuselages, but shipped us the old style wheels and hardware. Some minor mods to the landing gear support struts allowed me to use the ones that shipped with my kit, however, they are shipping me a new style wheel to install. They are also sending me a brass tail wheel to aide with the weight and balance. The fuselages for the pure glider and self-launch are the same. Without a 50 lb. engine behind the seat, the pure glider tends to be nose heavy. When the new tail wheel arrives, move the tire from my current plastic tail wheel to it.



The fuselage is currently upside down while I bond the canopy hinge under the forward cowl. This is now done and the canopy frame raises and lowers. After a long worldwide email discussion, I finally settled on Hysol 9430 to bond the Plexiglas canopy to the frame. That is on tap for this coming month, after I turn the fuselage back over and complete installation of the rear canopy latches.

While the fuselage has been inverted, I’ve finished sanding and filling the last bonding seam. I’ll also start the touch up painting this coming month. Also, the “real” instrument panel

has been cut and I’m in the process of installing the instruments. I’ve also bonded in the static ports.

I have finished my seat back and seat cushions. The seat cushion is all Confor foam (visio-elastic foam, aka, energy absorbing foam). I used a 1” piece of “Pink” foam on top of a 1” piece of “Blue” foam. I gave it a 1 hr “sit” test and it seemed mighty comfy. I was going to use a nylon strap mechanism to allow for some seat back adjustment in flight. The nylon strap was going to run behind the seatback and be secured with cam latches on the sides. This would allow the seat back to be movable forward and back a few inches in flight. Since reading some horror stories about crashes resulting from seatbacks moving either during launch or turbulence, I’ve decided to use some foam to position the seat back in affixed location.

Progress is being made. I can see the end in sight. If all goes really well, I may make it to Morairty yet this year. If not, then I expect to make the trip in January.



Current Duty Schedule

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	John Browning	Rob Hamalainen
Sunday	Dec 03, 2006	John Norton	Gilles Marty