



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

John Scott, President	(719) 494-3195
Gil Gildersleeve, Vice-President	(719) 599-3307
Frank Molli, Treasurer	(719) 599-8198
Jim Pirtle, Secretary	(719) 597-3337
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)

Volume 29 No. 3 March 2007



High Flights 1-26 Fleet at Silver West. Photo by Bob Herndon

Club and Member Notes

The club roster and duty schedule are available on-line at the club website courtesy of Jim Pirtle and Jim Densmore. Members are responsible for knowing when they have duty!

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

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

Next Board Meetings - Apr 8th & May 13th. All club members are invited (encouraged) to attend.

The Logger and Laptop Seminar will be Monday, Apr 2nd, 1830 hrs at the Pikes Peak East Library on Union. The library is on the west side of Union, north of Academy and south of Vickers. We'll cover the general area of electronic planning and documenting of cross country soaring flights. We'll focus on the specific capabilities HFSC has to support club members. We'll look at where and how we file our flights to get credit for badges and in various contests. Finally, we'll also look at a few other online tools useful to soaring pilots.

Frank Molli has received his Commercial Glider Rating.

During one of this winter's storms, a piece of siding on the rear north west corner of the trailer decided to take leave. This has been patched. We've also raised the deck more and it is firmly supported on concrete blocks. Thanks to **Gil Gildersleeve**, **Frank Molli**, and **John Scott** for their efforts.

Our tow plane prop has been repaired, returned, and reinstalled. Thanks to **Keith Johnson** for the loan of a prop while our's was being repaired.

We've had several resignations this winter. Bob Wirth, Nicolas Becker, and Art Romero have left the club, at least for a while. We're hoping they will be able to return and resume their membership in the future.

We have both a DVD and VHS tape from the Soaring Safety Foundation available.

We finally had a good flying day on Sunday, March 4th. While the soaring was not really good, **Steve Smith** did manage to stay up nearly an hour in **47S**. We had all of the club planes in the air at one time or another during the day. **Jim Densmore** did 14 tows. Maybe we have survived winter and will have good weather the rest of the spring.

St. Patrick's day weekend was also good spring soaring. On Saturday, **John Galbraith** got over 13,000'. On Sunday, **John Norton** flew **22S** for about 2 ½ hrs, completing one of his 2 hr Bronze badge flights. John reported getting near 18,000. **Frank Molli** and **John Scott** flew **7AS** for 88 km and 106 OLC points on a 1 hr 40 minute flight.

The club owns a fleet of 5 sailplanes for use by our members. The level of flying over the past couple of years has not been sufficient to cover the cost of operating a fleet this large. If you enjoy having this large fleet available to you, then you need to take advantage of it and fly more often to help us continue to maintain and operate these sailplanes.

The Sunday Ground Crew needs to check the glider batteries at the end of the day. Any batteries at or below 12v, should be removed and placed on the chargers in the trailer.

2007 Camps

The following dates have been selected for our camps for 2007:

May 25 th – 28 th	Westcliffe
Jun 29 th – Jul 8 th	La Veta (2 weekends and a full week)
Sep ?? - ??	Creede

Since the 4th of July falls on Wednesday this year, we decided to extend the camp to include both the weekend before and the weekend after. Hopefully this will allow more folks to participate.

Marty Grove will be the Camp Coordinator for Creede this year. The exact dates for Creede are still being investigated. We are considering moving the camp to the Labor Day weekend. However, there is some thought that the airport might be very busy that weekend with folks flying in for the “last good weekend” of the summer or that other activities in Creede that weekend might make it difficult to get lodging. We’re checking to see what the activity has been like for the last few years before setting the exact dates.

Information on lodging for each site is on the HFSC website. Keep in mind that many of the accommodation in La Veta have closed in the past couple of years.

We need volunteers to be Camp Coordinators for the Westcliffe and La Veta Camps. Given the length of the La Veta camp, you might consider only volunteering to coordinate the trip to camp or the return trip.

We also will need commitments from our tow pilots as to which camps and which days they’ll be able to participate. Our ability to hold camps, is directly related to the availability of tow pilots. In the past we have had to cancel camps due to not having tow pilots available.

Start making your plans. More information to follow as we get closer to each camp

2007 OLC Update

We have started to submit flights to the OLC for this year. We're starting out slow, but I'm sure we'll pick up quickly now that spring is here. Here are our standings to date:

HFSC 188 pts, 6 flights, 57th of 73 clubs, so far

Club Members:

Frank Molli	106.07 pts	1 flight
Jim Pirtle	30.72 pts	2 flights
Steve Smith	35.86 pts	2 flights
John Scott	15.38 pts	1 flight

1-26 Sweepstakes

HFSC has the largest fleet of Schewizer 1-26 Gliders of any club in the US (see newsletter cover photo). Lew Neyland believes we need to make more noise in the 1-26 Sweepstakes. I concur. 1-26 Sweepstakes recognizes winners each calendar year in 3 divisions (East, Central, West) and 4 skill level classes (Bronze, Silver, Gold, and Diamond). Skill level class is determined by your badge status at the beginning of the calendar year.

Flights must be done in a 1-26 and have a minimum length of 31 miles (50km). Logger Flight logs are submitted on line and scored automatically. No task needs to be pre-declared. Flights must be submitted within 15 days. Your ranking is based on the total distance of flights submitted, or the best 6 flights if more than 6 flights are submitted. You must be a member of the 1-26 Association which cost \$15/yr. There are a few more rules which you can check on the 1-26 Association Website, <http://www.126association.org/>.

The same flight can be submitted to the 1-26 Sweepstakes and to the OLC (Editor: I think it should be submitted to the OLC for HFSC).

So far this year, there have been no flights submitted in any class for the Central region. So to recap here is what you need to do:

- Complete your Bronze Badge
- Join the 1-26 Association
- Take a logger, fly a 1-26 more than 31 miles.
- Submit your flight log to the 1-26 Association for the Sweepstakes
- Submit you flight log to the OLC for HFSC

A flight from Meadowlake over to Springs East, out to Calhan and back to Meadowlake is 40 miles, a qualifying flight!

Oh, Lew thinks someone needs to fly to Kelly and get the Wombat back.

Badges

We are into the 2007 soaring season. Time to start considering your goals for Badges this year. The Westcliffe and La Veta camps will present great opportunities to work on Silver, Gold, and Diamond badge legs. However, the club policy is that a Bronze badge is required prior to flying cross-country in a club ship. If you haven't completed your C or Bronze Badge, the next couple of months would be an ideal time to put the focus on getting those requirements complete.

Below is a summary of the SSA/FAI Badge status for the HFSC membership. I try to keep this current thru the year, but sometimes I miss folks completing badge segments. Please review what I have listed for you and let me (John Scott) know if there are errors or omissions. For Silver, Gold, and Diamond segments, I use the SSA database. In this case, you also need to plead your case to the Badge Lady.

First Name	Last Name	Badge Complete	Badge Segment Complete	Next Badge Segment
Paul	Antoinette	Silver		Br8; Any Gold Segment
Alex	Barclay	A		B1
Kevin	Brooks			A1
John	Browning			A1
Jennie	Chiang	A		B1
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.
Darold	Gray	C	Silver Altitude	Silver Dist., Dur.
Marty	Grove	Bronze	Silver Altitude	Silver Dist., Dur.
Rob	Hamalainen	B		Any C-Badge Req
John	Hardy			
Mike	Hart	C		Any Bronze Req.
Lee	Hattrup			
Marsha	Hawk	Bronze	Silver Alt.; Gold Alt.	Silver Dist., Dur.
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			
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.
Bruce	Mosier	Bronze	Silver Alt.	Silver Dist., Dur.
Matt	Neal	Bronze		Any Silver Seg.
Alex	Neyland	B	C 6,7	C 1,2,3,4,5,8
Law	Neyland	Gold	Diamond Alt., Goal	Diamond Dist.
Robert	Nichols			
John	Norton	B		Any C-Badge Req
James	Pirtle			
John	Scott	Silver		Any Gold Seg.
Don	Shearn	Gold	Diamond Alt., Goal	Diamond Dist.
Matt	Sheldon	B	C 1-7; Br 5a,5b ;Silver Alt.	C 8
Steve	Smith	Bronze		Silver Dist., Dur., Alt.
Al	Spratford	B		Any C-Badge Req
Dick	Sundquist	Gold	Diamond Alt., Goal	Diamond Dist.
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'
- Br8 Pass Bronze badge test

From the High Flyer Archives – August, 1993

Diamond at Westcliffe by Gil Gildersleeve

John Ott and I arranged to share the 1-26 and crew for each other during the 500 mile camp in June. My turn came one morning when it looked like a windy, poor thermal or cross country day. Right on – except the wave was working. Two gliders up before 9AM calling in to open the wave window and holding at 17,000' plus.

I scrambled to get ready; should have, could have done this much earlier. Smoking the barograph in the Porta-John was tricky but at last we were ready for launch at 1003. The west wind was brewing rotor at low altitude. I released in it at 1800' AGL; Herb expected me to stay on till we got into the wave. A struggle ensued for nearly an hour just to stay up. Note that the Blanik and John Barry had been to 32,000' plus and were back down.

I began to climb, at the end of the 2nd hour I called Denver Center for clearance to 25,000', granted until 1300 hrs. Although indicating 50 kts, I was actually moving backward in relation to the position on the ground. The backward movement pushed me out of lifting air and I begin losing altitude. Speeding up to 70 kts restored position and I began to climb again. Reporting to the ground at intervals was made easier with John's oxygen mask with built in mic.

It was now 1245 and more time would be needed to achieve 25,000' MSL, required for a single Lennie. Center OK'd an extension to 1330 hrs so I pressed on to 27,500' MSL. What a view; looking at the sand dunes in San Luis, 60 degrees down were the Spanish Peaks and snow covered rockies to the northern horizon. Descending took another hour and I landed in 30 kt gusty conditions 3.92 hrs after launch. Plotting the baro trace showed an altitude gain of 16,700' which met the FAI Diamond Altitude rules. Thanks for all the help and would I do it again? You bet.

Building the APIS – Part 14 by John Scott

Work continues. I think the end is in sight. I installed the elevator control cup and connected the actuating rod. I still need to trim the vertical stabilizer skins for the rudder, but I've finally figured out how to determine how much to trim. I'll shim out the upper and lower hinges, until I get the needed rudder movement. I'll then measure the shim thickness and trim that much from each skin.

I then need to complete some bonding in the fuselage for the O2 bottle and the left rudder cable. When I have the fuselage upside down again, I will complete the install of the main gear fairing as well as the brake cable and relief tubes. I need to finish the fillets around the rear wheel as well.

Finally, I need to complete the canopy assembly and install the control rods. Once that is done, it's time to take the plane to Meadowlake so I can assemble the complete plane, make any adjustments for clearance, complete the control rigging, and do my weight and balance. I'm still expecting to be in the air by the end of spring.

Current Duty Schedule

		Chief	Line	Towing
Saturday	Mar 24	John Scott	Gilles Marty	Jim Pirtle
Sunday	Mar 25	Don Shearn	Art Romero	Lee Hatstrup
Saturday	Mar 31	Frank Molli	Kevin Brooks	Jim Densmore
Sunday	Apr 01	Marsha Hawk	John Browning	Gil Gildersleeve
Saturday	Apr 07	Tomas Fredricks	Rob Hamalainen	Jim Pirtle
Sunday	Apr 08	John Norton	Matt Neal	Lee Hatstrup
Saturday	Apr 14	Marsha Hawk	<TBD>	Jim Densmore
Sunday	Apr 15	Al Spratford	Gilles Marty	Gil Gildersleeve
Saturday	Apr 21	Mary Hoddinott	Matt Sheldon	Jim Pirtle
Sunday	Apr 22	Steve Smith	Jennie Chiang	Gil Gildersleeve
Saturday	Apr 28	John Scott	Gilles Marty	Jim Densmore
Sunday	Apr 29	Don Shearn	Art Romero	Lee Hatstrup
Saturday	May 05	<tbd>	<tbd>	Lee Hatstrup
Sunday	May 06	<tbd>	<tbd>	Jim Pirtle
Saturday	May 12	<tbd>	<tbd>	Gil Gildersleeve
Sunday	May 13	<tbd>	<tbd>	Jim Pirtle
Saturday	May 19	<tbd>	<tbd>	Jim Densmore
Sunday	May 20	<tbd>	<tbd>	Lee Hatstrup
Saturday	May 26	camp	camp	camp
Sunday	May 27	camp	camp	camp
Saturday	Jun 02	<tbd>	<tbd>	Jim Densmore
Sunday	Jun 03	<tbd>	<tbd>	Gil Gildersleeve
Saturday	Jun 09	<tbd>	<tbd>	Jim Pirtle
Sunday	Jun 10	<tbd>	<tbd>	Lee Hatstrup
Saturday	Jun 16	<tbd>	<tbd>	Jim Densmore
Sunday	Jun 17	<tbd>	<tbd>	Gil Gildersleeve
Saturday	Jun 23	<tbd>	<tbd>	Jim Pirtle
Sunday	Jun 24	<tbd>	<tbd>	Lee Hatstrup
Saturday	Jun 30	camp	camp	camp
Sunday	Jul 01	camp	camp	camp
Saturday	Jul 07	camp	camp	camp
Sunday	Jul 08	camp	camp	camp

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