



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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Looking forward to this summer's camps. Photo by John Scott at Silver West.

Club and Member Notes

The club roster and duty schedule are available on-line at the club website. **Members are responsible for knowing when they have duty!**

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

You access the glider reservations thru the roster link.

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

Next Board Meetings - June 9th and July 14th. All club members are invited (encouraged) to attend.

Art Romero, Rob Hamalainen, and Al Spratford have resigned from the club. We wish them well and hope they might return to the club in the future.

Joe and Susan Personett have joined the club. Both are current glider pilots and CFI-Gs with many flying hours. Joe has a Diamond Badge. They own a SZD-54 2-place glider. We look forward to them flying with us this summer. Make sure to introduce yourself to them.

The weekend of April 28th and 29th was the best soaring weather of the season so far. We had 21 flights with several badge attempts and some folks venturing out cross country.

Jennie Chiang received her B Badge on April 28th with a 1 hour flight in **89H**. She also recently passed her Private Pilot written exam. Congratulations Jennie!

Also on April 29th, **John Browning** had an outstanding soaring flight during training flight with **Darrold Gray**. They reached 14,000' and flew about half way to Calhan during a 1 hour flight. John got a good sample of things to come.

Matt Neal made a Silver Distance attempt on April 29th, trying an out and return to High Mesa in **22S**. He didn't make his Silver Distance landing out at Tranquila, but did get his Silver Altitude. A note from Matt on the flight:

On Sunday, 29. April, Matt Neal made a cross-country flight from Meadowlake to Tranquila (88CO). The flight lasted 2h 45m, covered a distance of 22NM, and included a 7600' altitude gain. Tranquila was found to be a well-maintained N-S dirt strip with a windsock and ample room for aerotow retrieves. The owner expressed that he was glad to see the field finally used, and welcomed future landings by club members. Due to a storm approaching Meadowlake, retrieval was made via trailer with the generous help of Gil Gildersleeve and Marty Grove.

A sign For High Flights was put on the EAA post at the corner of Mallard Dr and Piper Lane. Alas, HP color ink does not hold up well to UV and the sign is badly faded. Another attempt will be made using more durable materials.

The club has a new handheld radio for use in operations both at Meadowlake and camp. A 5/8 wave base antenna is being constructed. The radio, an ICOM IC-A6 scans multiple frequencies for monitoring, easily switches between frequencies for communications with aircraft aloft, and receives the weather channel. It is kept in the Ops Trailer Office connected to the charger. **The ICOM radio should be reconnected to the charger each evening.** The charger is on a timer to assure we don't overcharge the battery.

The Terra 760 radio in **47S** has again given up the ghost (which looked surprisingly like smoke leaking from the case). The decision was made to not repair it again. The Terra 720 removed from **22S** when the Microaire was installed is now installed in **47S**. This radio is known for needing a delicate touch when changing frequencies. Please be kind.

It has always been High Flights policy to charge for aero retrieves, but it has not appeared on our fee schedule. The board decided to add it as an explicit item on the fee schedule. The following has been added to the new fee schedule included in the current batch of HFSC brochures and posted on the bulletin board:

Aero Retrieve or Wave Tow ⁽³⁾	\$52/hr
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(3) Actual tach time

Remember to reserve aircraft and schedule time with flight instructors. The flying season is in full swing and when the weather is good we are getting pretty busy. If you intend to fly, you should reserve an aircraft using the online system. Flight instructors still need to be contacted directly. HFSC policy is to only reserve an aircraft for an hour. One of one of the single seat aircraft can be reserved for an extended time for badge work. However, only one should be reserved for badge work at time in order to have the other aircraft available for members.

John Scott conducted a Logger Seminar held at the East Library . The Seminar was quite successful. The first night ran long with background information and the library closed before we got to the demo portion. A 2nd session was held about a week later to do the demos. The first week had about 15 participants and the follow-up session had about 10. Folks are now making much more use of the loggers and the clubs supporting laptop. If you have question, need more demo, or need assistance, John will be happy to help.

COS Class C Airspace

As a result of more flights being logged, we have discovered that we have been getting a little too close to the COS Class C airspace that is west and south of Meadowlake. We are getting a little close on tow going south along Meridan road. The turn after release takes us very close to the boundary. At times folks climbing in thermals over Safeway are in danager of penetrating the Class C, especially if the wind has any easterly component. We need to be vigilant and error on the side of giving the Class C boundaries a little more room.

Separate emails have been sent to you on this topic. Lew Neyland wrote a new section for the PIF on this topic. John Scott created a poster for the Ops trailer with both maps and aerial photos showing the boundaries.

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 7 th – 10 th	Creede

Don Shearn is coordinating the Westcliffe Camp activities in Westcliffe. Packing day for the Westcliffe Camp will be Sunday, 20 May. So far, we have not had many folks indicate they

are planning to participate. Please contact John Scott if you are. You should also make your lodging reservation as soon as possible.

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 dates have now been set to be the 2nd weekend in September. After checking, it was determined that the airport would be very active Labor Day weekend and lodging would be scarce.

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 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.

2007 OLC Update

We're off to a good start in the OLC this year. A few weeks ago we had all 3 loggers available to the club in the air both Saturday and Sunday, with more folks wanting a logger. High Flights is currently ranked 67th of 90 clubs in the US with a total of 607.51 points. Here are the current OLC standing amount club members:

Name	Flights	Km	OLC Pts
Marty Grove	2	195.2	224.91
Matt Neal	1	72.25	111.19
Frank Molli	1	88.07	106.07
Gil Gildersleeve	1	64.93	83.37
Steven Smith	2	23.4	35.87
Jim Pirtle	2	23.34	30.72
John D Scott	1	10.32	15.38
HFSC Totals	10	477.51	607.51

Update on filing flight claims with OLC by John Scott

I've learned several things about using SeeYou and filing OLC claims from flights we have filed this spring.

When registering with the OLC make sure you get your birthdate right. In order to edit a flight after submitted, you will need to login to the OLC. Make sure you remember your password. If you don't, make sure you entered a valid email address and remember what it was.

If you are having any problems with your flights on the OLC, send them email, help@onlinecontest.org. They are very helpful and usually respond within 24 hrs

If you are going to use the club laptop for downloading and creating the OLC submission file, make sure your birthdate is correctly recorded in the Pilots database in SeeYou (or at least matches what you used to register with the OLC).

Pre-Flight: When you do your flight declaration, make sure you get the plane type right. This can have significant impact on your ultimate points since the handicaps on the club aircraft can be significantly different.

Post flight: Check the Flight Properties dialog box and make sure everything is correct – name, birthdate, plane type, pure glider, soaring start/end times, etc. This is where you should edit the flight data, not in the Flight Claim dialog box. The Flight Claim dialog box will appear to do the edits, but the data doesn't seem to make it to the .OLC file.

Editing the Soaring start time may be necessary if the cockpit noise is loud enough for the Volkslogger to record it as engine noise. This happens in particular if you fly the Blanik with the front vent open.

If you use the EW Model D logger, check that the Garmin that feeds GPS data to the logger is set to WGS84. If it isn't then all records will be marked as invalid.

If using the EW Model D logger, several “L-sentences” inserted by SeeYou must be deleted from the .OLC file prior to submission. If they are not deleted, then the file will fail the OLC validity check. An email to the OLC will likely get them to set the flight as valid. This is likely the case for EW Model D log files submitted for badge claims. If you want more information on this, talk with me.

Building the APIS – Part 15 by John Scott

Progress is being made. The new wheel parts have been fitted. The brake backing plate stop lug, custom made by AMS for me, was slightly too large in diameter to fit in the slot in the backing plate, so I had to chuck it in the drill press and file it down slightly. After that all parts fit together and I now have a functional main wheel.

I've been reworking the luggage compartment shelf and battery box so that the box will hold 2 batteries. I just need to do a little more fitting to the fuselage and this will be ready for installation.

I've also done the initial layup on the tail dolly. I now need to add a few more layers of glass for strength and rigidity as well as shape and glass in the mounting block for the castoring wheel. Then paint, install the internal padding, and the castoring wheel.



We finally received the weight and moments for the control surfaces from AMS. Everything is good except for the elevator. The weight is okay, but the moment is way off. At the trailing edge it should have a moment of about 400 gms. It is actually 500 gms. There is little room in the vertical fin to add counter balance. If I was able to add the counter balance, then the total weight would be too heavy. I've received



email from Robert Mudd indicating the factory has agreed to supply a replacement elevator that is in spec. I am now proceeding, with renewed vigor, towards completion and my airworthiness inspection using the out of balance elevator.

I have finished fitting all the tail surfaces and only need to complete the rigging of the rudder pedals and elevator controls in the cockpit.

Within the next week I hope to complete the fitting of the canopy frame and the bonding of

the canopy to the frame. After that I have only a little more bonding inside the fuselage to do, installation of the luggage compartment parts, a little more finish work on the fuselage bonding seams. Then it will be time to take it to Meadowlake for the final fitting of the wings and the rigging of the flaperon and spoiler controls.

After that, it's a little painting, the airworthiness inspection, then off to Moriarty for the test flying.

Articles and submissions for the High Flyer are ALWAYS welcome. If you have a interesting flight, or even a boring flight for a badge attempt, send a few paragraphs on the flight to the editor. Anything of interest on Soaring or High Flights gladly accepted. Photos of High Flights activities both past and present are also needed. I'm runing out of photos from the website to recycle. New photos are needed!

Current Duty Schedule

		Chief	Line	Towing
Saturday	May 12	Matt Neal	Joe Personett	Gil Gildersleeve
Sunday	May 13	Marsha Hawk	Gilles Marty	Jim Pirtle
Saturday	May 19	John Norton	Matt Sheldon	Jim Densmore
Sunday	May 20	Steve Smith	Jennie Chiang	Lee Hatstrup
Saturday	May 26	camp	camp	camp
Sunday	May 27	camp	camp	camp
Saturday	Jun 02	Frank Molli	Gilles Marty	Jim Densmore
Sunday	Jun 03	Don Shearn	Kevin Brooks	Gil Gildersleeve
Saturday	Jun 09	John Scott	John Browning	Jim Pirtle
Sunday	Jun 10	Marty Grove	<tbd>	Lee Hatstrup
Saturday	Jun 16	Tomas Fredericks	Matt Neal	Jim Densmore
Sunday	Jun 17	John Norton	<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>