



HIGH FLYER



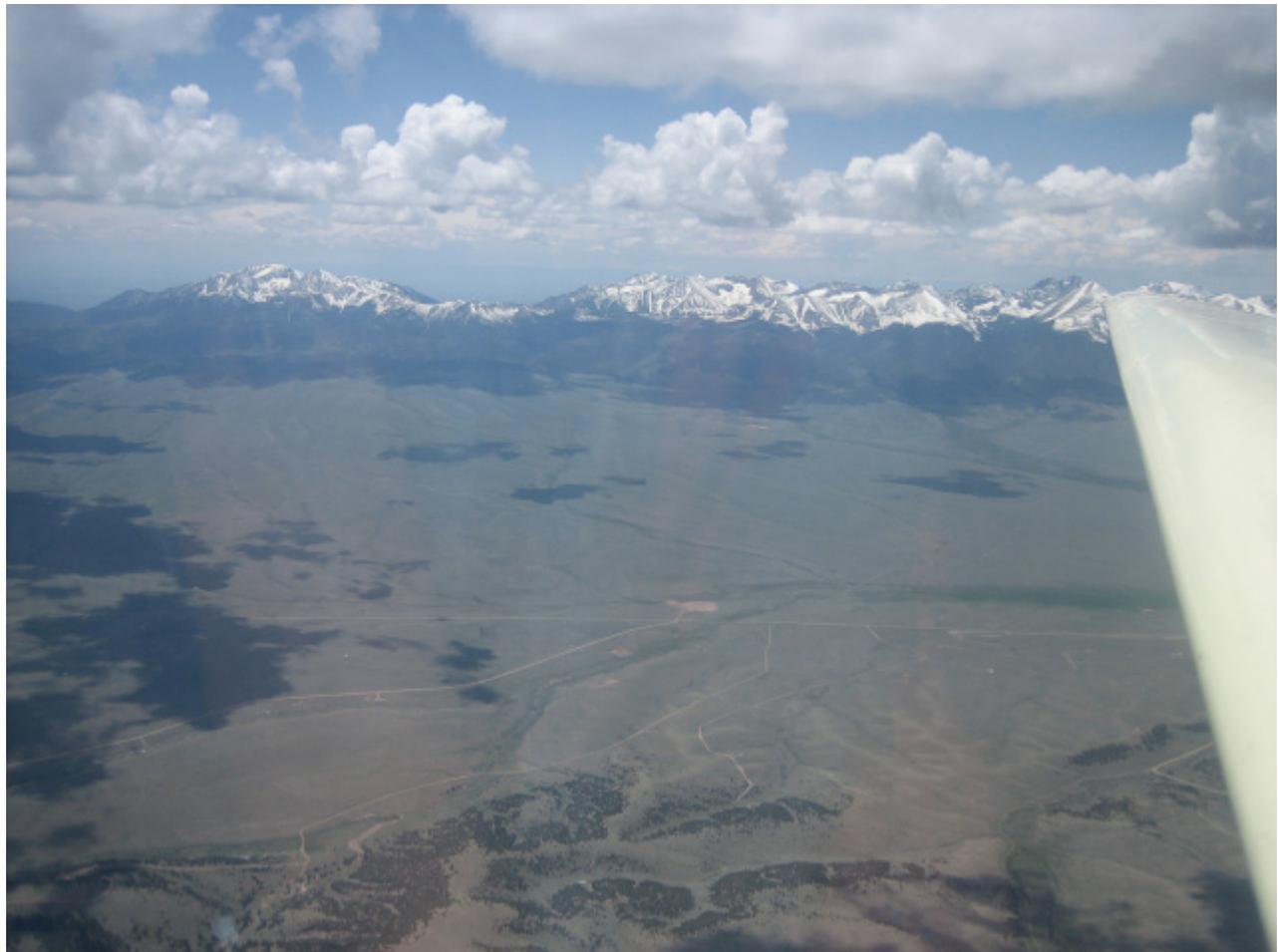
The Official Newsletter of High Flights Soaring Club, Inc
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Looking west to the Sangres, south of Silver West from 22S at 15,000'. Photo by John Scot.

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 - July 8th and August 12th. All club members are invited (encouraged) to attend.

Please introduce yourself to and welcome our new members **Dylan Hrkach** and **Dub Wilttrout** when you see them at the club. Dylan is 15 and just starting out flying. Dub is a commercial pilot and instructor who is transistioning to gliders.

Don Shearn has resigned from the club:

I've decided that it's time to hang up my High Flights jock. So effective now I'm resigning from the club. The little voice inside has been growing louder, and it's clear to me that it's time. High Flights has been a special part of my life, and it's been great to have enjoyed the company of John Galbraith, Lew Neyland, Gil Gildersleeve and Marty Grove for so long, and then those now over 18,000' msl, Milt Johnson, Ray Marvin, and Herb Smith. A number of the newer members have been a pleasure to know. I wish the best of good fortune for the club.

Tomas Fredricks has returned to Out-of -State Member status. He retired from the USAF at the end of May and returned to Florida with his family. Hopefully we may see him back for a camp in the future.

Frank Molli has completed his C Badge and Bronze Badge.

Marty Grove completed his Silver Duration at the Westcliffe Camp.

An update to last month's newsletter: Our new member **Susan Personett** has a Diamond badge and a Single Lennie pin.

All our leaky 1-26 tubes have been patched. The weak line inventory has been refreshed. Thanks to **Steve Smith** and **Jennie Chiang** for their efforts.

Summary/Clarification of glider reservation policy

The 1-34 may be reserved on ONE DAY ONLY per weekend for extended badge flights.

One 1-26 may be reserved for badge flights any day as long as the other 1-26 is available for members local flights. If there is only one 1-26 available then, like the 1-34, it may be reserved on ONE DAY ONLY per weekend for extended badge flights.

Neither the 2-33 nor the Blanik should be reserved for more than 1 hour for non-instructional flights or 1 1/2 hours for dual instruction. Badge flights in 2 seaters are discouraged.

Flights can be extended if no-one is waiting on the aircraft.

Report from Silver West Camp

We had generally good weather this year for the Westcliffe Camp this year. Winds were generally light and mostly from the south. This year we operated from the ramp at the north end of the runway. We arrived on Friday with **22S**, **7AS**, and the tow plane. Gil towed and Frank flew **7AS**. When they arrived, the sink was so bad in the valley that Frank beat Gil down after releases. We assembled **22S** and put in tie downs for the **7AS**. We put 22S in the tiedowns installed by Bill Creech and Don Shearn for their 1-26, which was in a hanger undergoing some minor repair.

Saturday morning Marty Grove arrived with **643**. We assembled **643** and got ready to fly. We launched all 3 gliders. The air was turbulent, but lift was abundant. Things got smoother about 12,000-13,000 ft. The big flight of the day was **Marty Grove** completing his 5 hour Silver duration flight. We celebrated Marty's flight Saturday evening with a cookout at **Don Shearn's** house. Our thanks to **Don** and **Mary Lou** for hosting us again this year.

On Sunday several more club members arrived via air. **John Norton** and his son flew down with **Jim Densmore** in Jim's Cessna 180. The lift was again very abundant and smoother the higher you went. Cloudbase was about 15,000-16,000. We logged 5 flights in **7AS** with Marty and John flying with their son's. Frank gave a couple of rides. **643** was flown by Jim **Densmore**, **Gil**, **John Galbraith**, and then Jim again. **22S** was flown by **John Scott** and **John Norton**. A total of 11 flights and 10+ hours.

The weather forecast was for a front to move thru Tuesday morning with high winds and for overdevelopment and thunderstorms for Monday afternoon in Colorado Springs. We decided to break camp on Monday and return to Meadowlake ahead of the weather. All in all, this was possibly the best Westcliffe camp in several years. Let's hope our luck holds with our other camps this summer.

New Landout Tiedown kits



Pictured to the left is one of the new landout tiedown kits. 4 kits have been assembled and placed permanently in the 3 single seaters and the Blanik. The kit consists of 2 screw anchors, a handle for installing the anchors, 2 10' ropes, 1 20' rope with nose ring, and a storage bag. The nose rope was made 20' long so it could also double as a tow rope in needed to pull a glider to a better location for disassembly.

The screw anchors should be placed outboard of the aircraft tie point so that the rope pull is at an angle to the shaft. This will significantly increase the amount of force required to pull them out. Try to tie the plane in 3 places. Hopefully you can find a tree, fence post, really big rock to use for the 3rd tie.

These kits are to be used only in the case of a landout. They do not have the holding power needed for a camp tiedown. We will continue to use the normal anchors for this purposes.

Camp tiedown kits for each airplane are kept in the large ammo cans located on each of the trailers.

Reminder - Cross Country Preparation

If you think you may leave the immediate vicinity of the field (Meadowlake or at camp) then you should make sure proper preparations have been made for retrieval. The HFSC board has helped by providing the new landout tiedown kits. Here is a quick reminder of some things you need to consider. If you read any of the soaring cross country books, they will have a much more extensive list. The items below are the ones that improve the chances that someone from HFSC will come to get you.

Cell phone with good battery – back up to the aircraft radio

Map and locator – the retrieve will go fastest if you can provide specific information on your location (Lat/Long is best). You should have a GPS of some kind with you and know how to retrieve your location from it.

Arrangements for retrieve – Make sure someone knows that you plan to fly away from the field, some idea of what direction your planning to go, and that someone has agreed to come get you if you landout. This includes making sure there has been a vehicle identified to tow the trailer.

Funds for dinner and beverage for the retrieve crew on the way back.

If you are flying away from the field, you should communicate with High Flights Ground periodically about your status and location. In case you get low and think there is even the possibility you won't get back, try to communicate your location and this information with HFSC ground.

2007 Camps

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

Jun 29 th – Jul 4 th	La Veta
Sep 7 th – 10 th	Creede

The length of the La Veta camp was reduced due to lack of interest. We are now only planning for the last weekend of June thru the 4th, breaking camp the afternoon of the 4th. We are having difficulty getting enough commitment from folks to be able to all aircraft to and from camp. We may only be able to take 2 gliders in addition to the tow plane.

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.

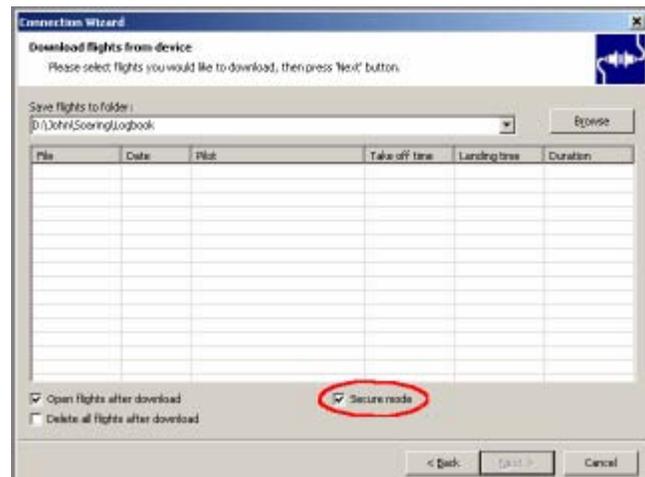
Information on lodging for each site is on the HFSC website. Keep in mind that many of the accommodation in La Veta have closed in the past couple of years.

2007 OLC Update

This year continues to be our best OLC year yet. We had numerous good flights logged at Silver West, by far the best being Marty Grove's 5 hr (289 pts). High Flights is currently ranked 65th of 95 clubs in the US with a total of 1756 points. Here are the current OLC stats for our club members (Note: Dan Daly has continued to submit his flights for High Flights).

Name	Flights	Km	OLC Pts
Marty Grove	3	448.40	513.86
John Scott	4	180.09	270.58
Gil Gildersleeve	3	194.06	232.90
Frank Molli	4	175.02	211.60
Steven Smith	5	107.15	161.36
Matt Neal	1	72.25	111.19
Daniel Daly	2	68.07	88.39
Jim Densmore	2	68.24	77.50
John Galbraith	1	50.09	58.56
Jim Pirtle	2	23.34	30.72
HFSC Total	27	1386.71	1756.66

Update: When using SeeYou Connection Manager to download flights from the Volkslogger make sure you have the "Secure Download" option checked (circled in red in picture). If not, the Volkslogger does not generate the secure signature and the resulting log file will not validate.



Poor Man's "Volkslogger" – by John Scott



My wife and I recently got a new Husky puppy (1 yr old), Kona. It seems both my new dog and my old doctor think I need more exercise. In order to make both happy, I've started taking Kona for a walk every morning – he generally gets me up by about 0600, ready to go. We do most of our walking on the fire roads, horse paths, and deer trails of the US Air Force Academy. Being the "geek" I am, I soon wanted to have better information on where I was, what my altitude was, how far we'd walked, how fast we'd walked, etc. A little research resulted in my purchasing a Garmin eTrex, a simple basic GPS receiver. This unit provides all of the data I wanted. It doesn't provide maps, but then, I don't need them, I can see the trail I'm on. These units can be found for less than \$100.

After getting the unit home and working with it, I discovered that this unit can provide all of the same logging and navigational

functionality of the venerable Volkslogger, with one exception. It is not an IGC approved logger, therefore the logs are not acceptable for badge work. However, the logs are acceptable for the OLC (Blue "V" verification).

Garmin GPS units are supported by SeeYou and StrePla for uploading waypoints and tasks (Garmin routes) and downloading of tracks. There is no flight declaration, but all of the relevant information can be entered after the flight when preparing the claim.

The eTrex has 2 screens of interest. The one here provides the same basic information as the Volkslogger, but graphically. The large arrow points to the next waypoint. The compass rose is always oriented so that your flight track is up. The box at the top displays the distance to the waypoint. The orientation in the display to the right shows you directly on track for the waypoint. A variety of information can be displayed in the lower box – ground speed, altitude. There is a second screen which is all text. It will display 5 variables from a long list, you can select the ones of most interest to you.



The unit is very compact, about the size of a closed cell phone, but a little thicker. This unit will run for 20+ hours on a pair of AA cells. No other battery or wires in the cockpit to worry about. The screen is very readable in daylight conditions.

So, if you are interested in a logger for flight review and/or OLC purposes, this simple Garmin GPS unit will do the trick. More expensive units will provide more features, like color display and maps, and larger screens. If you already have a Garmin unit it may provide all you need to log your flight.

Do I need an OO for a duration claim ?

From R.A.S.:

My question is pretty simple. Having a valid igc trace file, do I need an OO for a duration claim ?

Yes, there is no trust in this business. An OO has to certify that the trace is yours and that it is valid and has not been tampered with. The OO has to sign about three or four different statements. It is always about the paper work more than about the flying.

This condition exists, sadly, because some people were caught cheating. A pilot was stripped of all his badges, dismissed from membership in SSA, and the numbers for his badges stand today as empty ciphers in the list of badge holders.

Nyal Williams

If you have a data logger, the requirements are pretty simple.

Plan a task that you want to attempt. For a duration or altitude leg, there is no planning.

- 1) Find an Observer. They should be a pilot who has done badges using a logger before. They must have at least a "B" badge to be officially recognized.
- 2) Tell them your planned task.
- 3) For a distance task, declare it in the logger, before take off.
- 4) The observer should be able to verify that the logger was in your glider for the entire flight.
- 5) Download the flight with the observer present. Burn the file to a CD or floppy
- 6) Fill out the award application with the observer.
- 7) send in the application, the flight log and a copy of the logger's calibration sheet

Calibration sheets for all club loggers are stored on the club laptop as PDF files. Put a copy on your floppy with your log file and print it at home before submission.

From the Canada Roundtable newsletter:

One of our members was bringing his Discus out to the airfield in its Cobra trailer. As he got close to the airfield, he noticed what he thought was dust rising from the trailer but thought nothing of it since he was on dusty back roads. When he pulled into Air Sailing and stopped by the hangar, he looked back and realized the trailer was on fire! He quickly pulled it out into the runway and away from the hangar, unhooked his van from the trailer and in a few short minutes the trailer was engulfed in flames while he retrieved a fire extinguisher from the hangar.

The Discus and trailer are a total loss. The fire was so intense the aluminum top of the trailer disappeared and puddles of aluminum formed on the ground. Nothing is left of the glider except some twisted metal fittings and some carbon fibre strands. The bottom of the trailer is heavily damaged but not destroyed and the tires didn't even catch fire. The scene looks like those spontaneous combustion pictures we marveled at as teenagers where all that was left was the shoes.

It is too early to determine the cause conclusively but it is believed the glider batteries, which were sitting on the floor at the front of the trailer with some cleaning rags, may have somehow ignited the rags and started the fire. Perhaps one fell over and shorted out when it made contact with the trailer. All that is left of the batteries are the lead plates.

Take care when transporting batteries!!! Take them out of the glider and put them securely into a closed box like a marine battery box. Do not store them in your glider trailer!



Building the APIS – Part 16 by John Scott

Short report this month. The new elevator arrived from Slovenia and has been installed. It is significantly lighter than the original (in fact it is lighter than the published specs). All of the tail surfaces have been installed and the controls back thru the fuselage connected.

The canopy frame has been fitted. I am in the process of completing the frame so I can install the canopy. The bulkhead panels for the rear of the cockpit are nearly complete and need installed. I still need to install the mounts for the O2 bottle and then bolt in the remaining control connections.

I've decided to do the touch up painting before I take the glider to Meadowlake so that while at Meadowlake I can do the weight and balance. The trip to Meadowlake will be to finish the fitting of the wings to the fuselage and the final installation of the controls.

I continue to press towards completion and expect to have the APIS in the air before the end of summer.

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

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

		Chief	Line	Towing
Saturday	Jun 16	Matt Neal	<TBD>	Jim Densmore
Sunday	Jun 17	John Norton	Marsha Hawks	Gil Gildersleeve
Saturday	Jun 23	Mary Hoddinot	Matt Sheldon	Jim Pirtle
Sunday	Jun 24	Steve Smith	Jennie Chaing	Lee Hatstrup
Saturday	Jun 30	camp		
Sunday	Jul 01	camp		
Saturday	Jul 07	Joe Personett	Gilles Marty	<TBD>
Sunday	Jul 08	John Scott	Kevin Brooks	<TBD>
Saturday	July 14	Frank Molli	Susan Personett	<TBD>
Sunday	July 15	Marty Grove	John Browning	<TBD>
Saturday	July 21	Matt Neal	Dub Wilttrout	<TBD>
Sunday	July 22	John Norton	Dylan Hrkach	<TBD>
Saturday	July 28	John Browning	Keven Brooks	<TBD>
Sunday	July 29	Marty Grove	Marsha Hawk	<TBD>
Saturday	Aug 4	Mary Hoddinot	Matt Sheldon	<TBD>
Sunday	Aug 5	Gilles Marty	Matt Neal	<TBD>
Saturday	Aug 11	Frank Molli	John Norton	<TBD>
Sunday	Aug 12	John Scott	Dub Wilttrout	<TBD>