



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

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**Randy Rothe's Prototype Hydrostatic Glider Winch at the SSA Convention.
Photo by John Scott**

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>

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

You can now access the Glider Reservation page directly:

<http://www.mcsi.com/hfsc/reservations.dll>

Next Board Meetings - Mar 8th and Apr 12th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer (unless it's really cold, then you can find the meeting at Frankie's II in Falcon).

Friday, 22 Feb 2008! – First good **Cu** day of 2008. 45 deg., Wind ESE at 3. Let's hope this portends a good and extended soaring season. The picture is looking east towards Meadowlake from the front range.



For **1-26 Aficionados**, Charlie Shaw says there's a badge camp in late June (I think he said last week in June at Hobbs. Dorm rooms \$15/night. Tows will be \$50. If interested, check with Jim Densmore or the 1-26 Association Website.

We have another new member, **Mike**

Bieganski. Mike currently has his Private SEL license and will starting on his glider rating soon. Mike made it to Albuquerque for the convention. Please introduce yourself to Mike when you see him at the airport and welcome him to High Flights.

Folks on Crew Duty need to be as careful about recording flights in personal aircraft as they are in club aircraft. We need to be sure to record both the Takeoff time and the landing time. This is to keep our activity records accurate.

Last year we had some apparent airspace issues at Meadowlake after downloading flight logs. Further investigation later in the year revealed that the airspace dipication in SeeYou was not accurate. During the Annual meeting I announced that I had updated airspace files for SeeYou. These have been loaded on the club laptop. If you need them, you can copy them from there. The files are in the Shared Documents area in the Airspace directory in multiple formats.

The club laptop has been setup for dial-up internet access from the Ops Trailer at Meadowlake. A 25' phone wire is in the Laptop case. There is an Icon on the main screen to initiate the connection.

Finally, the Condor flight simulator has been installed on the club laptop for folks to try. There was a lot of excitement at the SSA convention about Condor. See John Scott if you want to give it a try.

2008 FIRC – Flight Instructor Review Clinic

While this is formally a Flight Instructor Clinic, it is a good review for any glider pilot. I've attend the last 2 and strongly encourage you to attend. Marsha Hawk attended 4 yrs ago. Mary Grove attended 2 yrs ago. You might check with either of them. The location of this year's FIRC will be the Clarion Hotel located at Centennial airport, 7770 S. Peoria St., Englewood, CO 80112. The hotel website is:

<http://www.denver.com/clarion-centennial-airport-hotel/>

The clinic will be 0800-1600 each day. Please plan to arrive at least 15 minutes early, so we may start on time. Lunch is on your own and a list of local restaurants will be available at the course. [Editor's Note: If you haven't been to Dickie's Barbeque on Arapahoe, strong recommended!]. Course materials will be provided, but please bring paper and pen if you wish to take additional notes.

Cost is \$150 per person, and you may either send me a check, or pay at the door. Please respond to Tom Serkowski (tserkowski@gmail.com) if you plan to attend so he can an accurate head count of attendees. Tom needs your name, address, email, and phone number.

If you'd like hotel accommodations for Saturday night, please contact the hotel directly.

GOODSEARCH FOR HIGH FLIGHTS! From Frank Molli

Here is a painless way to generate funds for High Flights Soaring Club. GoodSearch.com, an Internet search engine, pays non-profit organizations one cent for each search performed. It is easy to set up and it uses the Yahoo search engine so the search results are very good. Think about this, if you average 10 searches a day times 30 days a month, would be \$3.00 per month. Now if 30 of us do this, that would be about \$90/month! This amount is not insignificant. Of course some of use will perform more searches and others less.

There are a couple of ways to use GoodSearch. The best way is to install a GoodSearch tool bar in your web browser. You can do this at the following link:

<http://www.goodsearch.com/toolbars.aspx>

This supports both Internet Explorer and Firefox web browsers and it is very easy to install. Or you can use the <http://www.goodsearch.com> page directly. Be sure you select High Flights Soaring Club as your designated non-profit organization! Think about this, why send more profits to Google - the last time I looked their market cap was \$158 BILLION - more than GM, Ford, United States Steel, Boeing Aircraft, Pfizer and Motorola Corp combined! Let's send some of those profits to High Flights Soaring Club.

Encourage your friends and family to GoodSearch for High Flights too! The more people we get doing this, the better off High Flights will be.

2008 Camp Schedule

After much discussion, the board has selected the following camp schedule for 2008:

23-26 May	SilverWest Camp, Westcliffe, CO Marty Grove, Camp Coordinator
28 Jun – 6 Jul 29 Jun	Meadowlake Camp, Falcon, CO Family Cookout and Potluck
19-22 Sep	Fall Colors Camp, Creede, CO Jim Densmore, Camp Coordinator

For the last several years, our camp participation has been declining. It is a lot of work to load the planes and go to camp. Additionally, after last years trip to La Veta, we have some concerns over the condition of the runway. For these reasons it was decided to stay home for the mid-summer camp and to operate for the full week. We're hoping this will give more club members the opportunity to fly during what should be prime soaring weather. This will be a great opportunity to work on badge work or do a little cross country. We'll be announcing more information about each camp nearer the camp dates. We're also hoping to plan some family activities for the camps – hikes, sightseeing, etc.

We look forward to seeing you at this year's camps.

2008 SSA Convention

This years SSA convention in Albuquerque was well attended by High Flights. We had 8 members that were able to attend part of all of the convention. A big focus this year was on winches with 2 American Made winches on display and 3 Seminar Sessions on Winches. Below are some comments from HFSC members who attended.



The other American Winch



Burt Compton's new DG1000 Turbo. If you go to Marfa, TX. Burt will be happy to sell you a ride.

From Gil Gildersleeve

There are a few memorable things I enjoyed at Albuquerque. Bob Wander is as impressive as a speaker as well as an authority in his texts on our sport. Dick VanGrunsven had a beautifully prepared presentation on soaring in western Oregon.

He remains an enthusiastic glider pilot and made no mention of the RV series of experimental aircraft his company is noted for. His use of Goggle and GPS slides showed many flights over 300K that one would not expect that close to the Pacific. The secrets of faster flying by 17 yr old Willat leaves me shaking my head realizing how far avionics and gliders have progressed . Simulators will be the norm for racing pilots.

It was nice to drool over the high dollar carbon gliders, but the Rohrkasse vintage all wood glider is a work of art.

From Steve Smith

The SSA Convention was well worth the wait, and well worth the travel.

It was the first soaring convention I have ever attended. To see so many soaring professionals/enthusiasts from all over the world in one place proved to be a rewarding experience that I will never forget. It was particularly nice to be able to sit in so many brand new high performance fiberglass sailplanes and dream that someday, maybe... just maybe...The joys of having a hangar!

I attended several lectures and learned a lot about various new technologies that are having a profound impact on our sport. Bill Daniels and George Moore gave an interesting presentation on winch technologies. There has been considerable effort made to unravel the engineering mysteries behind winch launching and they came armed with a slew of test data. Those results will go a long ways towards making the technology even safer, more affordable, and dependable. The joys of having a winch!

I could have spent days just hanging out with the vendors! Glass display technologies are the rave and continue to gain ground as their performance/cost ratios improve. Luckily... I made it a point to set a budget before I ever entered the building!!

I left the convention on Saturday afternoon with a nagging thought.

Maybe, I should have bought one of those glass panels... just to let sit in my garage. Maybe, given enough time... it might attract one of those high-performance fiberglass sailplanes! I'm still giving that idea some serious thought.

From Jim Densmore

Winching

Winching was an interesting topic at Convention. Two nearly complete winches were brought to Convention, one yellow and Randy Rothe's, which is a clean, bright orange. Both looked very good. There were several talks on the topic of winching, some expressing hope that Soaring in the US will embrace it, e.g. Bill Daniels' talk, and some expressing concerns, even grave concerns, about safety. Personally, having digested what I heard, I strongly believe that winching is safe under the right conditions, and we can control those conditions and make them right. I also believe winching is necessary to the future of Soaring. Without it here in the US, our sport will cease, or nearly cease, to exist. I am making assumptions about fuel prices that may prove false, but even if they do, winching was shown as a fresh opportunity to get young people into our sport. The rush of a launch is very different from a tow, and proponents feel that will appeal to our youth, whom we desperately need to embrace the sport. I agree.

I reviewed quite carefully not only Bill Daniels' presentation, but also that part of the

research behind it that was done by George Moore. There is some excellent work there, some carefully done MatLab models that appear to be quite sound, and at least one revelation. This revelation is not quite brand new, it's been around for awhile, but it is the current subject of some controversy. That revelation is the benefit of constant (or no more than slowly changing) tension during winching operations.

George has done very careful work looking at the physics of constant tension that verify the benefits of this method. His work also shows that servos (realized most easily using computers) are required to maintain constant tension, it really isn't possible (truly, it isn't possible) with just your hand on the winch motor throttle. To me, the most striking benefit of constant tension is that there is no speed control reversal anymore during launch. If you wish to speed up during a launch, push the stick. Want slower? Pull back on stick. Entirely intuitive. Not sure why?

Remember, no matter what control input you apply, the computer at the other end is maintaining 1000 (or whatever) pounds of force (exactly!) on the cable. If that doesn't help you to visualize it, talk to me, I'll be glad to explain.

A more important benefit is that constant tension is safer. It's almost impossible to break the winch cable, because the force on it is held constant. By the way, we really shouldn't call it a cable. The new plastic cable lines are incredibly light, and when they break, they certainly don't do any whipping around like a steel cable would. A steel cable acts much like a spring under load. These plastic lines are just completely dead elastically. There is no spring action in them at all. Their strength makes them impossible to break (don't forget your weak link!) and when they do, they simply fall. If it hits you on the head it won't even hurt.

The controversy? Well, some people believe it doesn't work. Others believe it isn't needed. I disagree. There is substantial mathematical and physical evidence here. It works.

Condor

I almost bought it. Wish I did, but I'd already blown my wad o' cash by flying the 180 down to Albuquerque. Condor is a very slick Soaring Simulator program that runs on your PC. You add a good joystick and a set of rudder controls. Condor is not a toy. It is designed to do what the big iron airline pilots do with their simulators - learn to fly, and learn to soar, better. It's very accurate and a whole lot of fun.

Highly recommended.

Stemme

You and I will never have one most likely, but I could not resist "Glider Bob's" offer to sit in the Stemme S10-VT (stemmewest.com or stemme.org). It was one of the new ones, so it's got the Rotax engine in it - much more reliable than the Limbach.

Extremely comfortable, and all the right accoutrements at hand. You wanna go somewhere? 135 knots cruise! But of course, the idea is to shut off the noisy fan up front, stow it away, and soar. 50:1!! Perhaps a group of us should fly out to Telluride this summer and each go for a flight in it. I'm sure Glider Bob charges (lots of) money for the privilege, but it would be a darn cool way to soar Telluride.

The Floor

There were two big rooms, each of which held a number of booths and each of which, naturally, held several beautiful gliders; Stemme, Lighthawk, DG, Sparrowhawk, etc. etc., not to mention Bulldog, Pete V's really good lookin bright orange 1-26. However, because there were two rooms full of beautiful gliders instead of one bigger room, the

booths were strangely silent. Sure enough, Randy and Pete both mentioned to me that they didn't get a lot of foot traffic. This was odd and really too bad, because the banquet was better attended than in recent years and the talks were chock full of people. Maybe everyone spent all their time at the talks. However, this was a real concern. Some of the booths came from overseas, as you might imagine, so they have to be thinking about whether to come back. Guess we won't find out what they're going to do next until 2010, because this is the last annual convention. They are going to an every-other-year schedule now, so the next convention is in 2010. Bottom line, to be honest: I am more concerned than ever about the future of soaring in the US. There is just too much evidence, and too many unfortunate incidents, that have occurred recently. We all need to watch for ways we can help our sport.

The Banquet

I figure if I'm going to Convention, I'm going to take it ALL in, so I attended the banquet. We had a good time. The gentleman who gave the keynote speech is the Italian Lee Bridliadori, the author of an apparently fabulous new volume on soaring called Competing in Gliders. He was unbelievably difficult to listen to, as he was simply reading his prepared speech in an unfamiliar language, but it was undeniably superb for those who stuck with it and listened carefully. The message, in a nutshell: the CEO or other executive of a company has important decisions to make every day. The glider pilot has a set of decisions to make during a flight that are surprisingly similar in nature. They must be made with confidence while managing two essential kinds of risk: competition risk and real risk, if you will. Competition risk is where you might lose, or win, of course. Real risk is where you might die, or at least damage your glider, or not. It was very good. But man it was hard to listen to.

(the book: http://www.amazon.com/Competing-in-Gliders/dp/8875110581/ref=sr_1_1?ie=UTF8&s=books&qid=1203716500&sr=8-1 ... but it is not yet available through Amazon, nor through anyone else unless you find one that was bought at Convention.)

The Talks

I attended some excellent talks, including several on winching, one on weather, one actually from the AOPA on the state of general aviation which was useful, and Randy's needed workshop on how to get more people involved in soaring. The best talk I attended was by Bob Wander, man what a silky radio voice he has (he used to be a radio announcer). Bob made a suggestion worth considering. The call has gone out for yet another strong Executive Director for our Society. He argued against this, as do I. We'd have to pay this person too much, and the communications are actually more difficult when such a person is hired. Instead, let us consider the ideal of Cincinattus (who's he? see <http://www.rbrent.com/products/tsg/RRArticle.pdf>). Cincinattus was called up to serve his Roman Country and commanded the defeat of an enemy army, and subsequently returned to his farm and his crops, all within a six month period. Need a lobbyist? (Some say we need one full time, but let's not debate that issue here). Well, hire one for a short contract duration, let him do his job, and then let him go. Same with an attorney, a financial adviser, or whatever. We hire the expert we need for only a short period to get specific tasks accomplished. Something worth thinking about.

Finally, I already had understood that the staff at Hobbs have been working double-, triple-, and fourful-time to wrench our Society from the jaws of that recently jailed felon whose name I won't utter - reading only a few of Dianne's e-newsletters is convincing of that. But the conditions they were working under prior to Dennis Wright's departure were actually quite intolerable. According to Bob Wander, apparently both he and the previous E.D. were men who insisted on being the sole communications conduit to the Board and to most of the Society members. Staff actually were forbidden to speak with a Board member for any reason, and this has been the case for a long, long time. Bob made clear something that hadn't before been obvious to me: without Denise Layton, Dean Carswell and several of the staff members under Denise working since Dennis's departure as they have, the Society simply would no longer exist. What they have been doing is a labor of true love. I cannot imagine them stepping up to this effort after the way they were treated under Dennis and the prior E.D.. Nevertheless, they did so. There is no way we ever can thank them enough for what they have done in improving the Society's likelihood of survival ... except by fostering our sport as they have been doing, and making it thrive.

Epilogue

Finally, Bill Daniels and I flew to Moriarty Sunday and got a tour of the museum. It is outstanding and getting better all the time. Pay a visit. During our trip home Sunday afternoon you may recall the weather here was upslope. It was difficult flying for this I-Follow-Roads guy and I was glad for Bill Daniels' help; we were able to stay safe and still get home. We stopped at Pueblo for dinner because we couldn't stay VFR just north of Pueblo. My 180 did a 180. Launching again later in the evening (well, it was dark, ya know) it was crystal clear underneath the overcast all the way to Meadow Lake - no problems. Just 20 minutes after we landed at Meadow Lake it was solid IFR, 200 foot overcast and visibility poor underneath. Guess we caught the window just right.

NEW AND IMPROVED EAA Calendar of Events from Jim Densmore

I know some of you are EAA members, but many of you are not. On the other hand, I know all of you have a keen interest in aviation. One of the things I'm always looking for is a decent calendar for aviation related activities. Possibly we have found it in EAA's new refereed, comprehensive online calendar of events. My understanding from the EAA newsletter I recently received is that the calendar has received a complete makeover and is designed to conveniently cover a wide variety of aviation events. Chapters have been encouraged to add their events, and big name air shows and the like also have. We should encourage contests we have an interest in to add themselves also, like 1-26 Nationals and so on. Anyway, take a peak at www.eaa.org/calendar

Building the APIS – Part 16 by John Scott

There has been little recent progress on the APIS, but that's all about to change. In 2 weeks everything goes back in the trailer and we're off to Morarity, NM. I'll be working with Robert Mudd in his hanger until done. I'm expecting 1-2 weeks. If all goes well and we can get the DAR to sign-off, we'll do the test flying. Hopefully the APIS will be in the air by the end of March!

Current Duty Schedule

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

		Chief	Line	Towing
Saturday	Mar 1	John Scott	John Browning	Jim Pirtle
Sunday	Mar 2	John Norton	Dylan Hyrkach	Jim Densmore
Saturday	Mar 8	Mary Hoddinott	Matt Sheldon	Joe Personett
Sunday	Mar 9	Marsha Hawk	Dub Wiltrout	Gil Gildersleeve
Saturday	Mar 15	Matt Neil	Roger Wild	Jim Pirtle
Sunday	Mar 16	John Scott	John Browning	Jim Densmore
Saturday	Mar 22	John Norton	Dylan Hyrkach	Joe Personett
Sunday	Mar 23	Steve Smith	Jennie Chang	Gil Gildersleeve
Saturday	Mar 29	Frank Molli	Cannon Willie	Jim Pirtle
Sunday	Mar 30	Keven Brooks	Dub Wiltrout	Jim Densmore
Saturday	Apr 5	Marty Grove	Roger Wild	Joe Personett
Sunday	Apr 6	Mary Hoddinott	Matt Sheldon	Gil Gildersleeve
Saturday	Apr 12	Marsha Hawk	Dylan Hyrkach	Jim Densmore
Sunday	Apr 13	Matt Neil	Roger Wild	Jim Pirtle
Saturday	Apr 19	John Scott	John Browning	Joe Personett
Sunday	Apr 20	John Norton	Cannon Willie	Gil Gildersleeve
Saturday	Apr 26	Steve Smith	Jennie Chang	Jim Pirtle
Sunday	Apr 27	Matt Neil	Dub Wiltrout	Jim Densmore