



HIGH FLYER



The Official Newsletter of High Flights Soaring Club, Inc
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**First weekend in March. The 2008 soaring season begins. First tow for Jamie Hosmer.
Photo by Jim Densmore**

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 - May 10th and Jun 14th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer .

Dub Wiltrout received his commercial glider rating and A badge. Congratulations Dub!

Matt Sheldon has resigned from High Flights for personal and health reasons. We wish Matt well and hope we still see him from time to time.

Positive control checks should be part of your regular pre-flight. And as part of your pre-flight they should be done at the tie downs, not after the glider is staged on the runway. Line crew should ask if a Positive Control Check has been done, prior to pulling the glider onto the runway for takeoff.

Darrold Gray has assumed the role of Flight Committee Chairman, Chief Instructor from **Lew Neyland**. Thanks to Lew for all his years of service and to Darrold for taking on this role. Darrold will now be responsible for student-instructor assignments, signoff on new club instructors, and monitoring our overall instruction activities.

If you are not yet using **GoodSearch** as your search engine, please consider it. So far HFSC has raised \$10.98 sense from folks using the **GoodSearch** search engine. Encourage friends and family to sign up to use it, listing HFSC as their charity.

Beginning in May, HFSC will be furnishing **free hot dogs** and buns on flying days to add some enticement to come out to the field and fly. Bring the family. This offer will of course extended thru our full Fun Flying Camp week at the end of June.

HFSC Fee Increases

At the Feburary meeting the HFSC Board voted to increase several fees. These fees have not been increased in many years and the increases were necessary to keep pace with increased operational costs. The new fees were effective 1 Mar 08. They are posted in the Ops Trailer and on the HFSC website. The increases are:

Glider Rental Fee	\$ 15/hr
Introductory Glider Ride (at Meadowlake)	\$ 65
Introductory Instructional Flights (pkg of 3)	\$150

New Training Assignment Policy

The HFSC board has adopted a new policy for Student-Instructor assignments and for giving priority to training flights when needed. The policy is to assure students have access to the resources (Instructor, gliders, tows) needed to make smooth progress thru their training to becoming pilots and active members of High Flights. The policy provides guidance to avoid instructor overload, a key factor in instructor retention. Below is the HFSC Training Assignment Policy. If you have questions or comments feel free to discuss them with any board member or the Chief Flight Instructor.

1. The HFSC board will maintain a priority list of students (both current members and pending members). The priorities will reflect both the order in which the students apply to HFSC and the needs of the club.
2. Instructors will have no more than 2 assigned students at one time. Instructors will not be expected to perform more than four instruction sessions per month, weather permitting. At the instructor's discretion, they may perform more. Additionally, the instructors will be available for BFRs and field checkouts as the weather and their schedule permits.
3. The HFSC Board will not accept an applicant for membership, without coordination with the HFSC Chief instructor. An instructor will likely need to talk with the applicant and may wish to do a flight with the applicant in order to access the potential training requirements. This includes applicants who already have a glider rating.
4. Dual instruction flights will have priority for scheduling the training gliders for flights before 1300 hrs. Dual instruction flights will be given priority for tows before 1300 hrs. At the instructor's discretion, dual instruction flights will get the next tow, once ready. Gliders already staged on the runway will not be bumped for instruction flights.
5. Tow Pilots candidates are students both as tow pilots and glider pilots. Tow pilots do require glider time prior to signoff as tow pilots, however they do not need to complete their glider rating prior to tow pilot signoff.

High Wind Season

We are again embracing on the high wind season. It is critical that we take extra care with ground handling to prevent damage to our aircraft. The following article, written by Lew Neyland, provides good information that we must all follow:

STRONG WIND OPERATIONS

A few years ago at the Hobbs NM Soaring Club they were hurrying to get their 2-33 into a hanger ahead of a rapidly approaching wall of dust (dry gust front). The gust struck, picked the glider up and dropped it on my friend Jack Gomez, mashing him like a bug.

There is almost universal agreement among the soaring "authorities" that ground handling sailplanes during high wind conditions is difficult and requires PEOPLE, KNOWLEDGE, and TEAMWORK. Without all three, gliders are often destroyed and ground crew are sometimes injured. Because of its high angle of attack when sitting tail down, the 2-33 is particularly vulnerable but the 1-26, 1-34 and Blanik are also in high lift configurations with their tails on the ground.

The HFSC *Pilots Information File*, (master copy in the book at the Ops building), stresses the safety aspects of ground handling in windy conditions. However it is so critical an issue that I am taking this opportunity to re-emphasize the required HFSC procedures.

To move a glider safely in windy conditions you must keep the wind from getting under the upwind wing, reduce lift by keeping the spoilers open, and KEEP THE NOSE DOWN when it is pointing into the wind. This means it takes an absolute minimum of two---one person to keep the nose down and one on the wing. The stronger the wind the more ADDITIONAL people it takes. It is everyone's responsibility to help!

Most specifically, if you have just landed in a strong wind, which we all will do one time or another, try to stop pointed into the wind. STAY STRAPPED IN THE COCKPIT to keep the nose down. (In the Blanik lower the nose with forward stick if possible). Keep the spoilers full open. Keep the wings level or the upwind wing down if not pointed directly into the wind. Wait for the retrieve vehicle and extra help. In many cases it will be necessary to remain in the cockpit all the way to the tie down spot and not get out until the plane is secured!

LINE CHIEF: When retrieving a plane in windy conditions, take extra ground crew help with you--do NOT try to retrieve a glider without sufficient help. It is better to leave it on the landing area with the pilot strapped in (until the heavy wind has passed) than to try to move it back to the tie down area with insufficient help, only to have the glider damaged or someone hurt!

Remember, you have the authority and responsibility to ensure safe ground operations, even though the ultimate responsibility for an aircraft operation always resides with the PIC.

INSTRUCTORS: It is important that you emphasize safe ground handling to everyone you fly with, whether student, upgrade or BFR.

TOW PILOTS: Obviously the Cub is also vulnerable to wind damage as we discovered a year or so ago. Don't hesitate to get wing walkers or whatever other extra help you need to safely move or secure the tow plane when that inevitable high wind comes up. When you are flying and you see wind (a dust cloud) approaching that appears to be too close to get safely tied down, don't hesitate to stay airborne--even go to Springs East or Calhan or elsewhere to wait it out if necessary.

EVERYONE: ONLY WE THE MEMBERS CAN PREVENT THE NEXT ACCIDENT--BY BEING CONTINUALLY VIGILANT.

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 Meadowlake Fun Flying Camp,
Falcon, CO

29 Jun Family Cookout and Potluck

19-22 Sep

Fall Colors Camp, Creede, CO
Jim Densmore, Camp Coordinator

HFSC 2008 Westcliffe Memorial Day Weekend Camp

Camp Coordinator: Marty Grove

Dates: Friday May 23rd – Monday May 26th

Westcliffe Area

Westcliffe is only about 77 miles from Colorado Springs, well under a two hour drive. You can opt to camp out, stay in local motels or even commute to the camp from your home. Westcliffe is a small town that offers genuine old west atmosphere and hospitality. It was built in the late 1800s as the end of the line for the Denver and Rio Grande Railroad to harvest the rich silver and gold deposits found in the area and many remnants of that ancestry exist to this day.

Family Activities

There are lots of cool things to do near Westcliffe in addition to flying. The scenery is incredible and offers endless opportunities for photography buffs. There is a beautiful hiking trail that runs along the east base of the Sangre De Cristo mountains called the Rainbow trail. Bishop's Castle is only a 40 minute drive away. This is a castle built out of stones by one man and is an incredible structure worth seeing. If you have time for a longer scenic drive, I highly recommend driving over to the Sand Dunes and also visiting the alligator farm that is near by. It's a blast climbing around on the dunes. Medano creek which runs through the park is an awesome play area for kids. Plan to spend Saturday evening with all the HFSC camp members and families at one of the local restaurants.

SilverWest Airport

SilverWest Airport lies 8 nautical miles southeast of Westcliffe in the middle of a 20 mile wide valley that is bordered on the east by the Wet Mountains with peaks approaching 12,000 feet and on the west by the spectacular Sangre de Cristo Mountains, the longest and straightest mountain range on earth. The Sangres' string of 13,000 and 14,000 foot snow-capped peaks tower over the 7,800 foot valley below.

The SilverWest Airport is easily approached from nearly any direction with the lowest terrain to the northwest and southeast. For those pilots approaching from the west, Mosca Pass, just 18 nm south, offers a 9,740 foot doorway through the Sangres into the beautiful Wet Mountain Valley.

Airport Elevation is 8,290 feet MSL and CTAF is 122.9. The asphalt runway is 54 feet wide and 7,000 feet long.

Spectacular Flying

The mountain scenery is awesome and the lift is usually excellent. This is the location where Lew flew a record setting 37,200' in a Schweizer 1-26. Several of our members earned Lennie Pins for altitude and completed their Gold Altitude task. Other members have completed Silver duration and distance tasks from here as well. The area is well known for its mountain wave and great thermals.

Lodging (Single Occupancy Rates Listed)

Antlers Motel, 719-783-2426, \$40 + tax per night
Golden Corner Suites, 719-783 9363, \$70 + tax per night
Westcliffe Inn, 719-783-9275, \$65 + tax per night
Courtyard B&B (includes breakfast), 719-783-9616, \$90 + tax per night
Alpine Lodge (7 miles from town), 719-783-2660, \$68 + tax per night
Alvarado Campground,
<http://www.forestcamping.com/dow/rockymtn/sicmp.htm#alvarado>

You can get more information at the Westcliffe Website:
<http://downtownwestcliffe.com>

Driving Directions

From South Nevada and I-25, Colorado Springs, go south on Highway 115 for 38 miles to Florence, CO. Turn left at Carl's Jr. restaurant onto Highway 67. (If towing a glider, make a gentle turn here to keep from dragging the trailer.) Go 11 miles to Wetmore, CO. Turn right onto Highway 96 and proceed 26 miles to Westcliffe. (This leg of the journey, from Wetmore all the way until you get into the valley floor, has curves where caution is recommended.) Turn left at the Antlers Liquor Store onto Highway 69. Go about nine miles to SilverWest Airport. (Watch for the green airport sign and SLOW DOWN—the road to the airport is easy to pass up.)

An alternate route: From South Nevada and I-25, Colorado Springs, go south on Highway 115 for 34 miles to Penrose, CO. Turn right onto Highway 50. Go 37 miles through Canon City and past the Royal Gorge to Texas Creek, CO. Turn left onto Highway 69 and proceed 24 miles to Westcliffe. Follow Highway 69 through Westcliffe. At Main Street you will turn left at a blinking light, go east a few blocks to the Antlers Liquor Store and turn right. Go about nine miles to SilverWest Airport. (Watch for the green airport sign and SLOW DOWN—the road to the airport is easy to pass up.)

Camp Details

We'll pack up for the camp on Sunday, May 18th. Please come out and help. We'll ferry a glider behind the tow plane over to the camp early Friday morning. Once enough people have arrived, we'll assemble gliders and anchor tie downs on Friday morning. Flying will begin on Friday as soon as the camp is setup. Weather permitting, we'll fly Friday, Saturday and Sunday. We'll pack up camp and travel home on Monday morning.

Orientation flights will be available in a two place glider for those who haven't flown at SilverWest. The number and type of gliders we bring to camp will depend on the pilots attending. In the recent past, we haven't had good attendance at camps. This is unfortunate because these mountain camps are a lot of fun and a great way to build experience and confidence in your flying skills.

Please contact Marty Grove, (marty_grove@comcast.net, 719-685-1472 home, 719-590-2427 work, 719-659-4621 cell) if you plan to attend camp. Let him know if you can help with hauling supplies or towing a glider.

Building the APIS – Part 18 by John Scott

This time there is dramatic progress to report. My trip to Moriarty went very well. The canopy has been bonded to the frame and fitted to the fuselage, filled, primed, and is ready for final painting. All control connections have been installed and rigged for proper operation. The wings have been fitted to the fuselage. The main wheel install completed including the brake and wheel fairing. A mount for the O2 bottle was fabricated and installed. All of the seams completed and primed for final painting. Final painting on the wing leading edge was done. Radio mic and speaker were installed. All of the pneumatic tubing was installed. Most of the wiring was done. All of the placards and labels were installed.

After the DAR inspection, I had my Special Airworthiness Certificate! I'm almost ready to fly. With the wind at Moriarty at the end of March very high, I decided to not do the first flight on during that trip. I returned home with the glider to finish a few paint items, installed seals, and a few other things needing attention in order for the plane to be fully ready to fly.

I'm returning to Moriarty at the end of April for the first flights. Robert Mudd has agreed to do the first couple of test flights. He is a very experienced glider pilot with test pilot time in several different gliders and significant time in the APIS. I will fly off the rest of my required 10 hour Phase 1 test time. The APIS should be in the air over Meadowlake in May and will certainly be seen over the Wet Valley during the Silverwest Camp.



First full assembly!



N number installed for DAR inspection!

Current Duty Schedule

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

		Chief	Line	Towing
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 Wilttrout	Jim Densmore
Saturday	May 3	Mary Hoddinott	Dylan Hyrkach	
Sunday	May 4	Marsha Hawk	Bruce Mozer	
Saturday	May 10	Frank Molli	Keven Brooks	
Sunday	May 11	Marty Grove	John Browning	
Saturday	May 17	John Scott	Cannon Willie	
Sunday	May 18	John Norton	Jennie Chang	
Saturday	May 24	Silverwest Camp		
Sunday	May 25	Silverwest Camp		
Saturday	May 31	Steve Smith	Dub Wilttrout	
Sunday	Jun 1	Matt Neil	Dylan Hyrkach	
Saturday	Jun 7	Mary Hoddinott	Bruce Mozer	
Sunday	Jun 8	Marsha Hawk	Keven Brooks	
Saturday	Jun 14	Frank Molli	Marty Grove	
Sunday	Jun 15	John Scott	Cannon Willie	
Saturday	Jun 21	John Norton	Jennie Chang	
Sunday	Jun 22	Steve Smith	Dub Wilttrout	
Saturday	Jun 28	Matt Neil	Dylan Hyrkach	
Sunday	Jun 29	Mary Hoddinott	Bruce Mozer	