



# 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)

## Volume 30 No. 7 Sep 2008



**Steve Smith preparing for his first flight in his newly acquired ASW-20. 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** – Oct 11<sup>th</sup> & Nov 8<sup>th</sup>. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer .

**Jim Pirtle** has resigned his position on the HFSC Board and is no longer instructing. Jim will remain a club member and will continue to tow.

**John Norton** has been selected to fill the opening on the HFSC Board for rest of this year.

Congratulations to **Marty Grove** for the successful completion of his Silver Badge. Marty flew his 50km cross country at the end of our Summer Camp on a stormy day. He ended up landing at Kelly Airpark to wait out the weather. BFSS provide him an aerotow back to where he could glide home to Meadowlake.

**Matt Neal** finally got resolution on his Silver Badge flight in April. He was given credit for his Silver Altitude and Silver Duration. A problem with the flight log made it impossible for the Badge Lady to confirm his start location for this 50 km, so he will need to rely that to complete his Silver Badge.

Due to medical reasons, **Darrold Gray** has stepped down as Flight Committee Chairman, Chief Instructor. **Lew Neyland** has agreed to resume this role for the near term.

Frank Molli has updated the Aircraft Reservation web page. He has added a column for folks with **private gliders** to indicate when they plan to need a tow. This will allow the line crew to have a better idea of expected activities for the day. We're also requesting that if you will be expecting to use the **logger** on a flight, that you put "Logger" in the reservation box below your name for which ever aircraft you are reserving. This will help avoid conflicts.

### Safety during Operations

High Flights has an excellent record of safe operations. It is important that we continue to stay focused on safety. The HFSC Bylaws require us to have a Flight Committee Chairman, who is our primary safety officer for the club. The Flight Committee chairman selects club members to participate as committee members. The Flight Committee is responsible for maintaining the HFSC Pilot Information File which contains our flight rules for safe operations. If you haven't read it recently, you should. It is available in the Ops Trailer and online on the website (see References).

On any particular day we operate, the Line Crew Chief for that day is designated a member of the Flight Committee for that day and is the de-facto Safety Officer for the day. As such he has the authority to ground equipment or members as necessary to assure safe operations. Any such grounding should be immediately reported to the board for follow up.

However, every member is responsible for helping to maintain safe operations. You should not hesitate to comment or ask someone about an activity. This doesn't need to be accusatory or hostile, but rather a friendly inquiry or an offer of assistance. We all need to keep the focus on safety so that we can all continue to enjoy or club and have fun flying.

## **LaVeta 2008 Camp**

This year's camp had some of the best weather we've had in several years. It was still windy and we had a lot of cross wind, but we were able to fly Friday, Saturday, and Sunday. Gil gave 7 rides to locals. Jim Densmore and Paul Antionette both had long flights in the 1-26. Marty did several flights in the 1-34. Former HFSC member and past president Dan Oldfield joined us for the weekend and flew with Marty in the Blanik. We also had a guest join us. Bob Faris joined us with his LS-3. Bob had long flights all 3 days. His logs are posted on the OLC if you'd like to see where he flew.

All weekend we had sink at the west end of the runway. It was particularly bad on Sunday and got worse as the day progressed. Jim Densmore was towing the Blanik with Gil Gildersleeve and Randy Rothe on board. As they neared the west end of the runway, we saw the tow plane suddenly descend sharply below the glider. The glider released and made a shallow turn to the left. The tow plane continued ahead and finally began to climb. The glider started to turn back to the right and then landed straight ahead in a field at the west end of the runway.

The field had several large ditches across it, perpendicular to the landing direction. Randy managed to land the Blanik between them, avoiding any serious damage to the glider. However, the tail wheel was the victim of a large rock. After much excitement, the owner of the field was kind enough to cut the fence near the end of the runway so we could tow the Blanik back onto the airfield. Near that end of the runway was an auto repair shop. Folks from the shop helped in getting the BLanik back thru the fence and on the runway. They agreed to do a temporary re-welding of the tail wheel bracket for us. They lent us an under car creeper to put under the tail of the Blanik so we could tow it back down the runway to the tie downs at the East end. When we returned the creeper, they had the tail wheel repaired. With the repaired tail wheel the Blanik was able to takeoff on Monday for the return trip to Meadowlake. Since returning we've had the tail wheel fully rebuilt and the Blanik is back in service. Below are comments from Gil and Jim about the incident.

### **Gil's Comments:**

Facts are still fresh in mind so I recall these first and express opinion later. Randy PIC and Gil in front seat for field check took off in a 10/15 kt headwind. Jim, towing descends rapidly from 150/200 ft in a nose down

attitude. The 200 ft rope angles to towplane down 45 degrees; airspeed drops to 35 kts (3 above Stall). I release and Randy has his hand on it, in 2/3 sec we agree to land straight ahead in a pasture. Off-field landing is fine but we knock off the tailwheel. We ended up 100 yds from a welding shop able to do a repair and helped get us back to the runway.

### Jim's Comments:

We had done three tows previously. Conditions were a bit worse each time, but the winds on the ground were lower than on the previous takeoff. (Bob Faris commented that my third tow was one of the craziest of his life - this from a guy who does 200 hours in gliders annually - but the comment stemmed from wild rotor on the downwind near the south ridge, in an area I planned to avoid completely on the upcoming tow.) There had been sink at that location above the runway near the 07 numbers all weekend long. Nonetheless nothing indicated that we would, on this takeoff, have what might well be classified as a downburst.

My initial clue was that feeling of deep sink. As I moved the stick forward, my eyes naturally went to the airspeed. Basically I kept pushing until I got 60 mph back. At that point I was headed downhill at a pretty steep angle. We got pretty close to the ground, in fact I'm pretty sure that the reason we didn't just hit the ground is ground effect. I'd had no time for thoughts of the Blanik, and was just starting to think about the glider and the other two pink bodies behind me when they kindly released. I guess they had 200 feet worth of warning to think about it! I felt 'em go, though I didn't initially feel any change in performance. That is part of the reason I think ground effect played a role. Eventually I started climbing as I moved off to the northwest of the runway into terrain I felt would have more lift and less sink. Finally I had enough altitude to feel safe turning back to see what had become of my intrepid fellow aviators. Randy responded to my radio call and assured me they were ok.

My landing wasn't entirely uneventful - fairly strong crosswind which had not been there at the launch - but nothing out of the ordinary for Creede.

In addition to the proximity of the glider's stopping point to a magnanimous machine shop, one also should note that it didn't stop too far away from a nice berm that would have involved more bent metal. Nice job, Randy and Gil.

### OLC Update:

We're nearing the end of the OLC for 2008. The OLC year runs from mid-October to mid-October. Next weekend should be the last for 2008. High Flights has had a good OLC this year. We've had 10 members participate. We flew 2532 kms and garnered 2843 points. Here is the break down by member:

Name	Points	KMs	Flights
John D Scott (US)	1018.74	958.2	12
Marty Grove (US)	384.57	331.39	3
Paul Antoinette (US)	373.34	239.74	3
M Neal (US)	321.27	422.83	3
Gil Gildersleeve (US)	198.9	179.27	2
Kevin Brooks (UA)	190.87	127.14	2
Steven Smith (US)	164.17	103.75	1
Robert Reilman (US)	131.07	127.66	1
Bruce Mosier (US)	41.07	26.57	1
John Galbraith (US)	19.47	15.61	1

# Current Duty Schedule

Effective date: 5 Oct 08

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

Day	Date	Chief	Line	Tow
Saturday	11-Oct	Frank Molli	John Browning	Jim Pirtle
Sunday	12-Oct	Gil Gildersleeve	Jim Van Namee	Bob Reilman
Saturday	18-Oct	John Scott	Cannon Willie	Jim Densmore
Sunday	19-Oct	Mark Huff	John Norton	Paul Antoinette
Saturday	25-Oct	Marty Grove	Roger Wild	Jim Pirtle
Sunday	26-Oct	Steve Smith	Jennie Chiang	Bob Reilman
Saturday	1-Nov	Frank Molli	Dylan Hyrkach	Jim Densmore
Sunday	2-Nov	Bruce Mozier	Cannon Willie	Paul Antoinette
Saturday	8-Nov	Dub Wiltout	John Browning	Jim Pirtle
Sunday	9-Nov	John Norton	Matt Neal	Bob Reilman
Saturday	15-Nov	Dub Wiltout	Jim Van Namee	Jim Densmore
Sunday	16-Nov	John Scott	Marsha Hawk	Paul Antoinette
Saturday	22-Nov	Mark Huff	Kevin Brooks	Joe Personett
Sunday	23-Nov	Marty Grove	Roger Wild	Jim Pirtle
Saturday	29-Nov	Bruce Mozier	Dylan Hyrkach	Bob Reilman
Sunday	30-Nov	Steve Smith	Jennie Chiang	Paul Antoinette
Saturday	6-Dec	Dub Wiltout	Cannon Willie	Jim Densmore
Sunday	7-Dec	John Norton	Matt Neal	Jim Pirtle
Saturday	13-Dec	Frank Molli	John Browning	Joe Personett
Sunday	14-Dec	Gil Gildersleeve	Jim Van Namee	Bob Reilman
Saturday	20-Dec	John Scott	Kevin Brooks	Paul Antoinette
Sunday	21-Dec	Mark Huff	Marsha Hawk	Jim Densmore
Saturday	27-Dec	Bruce Mozier	Dylan Hyrkach	
Sunday	28-Dec	Marty Grove	Roger Wild	
Saturday	3-Jan	Dub Wiltout	Cannon Willie	
Sunday	4-Jan	Steve Smith	Jennie Chiang	

