



# 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
John Norton, Secretary	(719) 930-6756
John Galbraith, Member at Large	(719) 576-1343

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## Volume 31 No. 6 Jul-Aug 2009



Winch Launching of CAP ASK-21 at Meadowlake. 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** – Jul 11<sup>th</sup> and Aug 8<sup>th</sup>. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

We will not be having a **camp at Creed** this year. There was little interest in making the trip. We did not have a camp coordinator. Interest in camps has been declining in recent years.

Our **Blanik** is grounded until further notice. It has developed some significant issues and it is unclear at this time how to repair them. The board is currently gathering and evaluating options.

**Cannon Wille** has resigned from the club. The time constraints of being an active high schooler simply overcame his ability to get to the field to fly. We'll miss seeing Frank and Cannon at the field. Hopefully Frank will be able to return, once he gets Cannon off to college in a few years.

I regret to report that **Pete Toups** has suffered from a severe stroke several weeks ago. The prognosis for Pete's recovery is unknown. His family is moving him to a care facility closer to home in New Orleans. High Flights will be assisting the family in selling his Ventus B glider.

We've added 4 new members this month. **Benjamin Bookman** is 14 yrs old and has a strong interest in learning to fly. **Bill Bowman** is currently a pilot and was a participant in our Glider Pilot Ground School this spring. **Kevin Williams** was also a participating in GPGS and is a new pilot. **Mike Gallops** is currently a private pilot with SEL and glider ratings, however, he hasn't flown for about 20 yrs. Please welcome the new members when you meet them at the field and help them in learning our operating procedures.

With fall nearly here and the best **training** weather of the year, a reminder that with the resurgence of our training program, we have decided to start our operations as early as **0800** hrs on days when there is training scheduled. Make sure you check the online schedule the evening before you have duty to see if you will be needed at the field at the earlier time.

We have added many new members this year. **Ground Crew Line Chiefs** need to take extra care and time in bringing new members up to speed on our ground operating procedures. Please take the extra time to brief them on procedures and to help them.

We're continuing **operations on Wednesday's** thru mid September. We've probably done as much flying on Wednesday on average as either of the weekend days. I'll look at the data more carefully when I prepare for the banquet.

Thanks to **Jim VanNamee** for donating a new(er) **laptop** to the club. Our previous laptop (donated by **Dan Daly**) had started to develop some flaky behavior. The new laptop is setup and ready to go in the club office for flight planning, up and down loading loggers, log playback, etc. Soon we will have WiFi access to broadband internet at the ops trailer allowing us to download daily reservations, check weather, watch weather radar during the day in the summer, check on members locations via SPOT, upload OLC claims at the end of the day. One casualty of the switchover was the Pilots database in SeeYou. This information was lost. You will need to re-enter your data the next time you are doing flight planning.

Have you wondered recently about the size of your **thermaling circles**? How they vary with speed and bank angle? Here is a online calculator that will allow you to easily explore the relationships.

<http://www.csgnetwork.com/aircraftturninfocalc.html>

You can enter speeds in either mph or kts. Don't forget load factors and the increase in minimum sink and stall speeds as your bank angle increases. While turing at 25 kts and 85 deg of bank yields an impressive 10 ft diameter thermaling circle, these are probably not practical values, at least not in any of the club ships!

We've had a lot of **winch launching** this year, probably more than a 100 launches (snaps) using 3 different winches. Meadowlake is proving to be an excellent winch launch facility. You can see some videos of winch launches at Meadowlake at:

<http://www.youtube.com/watch?v=F5t3NPS8Yd0>

<http://www.youtube.com/watch?v=B8WdfBLMfsE>

<http://pets.webshots.com/video/3035556730105319851PDudss>

**Randy Rothe** has gotten his airworthiness certificate for his Grob Twin Astir. He finally got it in the air for 2 flights on Tuesday, 18 Aug. Reports are that it flies wonderfully.

We continue to update the ground crew checklist on the back of the daily log sheet. The checklist has both Start-of-day and End-of-day checks to make. The Line Chief each day is expect to assure the checklists are complete. **Make sure you actually read it each day so you see any updates.**

Our official method of making aircraft reservations is the **Online Reservation System** thru the HFSC website. You should make your reservations there no later than 2000 hrs the day before. We check the reservations to determine what time we need to be ready for operations. If you expect to use the **Volkslogger**, list it in the second line of your reservations. We also have a column for **Tow Only** for owners of private **ships**.

The **Soaring Society of Boulder** is flying at **Salida** on Labor Day Weekend. They have invited High Flights members to join them. If you'd like to participate, please contact Sam Stegner to let him know you are coming and when you'll be there. You can reach Sam via email at [sstregger@computergp.com](mailto:sstregger@computergp.com).

**A reminder:** When tying down club gliders, make sure the first knot in the rope is within a few inches of the tie down ring. If the rope slips, it will most likely only slip those few inches, keeping the glider reasonably secure.

**Badge Camp** went very well. We had our family potluck the first Saturday at the ops trailer along with a precision landing contest, won by Marty Grove. One the last Sunday we had our Chili cookoff held in the MLAA Hanger Resturant due to rain at the field. During the week we had many flights. Marty Grove had an outstanding cross country flight on Tuesday (you can see the flight on the OLC website).

We've had a lot of activity at **Meadowlake** this summer with Wednesday operations, Civil Airpatrol flights, and winch testing. This has resulted in folks **landing at different locations** on the field. We've had gliders landing on the main runway, on taxiway Bravo ( the pavement north of the Johnston taxiway extending north to the MLAA hanger), and in the grass beyond the south end of the main runway. This hasn't been a problem as long as glider pilots clearly announce their intentions on the radio in advance. If you find it necessary to land on the main runway indicate it in your downwind call "glider 89Hotel on right downwind for landing on 15 MAIN RUNWAY" or "...Taxiway bravo" or "grass south of the Main runway". This let's everyone know and keeps things safe and coordinated.

### **Badge and Altitude Gain Update** – Mark Huff

Congratulations to **Karl Gordon** for earning his B badge with a flight lasting just under 1 hour.

Congratulations to **Mark Huff** for completing both the C and Bronze badge by finishing the required spot landings.

June had four reported altitude gains: Marty Grove 3,800 feet, John Scott 3,500 feet, Bruce Mosier 2,400 feet and Frank Molli 2,300 feet. July had one reported altitude gain of 2,500 feet by Marty Grove. This season's totals so far are:

Bruce Mosier	11,700 feet in 3 flights
John Scott	9,200 feet in 2 flights
Marty Grove	6,300 feet in 2 flights
Cannon Wille	4,700 feet in 1 flight
Lew Neyland	3,700 feet in 1 flight
Mark Huff	3,200 feet in 1 flight
Mark Buist	3,100 feet in 1 flight
Frank Molli	2,300 feet in 1 flight

To be included in the top altitude gain, please add your maximum altitude to the daily flight log sheet.

### **from Matt Neal:**

I decided to buy the ASW-17 that's on Segelflug.de. I won't be able to pick it up for a couple weeks though. A friend and I flew up to the Berlin area on Friday in an SF-25 to look at it. We had one landout here yesterday. A friend of mine did 130Km in the club's ASW-15 and landed 40Km to the West. One of the towpilots went to get him in the HB-21, and made a successful takeoff from a 400M grass strip. I did 8 flights with an instructor in a Ka-7 and got my winch sign-off completed this weekend. On my first solo flight here I managed 3:50 in a Grob Twin from a 250M launch.

## from Dan Daly:

Hi John; I see from the OLC that you're having the same wonderful soaring season we are! Early summer weather finally appears to be with us this week - and rain forecast for the weekend.

My 55 shipped yesterday, and now it's waiting for arrival (shipping container - road to Bremerhaven, then ship to Halifax, then container by rail to Toronto), followed by the importation paperwork, inspections, tax, etc. In a way, that's merciful, since I broke my ankle a few weeks ago, and not having it arrive when I'm in hobbling around mode to tease me is good. [Editors Note: Dan broke his ankle when he stepped in a hole while ground handling a Blanik].

New Avionic AVG15 trailer, LED lights, solar ventilator, 2" receiver, flat four wiring. Not sure of arrival date - should be in Bremerhaven being loaded now.

Austria will be for sale shortly - ankle has put me behind the power curve.

Looking forward to 110 lb wings, not 192 lb-ers.

instruments -57 mm winter asi knots. winter altimeter. borgelt 500 + controller (have). IPAQ 3950 running pocket strepla, ram mount (have). Volkslogger (have). Microair. winter fast-rate mechanical vario as back-up. airpath compass. All here now, waiting. Aircraft has room for three (!) batteries - one in tail (for CG), two in luggage compartment.

misc: comes with wing wheel, tail dolly (looking for good wing stand and tow bar). platinum canopy cover.

At convention, possibly looking for clearnav if it'll fit in panel (small, but not as small as the APIS), or borgelt B-2500 - I have one 80mm hole to fill. Also, one spare 57mm hole, in case we need transponders.

Dan

## In Pursuit of the WOMBAT -- Mark Huff

Hanging out at the club and discussing various club and flying topics, I've learned that many new members are not familiar with the WOMBAT. For those interested, I'll try to recall the history and current status of the WOMBAT.

"What is the WOMBAT?" is a typical response when I've mentioned it. WOMBAT is an acronym for the gliding operations that were in Colorado at the time. The letters stand for the glider operations of:

**W** (Westcliffe),  
**O** (Owl Canyon, Fort Collins),  
**M** (Meadowlake, High Flights),  
**B** (Black Forest, now at Kelly Airpark),  
**A** (Air Force Academy, and  
**T** (Trophy).

The trophy was activated by Lew Neyland on the morning of May 2, 1987 as a moderate cross country achievement to be completed in a SGS 1-26.

Quoting Lew: “I activated the trophy the morning of 2 May 1987 and before noon, Jim Walker from Black Forest flew the prescribed triangle and landed at Meadow Lake to claim it. Not to be outdone, I took a tow a couple hours later and flew the reciprocal course and landed at Kelly Air Park and retrieved it. Thereafter, Jim and I made a pact that we wouldn't do it again but would leave it for less experienced cross country pilots. However, a few years later Ed Thornton from Westcliffe (Lake Creek GP) carried it back there and no one from our club or Black Forest was willing to try to retrieve it; I flew 443 down there and brought the WOMBAT back home.”

When I initially joined High Flights in 1998, the WOMBAT was in the club trailer. Subsequent to my joining, the WOMBAT was retrieved by the Air Force Academy. A member of HFSC reclaimed the trophy from the USAFA. Then a member from Black Forest soaring flew to Meadowlake and claimed the trophy. It has been at Black Forest since that flight.

How does one go about reclaiming the WOMBAT? In order to complete the agreed upon flight for claiming the WOMBAT, a pilot must fly a SGS 1-26 from Meadowlake to Calhan and then to Kelly Airpark. The Calhan turning point is mentioned because the flight must be longer than flying a straight line from Meadowlake to Kelly. The agreement between the glider operations participating in the trophy is that when a member of another club completes the flight to claim the WOMBAT, the relinquishing club will provide a free tow to 3,000 feet so the glider pilot can fly home with the claimed prize. For anyone interested in pursuing Silver badge segments at the same time as claiming the WOMBAT, if you complete a flight from Meadowlake to Bullseye then to Kelly, you will have flown the 50 kilometer distance segment from Bullseye to Kelly, assuming you meet the 1% rule and properly record the flight. You will almost certainly have accomplished the Silver badge altitude gain segment in any WOMBAT flight. Remember though, the flight must be performed in a SGS 1-26 to claim the WOMBAT. Unfortunately, I don't have any photos of the trophy to include in this article, but I hope to change that when it is retrieved and returned to its proper home at High Flights.

Have I sparked any interest in reclaiming the WOMBAT? I hope so. I also hope to reclaim it myself if another HFSC member doesn't beat me

## HFSC OLC Update

We're nearing the end of the 2009 OLC. The OLC year ends mid-October, so there is only about 2 months left to submit flights for this contest year. So far this year High Flights is ranking 100<sup>th</sup> of 149 clubs. We have had 7 members submit 23 flights totaling 2398 km and yielding 2429 points. Below is a summary table by member of the OLC points.

Member	Points	Kilometer	Flights
Pete Toups (US)	1224.17	1399.74	9
John D Scott (US)	467.36	446.77	5
Bruce Mosier (US)	238.37	147.71	3
Gil Gildersleeve (US)	198.41	173.9	3
Marty Grove (US)	177.62	151.89	1
Kevin Brooks (UA)	82.57	51.39	1
Mark Huff (US)	40.33	26.15	1

## Current Duty Schedule

Effective Date: 21-Aug-09

Day	Date	Chief	Line	Tow
Saturday	22-Aug	Dub Wiltrot	Jim Van Namee	
Sunday	23-Aug	John Norton	Dave Elliott	
Wednesday	26-Aug	n/a	n/a	Jim Pilkington
Saturday	29-Aug	Marty Grove	Lloyd Cafran	
Sunday	30-Aug	Frank Molli	Karl Gordon	
Wednesday	2-Sep			
Saturday	5-Sep	Jim Van Namee	Bill Bowman	
Sunday	6-Sep	John Browning	Kevin Williams	
Wednesday	9-Sep			
Saturday	12-Sep	John Scott	Boris Lenov	
Sunday	13-Sep	Mark Huff	Mike Gallops	
Wednesday	16-Sep			
Saturday	19-Sep	Marty Grove	Mike Donnelly	
Sunday	20-Sep	John Norton	Sam Frazier	
Saturday	26-Sep	Dub Wiltrot	Benjamin Bookman	
Sunday	27-Sep	Kevin Brooks	Lloyd Cafran	
Saturday	3-Oct	Frank Molli	Karl Gordon	
Sunday	4-Oct	Jim Van Namee	Bill Bowman	
Saturday	10-Oct	Mark Buist	Dave Elliott	
Sunday	11-Oct	John Browning	Kevin Williams	
Saturday	17-Oct	John Scott	Boris Lenov	
Sunday	18-Oct	Mark Huff	Mike Gallops	
Saturday	24-Oct	Marty Grove	Mike Donnelly	
Sunday	25-Oct	John Norton	Sam Frazier	
Saturday	31-Oct	Dub Wiltrot	Benjamin Bookman	
Sunday	1-Nov	Kevin Brooks	Lloyd Cafran	