



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)

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The APIS after an out landing. Story inside. 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 10th and Nov 14th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

Mike Hart stopped by Meadowlake for a visit this summer. Mike is an out of state member. We had a good visit. We look forward to meeting more out of state members when they have the opportunity to make it back to Colorado Springs.

Carl Keil is our newest member. Carl flies a Ventus, is ground launch qualified, and is a CFGP (not current). He expects to instruct for the club as soon as he renews his CFGP. Make sure to introduce yourself to Carl when you see him at the airport and welcome him to High Flights.

John Lingwall donated his large collection of back issues of Soaring Magazine to the club. If you are interested in soaring history they make very interesting reading. They are a valuable addition to our library.

We have concluded regular **Wednesday flying** for this year. While I haven't looked at the data, I believe it was well received and quite successful. We will probably try again next year, starting in April or May – if we continue to have tow pilots who can be available during the week to tow.

High Flights has a **new phone** (cel phone), a new number, and internet access for the Ops Trailer. The new number is 719-200-7884. The phone needs to be turned on at the beginning of each day's operations and off at the end of the day. These items have been added to the daily activity check list. Other instructions for use of the phone will be posted by the phone.

Please remember to **check the online reservation** the evening before your duty assignments to see if we will have early training activity scheduled. If we do, then you will need to be at the field early, 0800, otherwise, you can arrive by 0930 as usual.

Bruce Mosier had the 2nd land out this year (see story below about trip to Moriarty for the first). Bruce was making another attempt at his Silver Distance (Meadowlake – Bullseye – Kelly – Meadowlake). He got to Bullseye, but decided Kelly wasn't in the cards and started back to Meadowlake. He almost made it to Springs East, setting down in a field less than a mile southeast of the Springs East airport runway. **Karl Gordon** and **John Scott** retrieved him.

We have begun to actively clean-up and de-clutter the Ops Trailer. So far the east end of the trailer has been done. We will continue working our way west until the task is complete. Your help in keeping things looking good will be much appreciated.

High Flights is in need of a few items to facilitate our operations and maintenance at Meadowlake.

Push Lawnmower for doing close mowing around the gliders.

Carpet Sweeper so we can better maintain the Ops Trailer.

Printer for our computer (current printer cannot print both color and black).

If you happen to have any of these item unused at home and would care to donate them to the club, they would be most appreciated.

HFSC Shirts

We will again be ordering shirts with the High Flights Logos on them. There will be information in the Ops Trailer about what can be ordered along with a sheet to submit your order. In this order you can select from a wide range of shirts and sweats, in a wide range of colors from the supplier's catalog. Once members have placed their individual orders, HFSC will add a selection of T-shirts to have on hand for sale in order to meet the supplier's minimum order requirements. The catalog and order forms will be on the table under the trophy shelves in the Ops Trailer starting this weekend, 26 Sep. We'll give folks about a month to get their orders submitted before placing the order with the supplier.

From Orv Knarr...

I feel as though I am losing another "old friend" as 443 goes on the block. I recently came across some photos John Galbraith took on July 5, 1985. I had been transferred to the Chicago area the previous year and we came back for the summer camp at La Veta. Lew loaned me 443 for the day and I made two Gold badges on the same flight: height and duration. I was beat after 5+ hours and coming home over the Cuchara range I announced my intentions on the radio. The reply, "Don't land here, we have 50 knot winds" got my attention, so I headed toward Walsenburg. I never made it because I got into sink and some pretty heavy stuff in a few minutes I had an interesting ride until I spotted a hole over the truck stop not far from La Veta. The winds had subsided but it was a rough landing.

My first fear was to control the crash, but my big fear was if I lived through it, Lew would kill me for banging up his beautiful bird.

You gotta keep 443 in the HFSC family.

Orv

Randy Rothe's Grob Twin Astir

Randy Rothe purchased a Grob Twin Astir in Europe this year and had it shipped to the US. After some significant paperwork challenges, he finally got his US Airworthiness Certification. Below are some pictures from his first day flying it. He only got 2 flights in before weather closed us out. The photos were taken by Kevin Williams.



August Soaring Safari to Moriarty

In August Gil Gildersleeve and I (John Scott) went on a Soaring Safari to Moriarty, NM. I took my APIS and Gil took the club 1-34. Frank Molli was originally going to go, but came down with flu like symptoms at the last minute and couldn't make the trip. We had originally planned to fly for 3 days. Gil and I were both hoping to complete our 300km Gold Distance/Diamond Goal flights.

We traveled to Moriarty on Tuesday, 11 Aug. We arrived late afternoon (after I had a flat tire just north of Walsenburg) and tied the glider trailers down on the ramp and checked in with Sundance Aviation about tows on Wednesday and the weather forecast. We were told that Monday had been the best soaring day of the year (check the OLC for 10 Aug!).

On Wednesday, we arrived at the field and put the planes together. Putting the 1-34 together with only 3 people is a real challenge. The day was beginning to develop with most of the clouds west of the airport. By noon there was some virga beginning, one cel was directly west of the airport and one was northwest. The folks at Moriarty assured us that things would not overdevelop and that there would be lift behind the developing rain. Gil took the first tow and I took off about 30 minutes later.

I released from tow in thermal at about 7400' (1200' AGL) . I'm still not sure why I got off that low. I worked for the next 30 minutes to finally climb to 10,000'. Looking around, I had lost track of Gil. The rain cells to the west were growing larger, but there was a wide, flat bottomed path between the cells leading to the west. I headed for the middle of the gap and arrived at about 9500' and encountered 8-10 kt lift. I climbed to 11,500' and then proceeded on west thru the gap, climbing the entire time while cruising at about 70 kts. That was the last thermaling I would do for the next 65 nm!

About 15 nm west of Moriarty I was behind the rain cells, I turned south, still east of the Sandia Mountains, east of Albuquerque. I flew south about 10 nm and then turned back north. I was staying just west of the rain clouds. As I got back north I saw that the gap I came thru had closed. I would now have to wait for the storm to move past Moriarty to get back to the airport. Lift wasn't a problem. If I moved closer to the storm I could get very strong lift – at one point my vario wrapped all the way around past 0, ie, greater than 20 kts. If I moved west, then I could get out of the lift.

My biggest problem at this point wasn't lift or being able to stay up, but my oxygen. My Mountain High EDS unit had chosen this flight to quit. The metering valve had failed and was exhausting O2 directly into my nose at the output regulator pressure with no flow control. This exhausted my full O2 bottle in about 10 minutes. I now had plenty of lift, but couldn't climb above 14,000 due to no oxygen and couldn't get back to the airport. I wanted to stay above 12,500' as much as possible in order to have the altitude needed to get back to Moriarty once the storm pasted the field.

After flying about half way to Santa Fe, I turned and headed south again, trying to contact our ground crew (Kathy) at Moriarty. I finally raised her on the radio. The rain was still west of the airport and didn't seem to be moving much. Gil had stayed east of the storm and while we were talking, decided to land and tie the 1-34 down ahead of the storm reaching the field. After getting a little south of Albuquerque and things further south not looking promising, I turned back north. At this time I was considering going around the north end of the storm to get back to the airport.

Once north of the storm again, I turned east to go around it and then south. I was in clear weather, but unfortunately I left all the lift behind. No great sink, just smooth calm air. It was now looking like I wouldn't make it back to the field unless I found some lift. I started looking for airfields in the area. The Zorro ranch field was visible east of me, but was a good distance north of Moriarty.

A quick check of my flight computer showed an airfield about half way back to Moriarty, Horizon Ranch. I flew directly to this airfield as indicated on my flight computer and it was no where to be found (I later checked on Google Earth and there is nothing resembling a runway at the airfield coordinates). I still had 1500' AGL and decided to press on to Sandia East, an airfield further south and closer to Moriarty.

As I flew on, I was getting lower with absolutely not a hint of lift and not locating the airport. I finally decided I was going to need to land in a field. I had been watching all of the area below me, avoiding fields with large dark spots (pinion pines don't move when hit) and large spots that were moving (cows). I found a field with sparse small dark spots and no cows that looked pretty flat. I made a turn to the west right over the Edgewood High School, then a 180 turn back to the east to line up final on my chosen field. I had noticed wires along the south boundary of the field along a dirt road. I hadn't seen any along the west boundary, but that was along a much larger road, so I assumed they would be there. About 100' before I got to road, with the sun behind me, the wires lit up from the sunlight. I quickly closed the airbrakes and cleared them by about 15', then full airbrakes to keep from overflying the field. The small dark spots were some cactus that didn't present any real danger. I rolled a few hundred feet and came to a stop (see cover photo on this newsletter).

I was fine. The plane was fine (except for a little cactus juice on the wings). I got out and decided that I should only wave to the traffic on the road with one hand, waving both might look like I needed help. I got the landout kit, put my parachute in it's bag, and put it on the wing tip to help keep the wing down. There was only a light breeze. I called Kathy and Gil at Moriarty, gave them directions to the field (about a 10 mile trip). By then the emergency squad had arrived. I signed the papers saying I was not in need of attention and did not need transported to a hospital. I went back to the plane and took out the spar bolts, pulled off the tape, and otherwise prepared for putting the plane in the trailer when it arrived. I walked back to the edge of the field to talk with the Sheriff and assure them everything was fine. They made a point of telling me I was not to cut the fence to get into and out of the field. After they left I started looking the area over and determining how to get the trailer into the plane.

Kathy and Gil arrived and went further down the road where they found a gate that was chained shut. I had the tools and items with me to allow me to cut the chain and then relock it on leaving. Gil and I went back to the wire gate only to discover it was secured with hardened 3/8" chain and locks. My Harbor Freight bolt cutters didn't stand a chance. It appeared that we would have to go to plan B which was to remove the ties holding the fence wire to several fence posts and push the wire to the ground in order to drive across it. I wasn't enthused about driving over barbed wire – remember the flat on the way down? Before doing that, I decided to check the other end of the wire gate. There we found that the lower gate post was only in a loop of wire to the fence post and the top of the gate post was secured with a coat hanger. We removed the coat hanger, lifted the post out of the wire loop and pulled the gate back, allowing us to pull into the field. We loaded the plane, went back thru the gate, replaced it the way we had found it and proceeded back to Moriarty.

When we arrived back at Moriarty, the storm had finally moved thru and the wind was about 25 kts gusting to 40 across the runway. A landing at Moriarty would likely have been much more exciting than the one I did in the field. The next morning we checked the weather which was falling apart. For the next 2 days the tops of thermals were predicted to be 10,000'. We decided that it made no sense to hang around if we had little or no chance of trying for 300K, so we loaded up and headed back to Colorado Springs.

Gil and I plan to return to Moriarty next year to try for our 300Ks again. We'll likely go the week of Jun 14th. You're all invited to join us!

Current Duty Schedule

Effective Date: 24-Sep-09

Day	Date	Chief	Line	Tow
Saturday	26-Sep	Dub Wiltrot	Benjamin Bookman	Jim Densmore
Sunday	27-Sep	Kevin Brooks	Lloyd Cafran	Mike Donnelly
Saturday	3-Oct	Frank Molli	Karl Gordon	Paul Antionette
Sunday	4-Oct	Jim Van Namee	Bill Bowman	Jim Pilkington
Saturday	10-Oct	Mark Buist	Dave Elliott	Jim Densmore
Sunday	11-Oct	John Browning	Kevin Williams	Bruce Mosier
Saturday	17-Oct	John Scott	Boris Lenov	Jim Densmore
Sunday	18-Oct	Mark Huff	Mike Gallops	Mike Donnelly
Saturday	24-Oct	Marty Grove	Carl Keil	Paul Antoinette
Sunday	25-Oct	John Norton	Sam Frazier	Bruce Mosier
Saturday	31-Oct	Dub Wiltrot	Benjamin Bookman	Bruce Mosier
Sunday	1-Nov	Kevin Brooks	Lloyd Cafran	Mike Donnelly
Saturday	7-Nov	Frank Molli	Karl Gordon	Paul Antoinette
Sunday	8-Nov	Jim Van Namee	Bill Bowman	Jim Densmore
Saturday	14-Nov	Mark Buist	Kevin Williams	Paul Antoinette
Sunday	15-Nov	John Browning	Mike Gallops	Bruce Mosier
Saturday	21-Nov	John Scott	Boris Lenov	Bob Reilman
Sunday	22-Nov	Mark Huff	Carl Keil	Jim Pilkington
Saturday	28-Nov	Marty Grove	Sam Frazier	Bob Reilman
Sunday	29-Nov	John Norton	Lloyd Carfan	Jim Densmore
Saturday	5-Dec	Dub Wiltrot	Benjamin Bookman	
Sunday	6-Dec	Kevin Brooks	Karl Gordon	
Saturday	12-Dec	Frank Molli	Bill Bowman	
Sunday	13-Dec	Jim Van Namee	Mark Buist	
Saturday	19-Dec	John Browning	Mike Gallops	
Sunday	20-Dec	John Scott	Boris Lenov	
Saturday	26-Dec	No Operations		
Sunday	27-Dec	No Operations		
Saturday	2-Jan	No Operations		
Sunday	3-Jan	No Operations		