



# HIGH FLYER



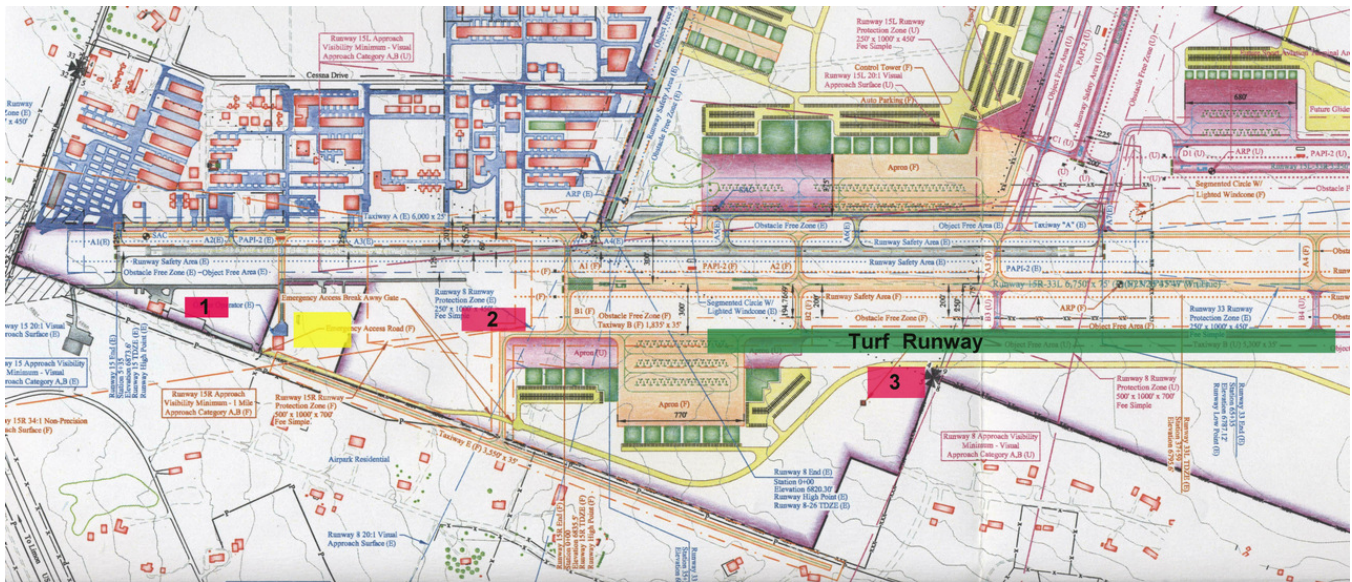
The Official Newsletter of High Flights Soaring Club, Inc  
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High Flyer is mailed free to HFSC members and other soaring associations. Otherwise, subscriptions are \$10.00 per year. Please mail exchange newsletters, letters to the editor, and material for publication to: John Scott, newsletter editor; 885 Northfield Rd, Colorado Springs, Colorado 80919; [jdsconfig@valleypine.com](mailto:jdsconfig@valleypine.com)

## Volume 32 No. 2 Mar 2010



**Meadowlake Master Plan with possible HFSC Relocation sites (Red), potential new runway (Green), and current operating location (Yellow). See decision on which site was chosen inside.**

## 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** – Apr 10th and May 8<sup>th</sup>. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

**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.

### Relocation

Following the spring Safety Meeting, we held a General Membership Meeting. We discussed the results of the just conducted survey (see below for all survey results) and then discussed the pending relocation due to development of the Johnston property. 3 options were presented (see cover photo). The membership provided a lot of positive input about the options. At the board meeting, the board selected to **relocate to site #2**, south of the windsock near the MLAA equipment barn. Site #3, further south near the Turf Runway was deemed premature. The Turf runway is not yet ready for full time use. We need to continue with the development as well as let development of the airport play out a little further. Site #1 was deemed too risky, if development of the Johnson Property begins this summer, we could be cut off from the area we would need to use for operations. Site #2 seemed to have better longer term potential (3 yrs to many yrs), gave us good access to our current operating areas as well as improved access to the west side of the main runway for North operations. We also have good access to the turf runway so we can conduct operations there this summer while we continue to develop it. Finally, we will likely be able to get power from MLAA for our operations trailer. John Norton and Frank Molli are working on the site layout for the new site. Watch for emails in the coming weeks alerting you to the need for work parties to move all of our tie downs, trailers, and equipment to the new site.

Progress on **89H** was put on hold while we evaluated installation of a CG release. The CG Release purchase and installation was funded nearly entirely by contributions from the members. The kit has been purchased and is being installed. We expect to have **89H** back in service during the first part of April.

**7AS** is still in the process of being repaired. Doug has replaced the main tire. However, the repair to the tail section has encountered a snag. Doug is working with the factory and the US distributor to resolve the issues. At this time we have no expected return to service date for our Blanik.

The rejuvenation of our tow plane, **08Z**, has been completed and it is ready to go for the soaring season. We owe a huge debt of gratitude to **Mark Buist, Bill Bowman,** and **Mike Donnelly** for all of the hours and effort they have put into the work. Thank them when you see them at the field.

At the March board meeting, the board voted to raise **some HFSC Fees**. After nearly 20 yrs at \$30/mo the monthly dues have been raised to \$35/mo effective April 1<sup>st</sup>. The board also increased the tow hook up fee to \$9 from \$7 and the Intro Ride price to \$95. At the April board meeting, we will likely raise a few other fees related to these increases to keep all fees in “sync”.

We will again try **Wednesday Flying**. The first Wednesday will be April 14<sup>th</sup>. This will work same as last year. No assigned crew. We will have an assigned tow pilot, However, if no one is signed up on the schedule to fly by Tuesday evening at 2000 hrs the Tow Pilot is not required to come out to the field.

The board has scheduled the following **Camps/Safaris** for this summer:

Silverwest Camp	May 28-31
Moriarty Safari	June 14-18
Meadowlake Badge Camp	June 26 – July 4

More on each camp as it gets closer. **We need a camp coordinator for Silverwest.** John Scott will lead the Safari to Moriarty. We’re still considering other possibilities for another Safari in August and another Camp in September. We’re open to suggestions on locations. Crawford is a possibility for a Safari as is Salida. The runway at La Veta is still in need of repair, but we are checking on it. Creede is still possible if enough folks want to make the trek. Let us know what your are thinking.

HFSC held the first **Annual Spring Safety Meeting** on Mar 13<sup>th</sup>. We had 27 of 32 local members in attendance. The meeting was very positive and we had a lot of good discussion. **Dan Rund** from the USAFA talked about their airspace use in the area of Meadowlake and their operations in general in our area. **Kevin Brooks** presented the “*10 Things your instructor told you that you’ve forgotten*” presentation from the SSA convention. Kevin tailored it to be HFSC specific. **Jim Densmore** talked a little more about airspace, towing, and tow signals. **Randy Rothe** wrapped up with a discussion of checklists and solicited help in developing a standard set of checklist for HFSC.

**Kevin Brooks** has agreed to write a Safety Article for the High Flyer beginning with the next issue. If you have any ideas send them to Kevin. I’m sure he will also gladly act as editor for any complete articles on safety you might like to submit.





**Marty Grove** has agreed to act as the HFSC Youth Coordinator. Marty will initially be working with EAA Chapter 72 to get HFSC more involved with Young Eagles and to coordinate our participation on May 15<sup>th</sup> in the **National Learn to Fly** day.






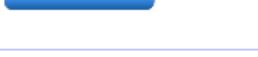
## Membership Survey

Starting below and on the next several pages are the complete results of the recently conducted Membership Survey. I think you can see that the board has already acted on several of the suggestions from the survey. We will continue to consider the information contained in the survey as we make decisions for the club. If you've suggested some specific actions you'd like the club to take, you should attend the monthly board meetings, present your ideas, and be prepared to lead the effort if we act on your suggestion. This is an all volunteer club. I like to think that this means **ALL** of us will volunteer.

1. Are you an In-State Member? If no, please indicate the year you were last a local member.			
Yes		23	88%
No		3	12%
Total		26	100%
<a href="#">View 4 Responses</a>			

1. Are you an In-State Member? If no, please indicate the year you were last a local member.	
#	Response
1	2009
2	since 1981
3	1982?
4	1995

2. How often do you fly at High Flights?			
0 flights		3	12%
1-5 flights/year		2	8%
6-10 flights/year		3	12%
More than 10 flights/year		17	68%
Total		25	100%

3. What could the club do from an operational standpoint to encourage you to fly more frequently? (Chose all that apply.)			
More instructors		6	26%
More up-time with tow planes		8	35%
More frequent flight days		7	30%
Better resource scheduling		0	0%
Ability to launch to the North		16	70%
Nicer facility with place for family/friends to hang out		5	22%
Other, please specify <a href="#">View Responses</a>		9	39%

#	Response
1	Improve the weather :-)
2	better towplane/glider maintenance
3	include winch launch capability
4	More camps and more cross country flying opportunities.
5	I need to spend more time in Colorado.
6	I fly as often as I can
7	I'm satisfied, but sometimes I don't fly due to wait time
8	Winching capability, Mountain Camps
9	Somewhat higher performance aircraft.






**4.** A recent review of our financials indicates that the club needs to increase revenue. It is likely we will need to raise dues. What amount per month would be a fair increase in dues?

[View 21 Responses](#)

4. A recent review of our financials indicates that the club needs to increase revenue. It is likely we will need to raise dues. What amount per month would be a fair increase in dues?

#	Response
1	\$10 to \$40/month
2	Depends on financial needs of the club.
3	\$20 Increase
4	\$50/mo total dues
5	start with \$40 for a year
6	this is an inappropriate question, This \$ value needs to be quantified by the Finance Committee and the Board of Directors.
7	\$10
8	\$15
9	\$5/month
10	25% increase
11	\$10 Max
12	\$10 to \$15 more per month
13	\$10
14	\$10.00
15	\$5
16	5-10
17	0
18	\$40.00
19	Raise them to \$45 (with an increase in the rebate from \$10 to \$15)
20	10
21	20. to 50./mo

**5.** Would you support raising dues? (Choose all that apply.)

Yes, to maintain the fleet		21	81%
Yes, to upgrade the fleet		11	42%
Yes, to build a hangar and clubhouse		17	65%
No		1	4%
Yes, other reason, please specify <a href="#">View Responses</a>		3	12%



5. Would you support raising dues? (Choose all that apply.)

#	Response
1	improve turf strip
2	To establish the new location for a runway, since we have been evicted from our present location.
3	To move to primarily become a winching operation

6. Do you have any other ideas or suggestions for ways the club can raise revenue?

[View 18 Responses](#)

6. Do you have any other ideas or suggestions for ways the club can raise revenue?




#	Response
1	more intro rides, get more instructors!
2	Wave camps, Winch certs, Bake sale (Just kidding on the last one)
3	You must promote the sport of soaring within the community. As an example- the general managers of Citadel shopping mall was approached about the idea of having a weekend where gliders would be parked in the mall (roped off for security purposes) and kiosks could be established for answering questions, etc. They thought it was a fantastic idea and were eager concerning the prospects for foot traffic, potential increase in revenue, etc. The idea is workable and it would go a long ways towards promoting the sport of soaring within the community. The idea would be even better if you could get club members from other clubs to participate and bring their gliders. The "show" would be best held late winter... early spring. Same idea would work with schools. You would only need 1 or two ships and have a hour or two of "show and tell" for students. This could be scheduled during the week to coincide with class times... and it would have very little, if any, impact on weekend flight ops. How about getting free airtime on the radio to promote the sport within the community?
4	----or perhaps reduce expenses ?
5	promote rides, increase membership
6	raffles
7	Do not allow John Scott to interview potential flight instructors. His arrogant, egotistical mannerisms are offensive.
8	Get more instructors and grow the membership. Promote and provide more rides.
9	Advertise and sell rides.
10	Better signage at the highway and work with young eagles and youth groups
11	Advertise glider rides: road sign, Gazette ad
12	Start a wave camp
13	were we to get another two-place, we might move to fly more intro rides - advertising, etc.
14	fundraisers? consider a shared fundraiser model - a portion of the money raised goes to District 49 and the remainder to high flights.
15	More members like me who pay dues but do not fly.
16	Fly wed.. rides in Grob and Blanik
17	With winching, the costs of tow plane maintenance would drop avoiding the need for such increases.
18	Increase the price of rides to \$89 and possibly increase the tow fee.

7. What facilities upgrades are important to you? (Choose all that apply.)



Flush Toilet		13	62%
Shade/awning for spectators and/or pilots		17	81%
Shower		1	5%
Play area for families with kids		4	19%
Other, please specify <a href="#">View Responses</a>		7	33%



7. What facilities upgrades are important to you? (Choose all that apply.)

#	Response
1	Hangars
2	hanger w/space for clubhouse/office & min of 2 aircraft
3	A less toxic heating system for the operations trailer.
4	Hangar for plastic gliders
5	shower is lower priority but sure would be nice
6	What we have works for me
7	all of above, too expensive

8. Would you support work days to use "sweat equity" to improve the club?			
Yes		22	85%
No		1	4%
Depends on Project (please elaborate) <a href="#">View Responses</a>		3	12%
Total		26	100%

8. Would you support work days to use "sweat equity" to improve the club?	
#	Response
1	
2	My physical abilities are limited
3	Without penalty

9. Would you support assessing a fee of approx \$20 per work day, (to be used to purchase supplies for club improvement) if you were not able or chose not to attend a work day?			
Yes		13	54%
No		11	46%
Total		24	100%

10. Would you support an assessment to add a G-102 or similar glider to the fleet (approx \$500 per member)?			
Yes		7	32%
No		15	68%
Total		22	100%
<a href="#">View 9 Responses</a>			

10. Would you support an assessment to add a G-102 or similar glider to the fleet (approx \$500 per member)?	
#	Response
1	I'll need to think about this more. Would the assessment provide equity in the G-102 that could be resold?
2	I would make it a 2-place.
3	No facilities to house glider available.
4	not now - too many other competing priorities
5	I would like a single seat glider which (1) is safe and easy to fly, (2) has good cross country performance, 34:1 at 65mpg and (3) can be easily disassembled and trailered with two people.
6	Not yet. I wanna see how Randy's new Twin Astir Club works out first. This could be a good idea in future.
7	Depends - if this is a one time "entry" charge that can be spread over the course of a year?
8	Libelle, good performance, low purchase cost LS3 - great performance
9	Good single place glass cross country ship.

**11.** In addition to the safety stand down scheduled for March, do you have any suggestions for improving safety awareness?

[View 14 Responses](#)

11. In addition to the safety stand down scheduled for March, do you have any suggestions for improving safety awareness?

#	Response
1	"safety corner" in each club newsletter, SSF site survey
2	New members need a more thorough orientation than OJT by line chief.
3	It has to be central to our club culture. I am not saying that it is not currently.
4	What "un-awareness" have we now? If this is a move just to CYA and cover all possible "what if's" then I say we're on the wrong track.
5	More frequent safety briefings
6	The recently inaugurated annual safety meeting is a good start.
7	Add safety oriented articles and links to the monthly news letter. Encourage members to share inputs on safety concerns and best practices.
8	Have a squawk list on a clip board for each glider and for the tow plane, each pilot enters specific problem and Safety Officer signs it off as repaired or OK
9	No
10	Board meeting safety debrief from safety officer
11	A VCR/DVD and TV in the clubhouse for such purposes.
12	Fly More
13	Use the internet for safety awareness.
14	FCIF or read file with current safety info and "reminder of the month"



**12.** What do you think will cause the club's next accident?

[View 19 Responses](#)

12. What do you think will cause the club's next accident?

#	Response
1	poor airmanship in weather
2	Congested landing areas.
3	No Idea
4	Next ?? What accident history are you referring to?? Is there any soaring operation in this part of the word with the safety record we have?
5	aircraft maintenance
6	John Scott's dog, and Lew Nylan's rambling around the aircraft landing areas in his car.
7	I think it will be an ground handling accident that occurs due to a sudden gust of wind.
8	Lack of pilot proficiency will cause a minor glitch to become major.
9	Ground launching
10	Wind
11	If accident means aircraft accident; it would be towplane malfunction.
12	Lack of aircraft maintenance
13	multiple parallel runway operations, or poor maintenance
14	GA a/c crossing the field from the West
15	Let's not have a next accident
16	maintenance issue (seeing improvement here)
17	Poor training.
18	a void in training
19	Ground conflict (takeoff/landing gliders and/or a vehicle)




**13.** Do you support the eventual move of the club operation to the new turf runway southwest of the current location?

Yes		24	96%
No		1	4%
Total		25	100%



[View 4 Responses](#)



13. Do you support the eventual move of the club operation to the new turf runway southwest of the current location?	
#	Response
1	But only after we have a stabilized section for tow plane takeoff. The grass cannot survive the prop blast erosion indefinitely and "sand blasting" the prop will be expensive (replacement). In addition we must have more than just one "runway"--simultaneous glider recoveries, plus ground retrieval for example--
2	I do have a concern. When aerotow launching to the south, will the Super Cub get us to sufficient AGL?
3	Need pavement for ops
4	I would like to see the trailer moved [albeit a difficult one] vice building a new one.

14. Would you be interested in joining a "club within a club" to fly Randy Rothe's G-103? We will have an organizational meeting prior to the Safety meeting at 08:00 on March 13th with more information.			
Yes		12	48%
No		7	28%
Maybe, please explain <a href="#">View Responses</a>		6	24%
Total		25	100%

14. Would you be interested in joining a "club within a club" to fly Randy Rothe's G-103? We will have an organizational meeting prior to the Safety meeting at 08:00 on March 13th with more information.	
#	Response
1	See answer to Q 10.
2	cost
3	It depends on the cost. I mostly fly single seaters but would be interested in winch training and being able to give rides in a nicer glider.
4	
5	Maybe when my financial situation improves
6	





15. Are you interested in pursuing a ground launch endorsement (winch and/or auto tow)?			
Yes		20	91%
No		2	9%
Total		22	100%
<a href="#">View 5 Responses</a>			

15. Are you interested in pursuing a ground launch endorsement (winch and/or auto tow)?	
#	Response
1	What are the projected prices for aero tow?
2	I am willing to check out (certify) our other two instructors and perhaps a very few other members.
3	Winch launch, with the traditional gasoline engine and 3-speed automatic transmission winch and synthetic towline.
4	winch
5	maybe with proven winch

16. Would you like to see Meadow Lake-based Soaring/Badge Camps? If yes, how many per year?			
Yes		22	100%
No		0	0%
Total		22	100%
<a href="#">View 20 Responses</a>			



**16. Would you like to see Meadow Lake-based Soaring/Badge Camps? If yes, how many per year?**


#	Response
1	2
2	Once is sufficient. The past ones have been enjoyable and I've achieved badges during them.
3	1 or 2
4	3
5	1 or 2
6	1 week long camp at 00V, 2 remote camps
7	possibly if we get better facilities & a good N/S runway or turf strip
8	Yes, in addition to Creed and other non-Meadow Lake locations.
9	A one 1-week camp at Meadow Lake would be enough. I like to pack up the fleet and fly in new places.
10	One works good.
11	1
12	two
13	As many as would minimally support the towing expenses
14	The club may be able to raise revenue by doing that. Maybe just one a year.
15	1
16	happy with the 1
17	2
18	one
19	Once a year in late June is just right for me
20	1 / yr

<b>17. Would you participate in off-site camps? If yes, please provide suggestions for sites/format.</b>			
Yes		10	40%
No		1	4%
Maybe		7	28%
Additional Comment <a href="#">View Responses</a>		7	28%
<b>Total</b>		<b>25</b>	<b>100%</b>

**17. Would you participate in off-site camps? If yes, please provide suggestions for sites/format.**

#	Response
1	Creede!
2	Locations within 3 hours drive. If further distance, locations with other activities for bad weather days.
3	Some year when I have a bronze badge it would be worth going.
4	I WANT to. Often my schedule gets in the way.
5	I hope to attend at least one this year.
6	silver west; la veta?
7	Family commitments has prevented me from participating for a number of years. I would hop to start attending again if camps like Creede were held. I would like to see them a bit longger to amortize my travel time and expense.

<b>18. Would you support efforts to revitalize Wave Soaring opportunities at High Flights? This would entail accessing the Front Range wave windows, training, and maintaining proper equipment.</b>			
Yes		22	92%
No		2	8%
<b>Total</b>		<b>24</b>	<b>100%</b>

19. Do you think High Flights is a good value? Why or why not?			
Yes		25	100%
No		0	0%
Total		25	100%
<a href="#">View 15 Responses</a>			

19. Do you think High Flights is a good value? Why or why not?	
#	Response
1	Great people (the equipment is a bit threadbare, though)
2	It is inexpensive, I enjoy the people and activities.
3	It is a great way to enjoy flying and build skills. The current volunteer co-op model results in a great value.
4	cost primarily but I think too many corners have been cut on aircraft maintenance
5	I am concerned with the smoke-screen financial planning, that is a joke.
6	I think it's the best value out there because our leadership has strived to keep the costs down. I think safety and affordability are our two greatest strengths as a club.
7	Most cost effective general aviation opportunity around, even if dues go up substantially.
8	Fairly good outlet for my towing habit
9	I think it has the potential to help many get started in aviation because of the low costs.
10	Volunteer labor makes this a very low cost operation. Safe fun flying. Sometimes the value is reduced by the low capability of our particular fleet.
11	Very good value. Scheduling/access to a/c is easy.
12	You get alot of bang for the buck. Let's not make it too expensive.
13	must be most affordable tows in country.
14	High Flights is much cheaper than the club I fly in now and much more active.
15	Low prices/low hassle factor in exchange for doing my share of the duty schedule--I like it!

20. What other ideas and comments do you have? This is your club. We have an exciting opportunity to make a long lasting impact on the Colorado Soaring Community!	
<a href="#">View 16 Responses</a>	

20. What other ideas and comments do you have? This is your club. We have an exciting opportunity to make a long lasting impact on the Colorado Soaring Community!	
#	Response
1	More opportunities for comraderie (family events, BBQ's, etc)
2	John did a nice job building an Excel file for projecting revenues and costs. I'd like to see it updated with scenarios now being considered.
3	I would like to see us grow our membership
4	Promoting the sport of soaring is essential. In the past- the club has always managed to come up with ways to defer/avoid any type of promotions. This is a mistake.
5	For 30 some years we have concentrated on our 4 founding principles FUN, CHALLENGING, SAFE AND INEXPENSIVE SOARING FOR OUR MEMBERS. It has been a highly successful formula and could be again. I think this "drive" to "Change" is ill advised.
6	Enhance our training program
7	Use qualified resources for financial planing. Use outside resources to verify the quality of the fleet maintenance. Establish term limits for the Board of Directors.
8	Promote more badge flying!
9	Make the jump to winching. When the weather is marginal one tow plane is excessive. When the weather is great it's inadequate. The tow plane is necessary but not sufficient.
10	No other comments. I appreciate what High Flights is doing.
11	Let's get our maintenance issues straightened out. Our officers & Randy are doing a great job considering how to move forward and keep us fresh.
12	Refurb 8905.....sell it, and then use the proceeds towards a glass ship [maybe that Ventus Franks trying to sell?]
13	Recent energy is great. I would like to see club pursue a reasonably priced higher performance single for full membership, winch launching, and an inexpensive hangar w/spartan but clean attached clubhouse.
14	I am concerned over the increased air traffic in vicinity
15	Lead the movement to winch based operations.
16	We need to make the improvements and move to the south incremental--we need to remain fiscally conservative

<b>Current Duty Schedule</b>				
Effective Date: 20-Mar-10				
<b>Day</b>	<b>Date</b>	<b>Chief</b>	<b>Line</b>	<b>Tow</b>
Saturday	27-Mar	Jim Van Namee	Mark Buist	Jim Densmore
Sunday	28-Mar	Mark Huff	Boris Lenov	Mike Donnelly
Saturday	3-Apr	Mark Huff	John Browning	
Sunday	4-Apr	Marty Grove	Sam Frazier	
Saturday	10-Apr	John Norton	Mike Gallops	
Sunday	11-Apr	Kevin Brooks	Karl Gordon	
Wednesday	14-Apr	n/a		
Saturday	17-Apr	Dub Wiltrout	Benjamin Bookman	
Sunday	18-Apr	Frank Molli	Kevin Williams	
Wednesday	21-Apr	n/a		
Saturday	24-Apr	Jim Van Namee	Mark Buist	
Sunday	25-Apr	John Scott	Boris Lenov	
Wednesday	28-Apr	n/a		
Saturday	1-May	Mark Huff	John Browning	
Sunday	2-May	Marty Grove	Sam Frazier	
Wednesday	5-May	n/a		
Saturday	8-May	John Norton	Mike Gallops	
Sunday	9-May	Kevin Brooks	Karl Gordon	
Wednesday	12-May	n/a		
Saturday	15-May	Jim Van Namee	Benjamin Bookman	
Sunday	16-May	Frank Molli	Kevin Williams	
Wednesday	19-May	n/a		
Saturday	22-May	Dub Wiltrout	Mark Buist	
Sunday	23-May	John Scott	Boris Lenov	
Wednesday	26-May	n/a		
Saturday	29-May	Silverwest Camp		
Sunday	30-May	Silverwest Camp		

**Updated Duty Rooster with Tow Pilots added will be distributed.**