



# HIGH FLYER



|   |                                  |                |
|---|----------------------------------|----------------|
| The Official Newsletter of High Flights Soaring Club, Inc<br>Meadow Lake Airport, Peyton CO<br>Post Office Box 25683, Colorado Springs, CO 80936-5683   | John Scott, President            | (719) 494-3195 |
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| High Flyer is mailed free to HFSC members and other soaring associations. Please mail exchange newsletters, letters to the editor, and material for publication to: John Scott, newsletter editor; 885 Northfield Rd, Colorado Springs, Colorado 80919; <a href="mailto:jdscott@valleypine.net">jdscott at valleypine dot net</a> |                                  |                |

## Volume 32 No. 5 Sep 2010

**THE ONE FOR TWO**

*Special World War II Paint Scheme*

The Schweizer 2-33 is the leading American sailplane for two-place soaring, developed to provide the greatest all around soaring satisfaction, whether for instructor and student, or pilot and family member or introducing a friend to the sport.

- Designed and built from the ground up to provide the most soaring with the least maintenance for years of service.
- Completely equipped with a new simplified, easily accessible finger-tip touch trim control.
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The sailplane illustrated has colors reminiscent of Schweizer Trainers used during World War II. The 2-33 is today's version of a plane which continues to play a significant role in the training of sailplane pilots.

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**For those folks wondering about the star on the wing of 89H...**

## 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!** Here are the direct links to key pages on the club website:

[HFSC Rooster and Member Accounts](#)

[Current Duty Schedule](#)

[Glider/Tow reservations](#)

**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.

**Next Board Meetings** – Oct 9<sup>th</sup> and Nov 13<sup>th</sup>. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

All Blanik L13s worldwide have been grounded due to fatigue problems found in the wings of a few planes. An L13 in Austria lost a wing in flight leading to the investigation resulting in the grounding. It is unclear if and when we will have a resolution. In the meantime, **7AS** is indefinitely out of service.

As of the end of September, we are no longer scheduling Wednesday flying. We'll plan to resume next April. However, there is still some good soaring to be enjoyed during the fall. This past Sunday, we had 4 club gliders aloft at the same time. We had several flights longer than an hour and one 2 hour flight.

**Steve Smith** has his ASW-20, **78S**, back in the air. Hopefully he can get some more flying in yet this year and be ready for a full season next year.

**Jim VanNamee** has resigned from the club. Jim has determined that retirement has him too busy and something had to go. We're sorry to see him leave and hope he can return in the future.

We have a new member, **Sam Dupree**. Sam is an experienced glider pilot with nearly 800 flights and has done glider flight instruction at the USAFA. Sam has been very active since joining, getting signed off in both the 2-33 and 1-26, and doing a 2 hr flight this past weekend. When you see Sam at the airport be sure to introduce yourself and welcome him to High Flights.

Progress is being made on the **Turf Runway**. Paperwork has been filed with the FAA by the Meadow Lake Airport Board. We have received word that it is being processed, but no official response yet. The runway has been mowed again as well as tie down areas and a west side taxi path. A tow path has been mowed to a shorter grass height. Initial test with just the tow plane indicate better acceleration with the shorter grass. This past weekend a local CAP squadron dug cactus and filled holes as a community service project.

**Badge News: Sam Dupree** has been awarded both an A Badge and B Badge. **Kevin Williams** has been awarded his B Badge.

**From Dan Daly – 2<sup>nd</sup> flight in his new glider**

You wouldn't know by the sky, but it was full of Cu 15 minutes before. I was out on a short tour of the area, and when the lake effect undercut the lift, I couldn't make it back - 4 miles away. Nice field, though...



**2010 Online Contest Results**

We're near the end of the 2010 OLC year (the OLC begins/ends mid-October). This year we had 18 flights submitted by 6 different members. Below is a summary of the standings.

|                    | <b>OLC Pts</b> | <b>KM Flown</b> | <b>Flts</b> |
|--------------------|----------------|-----------------|-------------|
| John Scott         | 885.68         | 844.76          | 7           |
| Marty Grove        | 524.83         | 454.88          | 2           |
| Gil Gildersleeve   | 393.35         | 337.11          | 4           |
| Paul Antionette    | 196.22         | 129.27          | 3           |
| Karl Gordon        | 192.76         | 214.98          | 1           |
| Mark Huff          | 74.03          | 50.77           | 1           |
| <b>HFSC Totals</b> | <b>2266.87</b> | <b>2031.77</b>  | <b>18</b>   |

## **2<sup>nd</sup> Moriarty Safari** – John Scott

Karl Gordon and I made a trip to Moriarty in September to enjoy some late season soaring. We had hoped for Karl to be able to do his glider rating check ride while there, but things didn't work out.

Karl is buying Pete Toups' Ventus. While talking with some people on the ramp, he was asking about flying a flapped glider. The result was an invitation to fly with Barton Fink in his 22M DG505 flapped glider. By the end of the day, Karl had made his first glider cross country flight, 200+ km, learned about flying flapped gliders, gotten his first OLC points, and become a devotee of flying cross country. You can find Karl's flight log on the OLC for 15 Sep 10.

I got 2 nice flights in on Wednesday and Thursday, each a little over 100 km. This time of year the thermal activity starts late, about 1-2 PM and the day is usually done by 5.

Steve Smith joined us again. This time Steve was able to fly his ASW-20. Since it had been 2 years since he had flown it, he did his first flight on Thursday morning while the wind was very calm. He waited until Friday afternoon for a little longer flight, about an hour. Steve is happy to have his plane back in the air and to be back soaring. He's looking forward to next year.

We'll probably do a Safari or 2 to Moriarty next year. We have been invited to join some folks from the Mid-Atlantic Soaring Association at Hobbs in June. Watch the newsletter for more information early next year on the schedule.

## **From the Nov'87 Newsletter: MORE 1-26 FUN - Lew Neyland (443)**

The 1987 Central Division 1-26 Championships at Hobbs, New Mexico, which was held over the Labor Day weekend, provided all the good things you'd want at a contest--exciting flying, great hospitality by the host club, and that special camaraderie of the 1-26 folks! It was only after it was all over, too late to seek out and grill the stars that I learned there is an "Ancient and Honorable Tradition" in the Hobbs Soaring Society which dictates that the winner has to write up the report on the contest. That is my only excuse for leaving out important facts and descriptions of other people's great, and sometimes hair-raising, flights. So, it is with some regret that I write this from the limited "View from one cockpit," knowing full well that other, more exciting, stories are out there which will remain untold.

The story of this and any contest is of course only possible because of the work done by the people who organize and run it. This one was so superbly done--quite comparable to the 1-26 Championships at Caesar Creek, only on a smaller scale--that I know there must have been people working behind the scenes that I wasn't fully aware of. To you, I apologize in advance.

Edre and Steve Maier did much of the "Dog work," getting the plaques, producing rules and turnpoint books and "Doing the weather." Vince Hinds made sure we had tows when and where we needed them--even proposing to give up flying in the contest to tow others. Fortunately, Jo Shaw was available to tow him on the day her teammate was flying.

Mary Ann Douthit did a great job as timer and then played a major role in the Sunday evening barbecue. Larry Pardue from Carlsbad brought his MacIntosh and his personal scoring software (which was really fine) and had scores almost as fast as we landed.

Dick Kemper did our photo processing in record time and was a tow pilot, also. In his first session "In the barrel" as Contest Director, Mike Stogner from Las Vegas, New Mexico, did a truly outstanding job.

Many, many, other members of the Hobbs Soaring Society helped out in all sorts of ways. There were the ladies who put on the delicious pot-luck barbecue and there were the lovely teenage girls that kept my wife Dorothy company at the retrieve phone desk. Thanks to you all!

Now, here is what the flying looked like from the cockpit of #443.

Day One looked good, but people kept falling out. Finally, at about 1600 hours it started to "Cook" and the two pilots who were still up, Juan Batch in #541 and Lew Neyland in #443, got out on course. The other eight contestants started a scramble to relaunch, but by the time Lew and Juan were at the first turnpoint they got a call that the day had been scrubbed--everyone else was back at Hobbs and Beer Call had started. Lew and Juan joined up and practiced formation flying on the way home. By the time they got there the lift was great, of course, so they put on a "Dog fight" for the "Quitters."

Day Two started a bit stronger and all 10 ships got out on the 74-mile task by about 1400 hours. However, by the first turnpoint it was getting pretty scratchy and several ships were down. The second leg took them into an area of mesquite, oil rigs, and a network of above ground pipelines and power lines. Horrible! To make matters worse, the Cu looked great but the lift wasn't there. At one point Lew was thankful to find 50 foot per minute sink to circle in while waiting for a re-cycle! Three ships--#443, #032, and #527--made it home with #443 well in the lead.

Day Three looked really poor from the ramp. However, Ralph Douthit, who had read the weather right and had chosen to be first to launch found great lift both in the clear and under ratty looking scraps of cloud. He was through the gate and gone about the time the third bird was launched. Ralph really smoked the 66-mile out-and-back course for an easy 1000 points. When Jo Shaw, the second finisher, went through the gate some 30 minutes later conditions had already begun to weaken. The conditions didn't, however, keep her from finishing only about five miles per hour slower than Ralph.

#443 was last to launch but got out on course fairly promptly, soon catching his "Arch Rival," Juan, in #541. From there on it was a head-to-head battle with first one and then the other leading. By the time they reached the turnpoint the lift line had moved south and it was "Scratch, scratch, scratch" to stay up. An earlier 1-26 was on the ground there.

Tiptoeing away from the turnpoint, Juan went north and Lew went south, trying to get a few extra miles--no real hope of getting home. Lew's beautiful cauliflower-topped Cu had a small area of zero sink; Juan found some ragged clear-air 100 foot per minute action. Lew decided to try to get back to the course line and a crop duster strip near the highway, where a retrieve would be fairly easy. Apparently Juan had the same idea because they arrived there at about the same time, Lew at less than 1000 feet and Juan about 500 feet higher. There were three 1-26's already parked on the strip and it figured to soon be five!

Circling in zero sink, #443 and #541 held on, each hoping to outlast the other. Suddenly a little lift! First fifty feet per minute, then 100, until finally a real 400 foot per minute boomer developed right over that field! As the climb progressed Lew figured he needed to get to 7500 feet MSL--near cloudbase--to make it home on final glide. Juan had made the same calculation and with his 500 foot advantage reached it while Lew was still short. Juan rolled out on course. #443's problem: "Do I go now and continue this really fun head-to-head contest or, because I am actually ahead by nearly four minutes, do I play it conservatively and climb some more?"

As you might suspect, the challenge was too great and Lew pushed off on course, counting on at least some zero sink and hoping for a little lift enroute. Heading slightly south, #443 did start picking up help that #541 wasn't getting. Then, as their courses converged again, they began getting some weak lift and the speed began creeping up. First one would nose down a bit, then the other. At last, they're two miles out doing about 85 miles per hour with #443 in the lead by perhaps a tow rope length but with #541 about that much higher.

"Hobbs Gate, #443 two miles," and, instantly, "Gate, #541 two miles."

What a shock to the gatekeepers who thought there wasn't anyone still airborne!

More lift. 700 feet of altitude. "He's gaining on me, nose over a bit more."

Now we're indicating 95. "Thank goodness it's been smooth as glass for the last five miles."

On the ramp by the gate there is great excitement--people spilling their Bud Lights in the rush to see what is happening.

"He's burned up his altitude advantage and hasn't been able to pass me."

We're down to 100 feet at a quarter-mile out. Indicating 110 in tight formation with #443 in the lead by no more than 10 feet! Down by the finish gate only the most unimaginative couldn't hear the roar of a pair of short-stacked Allisons at full throttle and see the flashing of the wing-mounted 50's.

The radio crackles, "I'm on your right wing."

"Roger, Juan, you break right, I'll break left."

Click, click.

Across the line at 20 feet, going hell-for-leather, pitching up left and right and the thundering Allisons fade to a whisper as the two 1-26s seem to float through the pattern,. Then "Squeak, squeak" and they roll across the wide ramp to a gentle stop by the crowd.

"I've never seen as pretty or as close a finish in all the contests we've had here at Hobbs, including the Worlds!" exulted Steve Maier.

Later after the excitement had died down and the adrenaline was washed away, we all went to a fine Mexican restaurant for an awards dinner.

So, in retrospect how did it really look from my cockpit? Well, I think that three-day contest was probably as much fun as I've ever had in an aircraft during my 48 years as an active pilot, even when flying P-51s! Thanks, Hobbs Soaring Society. I hope you'll invite us all back next year.

#### **FINAL STANDINGS**

- # 443 Lew Neyland
- # 196 Charles & Jo Shaw (team)
- # 541 Juan Batch
- # 032 James Cogburn
- # 527 Paul Elliot
- # 112 Ralph Douthit
- # 692 Frank Wilson
- # 311 Vince Hinds
- # 543 Gerald Martin
- # 243 Edre & Steve Maier (team)

# Current Duty Schedule

Effective Date: 27-Sep-10

| Day       | Date   | Chief                            | Line             | Tow             |
|-----------|--------|----------------------------------|------------------|-----------------|
| Saturday  | 25-Sep | Mark Huff                        | John Browning    | Jim Densmore    |
| Sunday    | 26-Sep | Marty Grove                      | Mike Bratlien    | Paul Antoinette |
| Wednesday | 29-Sep | n/a                              | n/a              | Mike Donnelly   |
| Saturday  | 2-Oct  | Dub Wilttrout                    | Mike Gallops     | Bruce Mosier    |
| Sunday    | 3-Oct  | Kevin Brooks                     | Karl Gordon      | Bob Reilman     |
| Saturday  | 9-Oct  | Dub Wilttrout                    | Benjamin Bookman | Mike Donnelly   |
| Sunday    | 10-Oct | Marty Grove                      | Kevin Williams   | Bruce Mosier    |
| Saturday  | 16-Oct | Mark Buist                       | Sam Dupree       | Bill Bowman     |
| Sunday    | 17-Oct | John Scott                       | John Browning    | Paul Antoinette |
| Saturday  | 23-Oct | Mark Huff                        | Mike Bratlien    | Jim Densmore    |
| Sunday    | 24-Oct | Frank Molli                      | Mike Gallops     | Bob Reilman     |
| Saturday  | 30-Oct | John Norton                      | Karl Gordon      | Mike Donnelly   |
| Sunday    | 31-Oct | Kevin Brooks                     | Benjamin Bookman | Bruce Mosier    |
| Saturday  | 6-Nov  | Dub Wilttrout                    | Kevin Williams   | Bill Bowman     |
| Sunday    | 7-Nov  | Frank Molli                      | Sam Dupree       | Paul Antoinette |
| Saturday  | 13-Nov | Mark Buist                       | John Scott       | Jim Densmore    |
| Sunday    | 14-Nov | Mark Huff                        | John Browning    | Bob Reilman     |
| Saturday  | 20-Nov | Marty Grove                      | Mike Bratlien    | Mike Donnelly   |
| Sunday    | 21-Nov | John Norton                      | Mike Gallops     | Paul Antoinette |
| Saturday  | 27-Nov | Kevin Brooks                     | Karl Gordon      | Bill Bowman     |
| Sunday    | 28-Nov | Dub Wilttrout                    | Benjamin Bookman | Bruce Mosier    |
| Saturday  | 4-Dec  | Frank Molli                      | Kevin Williams   | Jim Densmore    |
| Sunday    | 5-Dec  | Mark Buist                       | Sam Dupree       | Bob Reilman     |
| Saturday  | 11-Dec | John Scott                       | John Browning    | Mike Donnelly   |
| Sunday    | 12-Dec | Mark Huff                        | Mike Bratlien    | Paul Antoinette |
| Saturday  | 18-Dec | Marty Grove                      | Mike Gallops     | Bill Bowman     |
| Sunday    | 19-Dec | John Norton                      | Karl Gordon      | Bruce Mosier    |
| Saturday  | 25-Dec | <b>Christmas - No Operations</b> |                  |                 |
| Sunday    | 26-Dec | <b>Christmas - No Operations</b> |                  |                 |
| Saturday  | 1-Jan  | <b>New Years - No Operations</b> |                  |                 |
| Sunday    | 2-Jan  | <b>New Years - No Operations</b> |                  |                 |