



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. Please mail exchange newsletters, letters to the editor, and material for publication to: John Scott, newsletter editor; 885 Northfield Rd, Colorado Springs, Colorado 80919; [jdscott at valleypine dot net](mailto:jdscott@valleypine.net)

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**Grob 103 launched off the Hydrowinch from the pending Turf Runway area.
Photo by Jim Densmore**

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 – July 9th and August 13th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

Benjamin Bookman completed his check-ride with Quay Synder under some very trying wind conditions and is now a **Private Pilot-Glider**.

Karl Gordon completed his check-ride at Sundance Aviation in Moriarty for his Commercial Glider add-on rating. Hopefully, we'll now see his **Ventus** in the air.

John Norton completed his check-ride with **Quay Snyder** for his Commercial Glider rating.

This past month we had 2 members move temporarily to In-active Status: **Bob Reilman** and **Mike Bratlein**. We hope that they will be able to return to active participation in the future.

We've added 5 new members this past month. **Clem Countess** and his son **Caleb Countess** joined the club. Clem is a CFI-G and will be instructing for us. Caleb will be our 2nd Youth Member. **Sam Tschappler** joins us as a new Youth member. Sam is also working with the Aviation Education Foundation of Colorado on his private pilot ground school. **Greg Wood** and his son **Johnathan Wood** have joined the club. Greg is a current power pilot. Johnathan will be our 4th Youth Member. Be sure to introduce yourself to our new members when you meet them at the field and welcome them to High Flights.

The FAA is continuing to process the application for the **Turf Runway**. They appear to have accepted our Glider Ops Procedures, but have now requested environmental impact information. We are continuing to research ways to provide the tow plane takeoff pads at the most reasonable cost.

The west side access from **Falcon Highway** has been completed. A fenced gate has been installed off Falcon Highway across from Good Fortune Rd. The path for the drive from the gate to our operating area needs to be finalized and mown. More information will be forthcoming in a week or 2, but we will probably be using this as our primary entrance by the beginning of next month.

Raton Camp - Final Preparations! from Mark Huff

Our glider camp at Raton, NM, (Friday 1 July to Monday 4 July) is forecast to be a great time. I am looking forward to a wonderful camp and successful flying with all the fun associated with such great people and activities.

Final preparations are nearly complete, and I have a few details I'd like to share:

- We will disassemble club gliders and put them on trailers on Sunday, June 26, so please plan to help in the afternoon. (We'll reassemble them at Meadow Lake on Saturday, 9 July, so please plan to help then as well)
- Bruce Mosier, Kevin Williams and Gil Gildersleeve will be flying the tow plane and ferrying a 2-33 to Raton on Friday July 1. Marty Grove, John Scott and I will be caravanning to Raton with gliders in tow behind our vehicles right after we get the tow plane and 2-33 launched from Meadow Lake. If you wish to join us in the caravan to Raton, plan to arrive at the HFSC trailer at 7:15 a.m. on Friday July 1, OR join us when we make a short stop at the Pinion rest stop on I-25 north of Pueblo when we check our trailer wheels , tires etc---estimated about 8:30 a.m.
- If all goes well, the camp should be established with flying available in the early afternoon on Friday July 1!
- Lew Neyland has agreed to conduct a random drawing for tow order and crew duty. Crewing will be divided into half days and two pilots will be crewing for each half day.
- We will have an area briefing on Saturday morning. John Scott will be making some sectional chart map "books" of the area that you can also use to familiarize your self.
- One of the "high-lights of our camps has always been the Saturday evening barbecue. . HFSC will provide burgers, brats and drinks for a club grill on Saturday evening . Please remember to bring a side dish to share. Side dishes can be anything brought from home or purchased in Raton.
- Remember your personal comfort items such as lawn chairs, drinks, lunches, coolers, etc. Camp tables would also be appreciated for the cookout on Saturday evening. The Raton airport offers an assortment of drinks and food if you prefer to purchase them at the field, but outdoor seating is limited.
- We will depart Raton the afternoon of Monday July 4, after glider flying has ended and camp disassembly.
- Currently we have 12 club members plus several family members planning to attend. If you are considering joining us at this camp, I hope to see you in Raton.

- Many members have lodging accommodations at the Microtel Inn in Raton. If you need lodging, the Microtel Inn and Super 8 have very affordable rates and are next to each other.

Link to Raton Airport AirNav Page - <http://www.airnav.com/airport/KRTN>

Link to Raton AWOS - <http://apvdev.airportview.net/wx/awos-detail.php?sid=KRTN&st=nm>

There is a saved profile for the Raton Area on XCskies in the HFSC Account.

Let's have a great time in Raton!

Airspeed Indicator Marking

The Airspeed Indicators in the club gliders have been marked with critical speeds. This was done with simple colored tape on the instrument glass rather than trying to open the ASIs in order to do colored arcs. The colors and indicated speeds are:

White	Stall
Blue	Minimum Sink
Green	Best L/D
Yellow	Manuvering
Red	VNE

Note these speeds are from the POH and are approximate.



Using HFSC Radios – John Scott

HFSC has 3 handheld radios that are used for daily operations and used in N2905H. We have installed Microaire 760 radios in our 1-34 and 1-26 gliders. These radios have been programmed to make their operations easy for our use. However, most members are unaware of the features and programming. This article will provide you information and instructions on the radio use. Please read this information and familiarize yourself with the radios next time you're at the airport.

I will be happy to review the radio operation with you and answer any questions.

Handheld ICOM radios

HFSC has 2 IC-A14 radios and 1 IC-A6 radio. All are functionally equivalent, but operate slightly differently. Since the A14s are used the most, this will address their operation. The radios are programmed with 122.7, 123.3, and 123.5 in memory locations. The AWOS frequency (118.45) should be set as the basic frequency. Once

the AWOS frequency is set, by pressing the MR key, you will switch to one of the memory frequencies. By pressing the FUNC and then SCAN key, the radio will scan the programmed memories allowing monitoring of all of the critical frequencies.

To drop out of scan, press the CLR key or transmit key. The Up-Arrow and Down-Arrow will step thru the memory locations. Make sure you check the currently selected memory location before transmitting. Pressing CLR or keying the radio will cause the scan to stop on a random memory location/frequency.

To listen to the AWOS while scanning, press CLR twice. Return to scanning by pressing the MR key, FUNC key, and SCAN key. If in memory mode and not scanning, a single press of the CLR key will return to the AWOS frequency.

When flying with one of the handhelds, you can switch between CTAF (122.7) and the AWOS (1118.45) by pressing CLR to get the AWOS and MR to return to CTAF.

I encourage you to spend some time familiarizing yourself with the radio operation.

Microaire radios

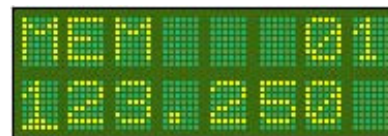
The Microaire radios can be operated in either Toggle mode, MEMory mode, PROGram mode or SCAN mode. For our purposes, we're not going to cover SCAN mode or PROGram mode. The radio mode is changed by momentarily depressing the MODE switch (5).

In Toggle mode you can toggle between 2 frequencies. The active frequency is displayed in the top line of the display. The standby frequency is displayed in the bottom line of the display. The frequencies are "toggled" with switch to the right below the display (7). Only the lower frequencies change be changed. For flying in the general vicinity of the airport (within 5 miles) the radio is usually kept in TOGGLE mode with the CTAF frequency and AWOS frequency set in the display. This allows for easy checking of the AWOS prior to entering the pattern to land.



In MEMory mode, the radio can be stepped thru the set of frequencies stored in memories. This allows access to more than 2 frequencies without having to set the new frequencies in the radio.

When in MEMory mode the display looks like the picture to the right. The radio is put in memory mode by



depressing the Mode switch momentarily until MEM appears in the top line of the display. The number in the top line is the memory location. The lower line is the currently active frequency. At Meadow Lake, I have the radios programmed to have the following frequencies:

01	118.45	KFLY AWOS
02	118.5	Springs Approach
03	122.7	KFLY CTAF
04	123.3	Glider to Glider Comm
05	123.5	KFLY Glider to Winch Comm
25	121.5	Emergency

The memory location is changed by rotating the up/down knob (6). When we are away from KFLY, we may choose to program different frequencies. MEMory mode should be used when flying away from KFLY to make it easier to change radio frequency while flying.

I encourage you to take some time before you next fly to work with the radio and become familiar with it's operation.

Latest on Matt Neal

The last couple of editions of the High Flyer I have include some coorespondance from Matt Neal about his preparation of his ASW-17 and his soaring activities in Germany. This past month, Matt has ventured into competition. To the right is his glider on the grid on Day 2. Below are the URLs to his flights, saved to the Online Contest. He assures me he didn't finish last. He only landed out on the last day. He flew nearly 1400 km over the 5 days.



- Day 1: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1372617299>
- Day 2: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1454333600>
- Day 3: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1533125940>
- Day 4: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-2141937871>
- Day 5: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-2004531081>

Some comments on Day 5:

FAI 500km triangle. We had a number of pilots land right after tow for relights. Weather was pretty good until high clouds promptly blocked out the sun around 18:15 Local. I passed low over Schweinfurt and got a bit antsy at the prospect of landing there since we bombed it 22 times during the war. The krauts are still sauer about their ball bearings.

After the lift stopped working I had made it past the 2nd turnpoint and initiated a final glide to the most distant reachable airfield (Heilbronn). I passed up another field to my left because I thought that a large city like Heilbronn would have a reasonably large airport to make an aerotow retrieve easier. When I arrived over the city at 600m, I couldn't find the airport for the life of me. Even though the sectional said I was right over it, there was nothing but small farm fields. After calling on the radio a few times someone finally answered, and I promptly asked where the heck their airport was. After describing that I was essentially right over it (now at 250m), he said he'd go out and mark it for me (glad I paid attention in German class). By this time I had the gear down and had started a long downwind for a landable-looking field where the sectional suggested an airport might be. Finally I saw a car start down a dirt road, and someone got out and threw a yellow "T" on the ground in a field a couple hundred meters downwind. I extended the downwind and made a nice landing on their 500m secret airstrip.

Their field is completely unmarked, except for the yellow "T" that they put out during operating hours, and the 500m is cut in half by a gravel road, so you have to be going slow on the rollout before you hit it. When I called the contest director to report my landout, I had to decline their offer for an aerotow since they weren't using heliocouriers that day. While waiting for my retrieve crew, one of the pilots there told me that they always have unfamiliar pilots trying to land there on the weekdays, and most of them end up in some other nearby farm field, often times with a broken glider. Four of my friends from the Dannstadt club came to help me disassemble and put it in the box since it's so heavy. I owe alot of beer.

Current Duty Schedule				
Effective Date: 21-Jun-11				
Day	Date	Chief	Line	Tow
Saturday	25-Jun	Marty Grove	Mike Gallops	TBD
Sunday	26-Jun	Karl Gordon	John Browning	Jim Densmore
Wednesday	29-Jun	No Crew		TBD
Saturday	2-Jul	Salida Camp - No operations at Meadow Lake		
Sunday	3-Jul	Salida Camp - No operations at Meadow Lake		
Monday	4-Jul	Salida Camp - No operations at Meadow Lake		
Wednesday	6-Jul	No Crew		
Saturday	9-Jul	Dub Wiltout	Benjamin Bookman	
Sunday	10-Jul	Mark Huff	Sam Tschappler	
Wednesday	13-Jul	No Crew		
Saturday	16-Jul	Mark Buist	Gene Wood	
Sunday	17-Jul	Kevin Williams	Mike Gallops	
Wednesday	20-Jul	No Crew		
Saturday	23-Jul	Kevin Brooks	Benjamin Bookman	
Sunday	24-Jul	John Scott	Scott Burger	
Wednesday	27-Jul	No Crew		
Saturday	30-Jul	Marty Grove	Sam Tschappler	
Sunday	31-Jul	Karl Gordon	Caleb Countess	