



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
Jim Pirtle, Secretary	(719) 597-3337
John Galbraith, Member at Large	(719) 576-1343

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)

Volume 29 No. 2 February 2007



Meadowlake Airport 15 years ago - Summer 1991

Club and Member Notes

The club roster and duty schedule are available on-line at the club website courtesy of Jim Pirtle and Jim Densmore. 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>

Next Board Meetings - Mar 10th & Apr 8th All club members are invited (encouraged) to attend.

The **Colorado Soaring Pilots/SSA Governor's Seminar and Awards Banquet** is scheduled for February 24th, 2007, at the Clarion Hotel (formerly Holiday Inn) at Centennial Airport (same as last year). Price, menu selections, and presentation list to be announced, but will include history, technology, bragging rights, safety, and more. Mark your calendars. Let's plan to have a good contingent from High Flights attend this year. **UPDATE: John Scott will be doing a presentation about "Building the APIS" at the Governor's Seminar.**

When **Punxsutawney Phil** was pulled from his stump this year, he did not see his shadow. According to German folklore, this means folks can expect an early spring instead of six more weeks of winter. This is the best flying weather information we've seen since mid-December!

Matt Neal is looking for a partner to share in a glider. Matt is interested in a older model composite glider in the \$12K-\$15K price range. Matt is looking at something like a Standard Cirrus, ASW-15, Phoebus. If you are interested, contact Matt at C09Matthew.Neal@usafa.af.mil.

2007 Camps

The following dates have been selected for our camps for 2007:

May 25 th – 28 th	Westcliffe
Jun 29 th – Jul 8 th	La Veta (2 weekends and a full week)
Sep ?? - ??	Creede

We have no volunteers yet for Camp Coordinators. Successful camps are very dependant on the folks who get things organized. We had 3 good camps – well not counting the weather – last year and it was due to the folks who coordinated the activities. If you're interested, talk to a board member. Last year we put a lot of effort into the updating the Coordinator's Checklists so it should be pretty smooth this year.

La Veta is a full week and we generally have very good weather. Those of you who haven't completed your Silver Badge should consider trying to complete it at La Veta. The 50Km is a flight up the Wet Valley to Silver West. There is an intermediate airport and plenty of hay fields. 2 years ago we had 3 5 hour flights at La Veta. If you haven't completed you Bronze badge, then you should get out to Meadowlake and get that done in advance of La Veta. Club Policy is no cross country in club aircraft without a Bronze badge.

2007 SSA Convention by John Scott

The SSA Convention this year was at the Memphis Convention Center in downtown Memphis, a short trolley ride from the Peabody Hotel and Beale Street. Kathy and I rode the trolley each evening to Beale Street to have some seriously good Memphis barbeque along with live music. The down side of the convention was they didn't seem to have enough output in the HVAC system to overcome the colder than normal weather. The facility was chilly all the time.

This year is the 75th anniversary of the SSA, so one presentation track was devoted to talks about Soaring History. I attended the talk given by Bill Schweizer about the history of Schweizer aircraft. Very, very interesting. I also listened to Hannes Linke discuss the history of the Hilton Cup and the "History of the SSA" by Peter Smith, director of the National Soaring Museum in Elmira, NY.

As usual, nearly everyone attend George Moffat's presentation, this year on Landouts. I don't think George said anything you couldn't read in his books, but it is fun to hear George tell the stories.

Another very well attended session was on the new "Deturbulator" technology being developed by Sumon Sinha. Dick Johnson did a flight test of one of the test airplanes, a Standard Cirrus, and generally saw about a 7% performance improvement. Dick was very excited about the technology and expects to work with Sinha on further testing. If you are interested in learning about this still under development technology, you can find information at <http://www.sinhatech.com/>. This is potentially the biggest performance improvement in sailplanes in several decades.



Dick Schreder's Original HP-14. Photo by John Scott

Shawn Knickerbocker talked about cloud flying – on purpose. Shawn has an IFR equipped Nimbus 3 and regularly flies into clouds in Florida in order to get much higher than the average 6,000' cloudbase. He is IFR qualified and get IFR clearance once he is in the air.

Cindy Brickner talked about landing variation. Riener Rose, father of the OLC, and Doug Haluza, SSA OLC administrator, talked about OLC v2. Richard Kellerman presented on Forecasting Thermal Soaring Weather. There was a good presentation on Winch Launching.

Kathy and I arrived a day early in order to attend the Soaring Software Academy and hear about the latest developments in Flight Computer Software as well as Flight Planning and Analysis Software.

The vendor area was all in one area this year. To honor the 75th Anniversary of the SSA there



Phoenix. Photo by John Scott

was a large display of vintage gliders. Dick Schreder's original HP-14 was on display. Dick won the national championship in 1966 in this plane with only about 4 total hours on the airframe prior to the start of competition! Steve Leonard owns it now and plans a complete restoration. Also on display were one of the original 8 Phonix sailplanes. Built in 1957, these were the first composite gliders. There was also the Franklin PS-2 that Stan Smith used to win the National Junior Championship in 1932 and the National Championship in 1933.



Franklin PS-2. Photo by John Scott

There was a 20M Anteres on display, the first one in the US. It got lots of attention. There was also an LS-10, a Sparrow Hawk with deturbulators installed, the usual collection of Schempp-Hirth planes, and ASG-29, Shawn Knickerbockers 25.5m wingspan Nimbus 3 (that's a LOT of wing), a Silent Targa, a DG-1000, a Diana-2 (they are no longer claiming 50:1 L/D for this glider), lots of books, lots of instrument displays and lots of software vendors.

All in all, a good convention. There were travel problems due to weather in the northeast, so some sessions were canceled and some vendors didn't make it. Next year the convention is in Albuquerque. If possible you should plan to attend. It is good to see some of this stuff up close. The presentations are good and tend to get you excited about the up coming season. You can meet many of the legends of US soaring. You can meet some of the folks you might only know from reading the R.A.S. newsgroup. I've gone the last 2 years and plan to go next year.

Interesting Comments from Tom Knauff's Newsletter

I finally got a chance to make a flight with the new lower cost, EW Micro-logger and am very impressed with its ease of use. There is no software required. Simply use notepad to change the pilot name, glider, task, etc and after the flight, when I plugged it into my laptop, the flight downloaded automatically into my StrePla program so I could send it off to the OLC or whatever..

I also flew with the new ZAON traffic avoidance device in a heavy air traffic environment. You can set it to warn you of transponder equipped aircraft within a range up to 5 miles. When an aircraft enters the zone and is a threat to you depending on altitude difference, the simple display shows the altitude difference and distance. For example, you might see 2.7 miles +300 feet., meaning the other aircraft is 300 feet above you. If the distance decreases, you will look for the other aircraft. I was impressed how difficult it was to see another aircraft until it was quite close. All in all, the new device is a great safety tool.

Some ask me of what value it might be for aircraft not carrying a transponder. My opinion is bigger, faster aircraft almost always have

a transponder, and the small, slow aircraft are less of a threat to me. I'll loan the device to other pilots to try and get their impressions. For less than \$500, it seems like a very good idea.

A report on the new Schleicher Open class two place with self launch engine states the price will be about \$300,000! At least one American pilot has one on order.

The new glider from South Africa has a USA dealer.

Thomas Knauff
Knauff & Grove Soaring Supplies
3523 South Eagle Valley Rd
Julian, Pa 16844
Phone (814) 355 2483
Fax (814) 355 2633
email: tknauff@earthlink.net

[Editor's Notes: I have a ZAON for my glider if any one is interested in looking at one. In addition to Tom Knauff's website, <http://www.eglider.org/>, you can get more information on the EW Microrecorder at <http://www.ewuk.co.uk/> and on the ZAON PCAS MRX at <http://www.zaonflight.com/>. While the EW is a little less expensive than the Volkslogger, it does not provide a display for the navigation information like the Volkslogger.]

Building the APIS – Part 13 by John Scott

Again not a lot of progress this past month. It has been cold enough that I didn't want to chance doing any bonding in the garage for fear I would not be able to keep it warm enough for the epoxy to cure properly.

I did meet with the Managing Director of AMS-Flight, Alex Cebavs, at the 2007 SSA Convention. AMS-Flight is the manufacturer of the APIS. He brought me the final parts needed for the main landing gear as well as a CD with 2 new documents for the APIS, the Parts List (finally) and a book of construction photos. We had several good discussions about supporting kit builders and the problems Bob Luten and I have been having (Bob was there also). AMS is working very hard to improve their support of APIS owners and builders. We suggested he consider a web forum as a way to respond to questions from builders. This would allow everyone to see the answers and builders to help each other. We suggested he talk to Andrej Kolar from See You. SeeYou is located in Slovenia very near AMS-Flight. Andrej and Ales know each other quite well. SeeYou has an excellent forum on their website.

After some discussion with other builders and AMS, I've determined how to install my oxygen system. I will bond 2 bottle clamps to the right side of the fuselage, under the wing spars and behind the seat. A hole in the seat pan back (not really the seat back) will allow the top of the bottle to come thru providing access to the regulator and valve.

I've completed my instrument panel and have the instruments installed, but not wired or plumbed yet. I have the cockpit controls for the trim, flaps, and airbrakes installed. I now need to install the control mechanisms under and behind the seat. I need to trim the vertical stabilizer skins to allow more rudder and elevator movement and finally to bond the elevator hinge to the vertical stabilizer. Once this is done, I'm ready to install the wings

and complete rigging of the controls. This will require a trip to Meadowlake and borrowing some hanger space for a few days. While I have a large garage, it's not large enough to get both wings on at the same time.

2 sessions at the SSA convention were very timely – one on batteries and one on wiring. I've decided to set up the battery compartment and wiring to allow for 2 main 9ah batteries. I've installed a switch for each battery on the panel. This will allow me to draw power from either battery and to bring the second battery on-line before switching off the second battery thus avoiding having a momentary power outage. Using 2 switches also allows me to put the batteries in parallel late in the day if needed in order to provide as much power to the radio as possible. Using 2 switches also allows me to not use one battery at all if it is not needed and thus only have one battery to charge overnight. In addition to these 2 main batteries, the data logger and PDA will both have emergency backup batteries. I need to get my panel wired at some point so I can do some power drain test to get a feel for how long the batteries will last.

I still am not putting a deadline on completion anymore, but I feel confident I should be done sometime this spring and in the air before summer.

Current Duty Schedule

		Chief	Line	Towing
Saturday	Feb 17	Steve Smith	Jennie Chiang	Jim Densmore
Sunday	Feb 18	Tomas Fredricks	Gilles Marty	Gil Gildersleeve
Saturday	Feb 24	Marty Grove	Art Romero	Lee Hatstrup
Sunday	Feb 25	John Scott	Kevin Brooks	Jim Pirtle
Saturday	Mar 3	John Norton	Rob Hamalainen	<TBD>
Sunday	Mar 4	Tomas Fredricks	John Browning	<TBD>
Saturday	Mar 10	Marsha Hawk	Matt Neal	<TBD>
Sunday	Mar 11	Al Spratford	Robert Wirth	<TBD>
Saturday	Mar 17	Mary Hoddinott	Matt Sheldon	<TBD>
Sunday	Mar 18	Steve Smith	Jennie Chiang	<TBD>
Saturday	Mar 24	John Scott	Gilles Marty	<TBD>
Sunday	Mar 25	Don Shearn	Art Romero	<TBD>
Saturday	Mar 31	Frank Molli	Kevin Brooks	<TBD>
Sunday	Apr 1	Marty Grove	John Browning	<TBD>
Saturday	Apr 7	Tomas Fredricks	Rob Hamalainen	<TBD>
Sunday	Apr 8	John Norton	Matt Neal	<TBD>
Saturday	Apr 14	Marsha Hawk	Robert Wirth	<TBD>
Sunday	Apr 15	Al Spratford	Gilles Marty	<TBD>
Saturday	Apr 21	Mary Hoddinott	Matt Sheldon	<TBD>
Sunday	Apr 22	Steve Smith	Jennie Chiang	<TBD>
Saturday	Apr 28	John Scott	Gilles Marty	<TBD>
Sunday	Apr 29	Don Shearn	Art Romero	<TBD>

<http://www.highlights.com/members/sched/currentsched.html>