



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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High Flights SGS 2-33 in formation with our Super Cub Tow Plane.

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>

You access the glider reservations thru the roster link.

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

Next Board Meetings - Nov 10th and Dec 8th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

Note: Board Meetings are now normally the 2nd Saturday of each month.

This year's **Annual Meeting and Banquet** will be held on Saturday, **5 Jan 08**, at **Marigold's** in Colorado Springs. More information will be in the November and December Newsletters. Please mark your calendar's. We'd like to have a really good turnout this year.

Lew Neyland has succeeded in locating **Patsy Wray**. She and her husband are moving their winter home from Texas to Arkansas. They will continue to stay in Creede during the summer.

7AS and **47S** were damaged in a hail storm this summer. The forward canopy on **7AS** was holed by a hail stone. We have applied a temporary patch so 7AS can continue to be flown. A new canopy has been obtained and will be installed this winter. **47S** suffered damage to the fabric on the horizontal tail and is currently grounded until the tail surfaces can be recovered. **Frank Molli** is working with our insurance company to settle our claims. **Gil Gildersleeve** is arranging for the repairs.

Our landlord has plans for his property which will likely impact how High Flights operates from our current location. The board has chartered a member committee to work with Gene Johnston on how his plans will impact HFSC. The committee will also be looking at long range options for HFSC operation and facilities. If you would be interested in participating, please contact John Scott.

Early next year the board will be planning the schedule for next summer's camps. In recent years, camp participation has been declining. The board is interested in member's thoughts and ideas on the camp schedule and location. What would make camps more inviting for you to attend? It is likely we will not go back to La Veta next summer, pending a change in the condition of the runway. The gaps in the runway surface this year caused us some problems with our planes. If you have thoughts or suggestions, please discuss them with a board member and/or send an email with your input.

UPSET RECOVERY TRAINING by Lew Neyland

WHY IT IS IMPORTANT

Unlike power pilots, we regularly soar on the edge of a stall. Maintaining Minimum Sink Speed to maximize our rate of climb in a thermal will normally find us momentarily stalling from time to time. If we are comfortable with this condition we reflexively “break the stall” and continue climbing.

Flying in ROTOR while searching for the wave is another case where inadvertent momentary stalls are not uncommon.

These situations are NOT A THREAT if we are comfortable (don't panic) when we suddenly find ourselves in what is characterized as an “unusual attitude”. You might find it interesting to know that as part of a USAF pilot's annual instrument and proficiency review they are required to recover from “unusual attitudes”, including inverted and straight at the ground flight while under the blind flying hood.

In our own normal flying it is easy to transition without warning from normal to abnormal flight if we are “upset” and find ourselves entering a spin or are pointed straight at the ground. NEITHER IS DANGEROUS IF YOU KNOW WHAT TO DO AND HOW TO DO IT!

Either one can kill you if you don't.

It is quite probable that if one's first experience of being in a spin or pointed straight down comes while solo and without training it will result in an accident.

One of our valued and highly trained ex-members is alive today because when he was upset and entered an insipient spin at pattern altitude, his training and experience took over and reflexively he made a safe recovery (below tree top level).

On the other hand there have been far too many unsuccessful recoveries in recent years that I have heard about. These seem to have the common thread of either over speeding in a vertical dive then “over G-ing” during the recovery or of failing to recover from a spin. Here are just a few cases:

A Black Forest pilot broke the wing off a Schweizer 1-34 (fatal).

Within the same two week period an Alabama soaring club member also broke the wing off a 1-34 (fatal).

Later a USAFA cadet in a 1-26 got into a spin, recovered then entered a secondary spin and rode it into the ground. (non-fatal).

A USAFA cadet in his Libelle stalled and spun into the ground on turn from base leg to final at Salida. (fatal).

A pilot flying in the 1-26 Championships stalled and spun into the ground after completing the day's speed task. (non-fatal).

A pilot from the Old Black Forest, flying the Pikes Peak Wave in a 1-36 got into a vertical dive, then over G'd it on recovery and bent the wings so badly the aircraft was totaled.

A USAFA glider instructor in one of their glass gliders, with a non-flying passenger, got into a spin, didn't recover in time and rode it into the ground, (fatal for the passenger).

These are just a few of the many accidents that have happened in recent years. The common thread is that the pilots did not do whatever was required to avoid the VERY PREVENTABLE accidents, either because they did not know what to do or in the “crunch”

they panicked or forgot or froze. Whichever was the case, it traces directly back to inadequate training.

In recent months I note within the aviation community an increasing awareness of this general shortcoming in pilot training. The term UPSET RECOVERY TRAINING is being seen/heard ever more widely. It speaks well for our (HFSC) continuing emphasis on safety that our board has been searching for a way to help us all get this sort of training. Here are some of the things the board has concluded.

“Basic Upset Recovery Training” can be taught/learned in the 2-33 or the Blanik. However advanced exercises are not possible in those aircraft since we prohibit maneuvers which result in either “pointing straight down” or inverted flight. Those types of maneuvers require a higher performance glider that is rated for them.

The goal of both BASIC and ADVANCED training is to make the pilot comfortable in any unusual attitude and to know how to recover to normal flight without “over-speeding” or over G’ing the aircraft.

SO WHAT COURSE OF ACTION IS AVAILABLE AND APPROPRIATE?

All of our instructors are qualified to give “BASIC” Upset Recovery Training and some are qualified to give “ADVANCED ” training. However our 2 place gliders (2-33 and Blanik) are not authorized for “Advanced” maneuvers.

Our new member, Joe Personette’s glider is rated for such maneuvers and he is willing to provide a limited number of our members Advanced Training in his glider on a NON-COMMERCIAL, cost sharing basis (as defined by the governing FAR’s and the HFSC insurance policy).

Other than that, Advanced Training in Upset Recovery (advertised as acrobatic training) is available from the commercial glider operators at Turf and Estrella soaring, both in the Phoenix AZ area. Other commercial glider operators also give such training on an “as requested” basis. The SSA web site may have information on this.

CONCLUSION

It is our opinion that pilots who become skilled in BASIC Upset Recovery techniques will have the skills necessary to cope with any upset situation they are likely to encounter when flying the low and medium performance gliders we have in our club. For those individuals who plan to fly higher performance gliders we urge them to take ADVANCED Upset Recovery Training.

URLs of nearby commercial glider operators:

Mile High Soaring, Boulder, CO	http://www.milehighgliding.com/
Sundance Aviation, Morarity, NM	http://www.soarsundance.com/
Turf Soaring, Phoenix, AZ	http://www.turfsoaring.com/
Arizona Soaring, Phoenix, AZ (Estrella Gliderport)	http://www.azsoaring.com/

Current Duty Schedule

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

		Chief	Line	Towing
Saturday	Oct 27	Steve Smith	Jennie Chang	Jim Pirtle
Sunday	Oct 28	John Norton	Susan Personett	Jim Densmore
Saturday	Nov 03	Keven Brooks	Cannon Willie	Joe Personett
Sunday	Nov 04	Marty Grove	Dylan Hyrkach	Gil Gildersleeve
Saturday	Nov 10	Mary Hoddinott	Matt Sheldon	Jim Pirtle
Sunday	Nov 11	Marsha Hawk	Dub Wiltrout	Jim Densmore
Saturday	Nov 17	Matt Neil	Roger Wild	Joe Personett
Sunday	Nov 18	John Scott	John Browning	Jim Densmore
Saturday	Nov 24	John Norton	Lee Hatrip	Jim Pirtle
Sunday	Nov 25	Steve Smith	Jennie Chang	Gil Gildersleeve
Saturday	Dec 1	Frank Molli	Susan Personett	Joe Personett
Sunday	Dec 2	Keven Brooks	Cannon Willie	Gil Gildersleeve
Saturday	Dec 8	Marty Grove	Dylan Hyrkach	Jim Pirtle
Sunday	Dec 9	Mary Hoddinott	Matt Sheldon	Jim Densmore
Saturday	Dec 15	Marsha Hawk	Dub Wiltrout	Joe Personett
Sunday	Dec 16	Matt Neil	Roger Wild	Gil Gildersleeve
Saturday	Dec 22	John Scott	John Browning	Jim Densmore
Sunday	Dec 23	John Norton	Lee Hatrip	Jim Pirtle
Saturday	Dec 29	Steve Smith	Jennie Chang	Joe Personett
Sunday	Dec 30	Frank Molli	Cannon Willie	Gil Gildersleeve