



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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First flight of John Scott's APIS 13 at Meadowlake. Photo by Darrold Gray

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 – Jul 12th & Aug 9th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer .

The story of this soaring season so far has been **WIND**. No one at Meadowlake can remember a spring with so much wind. The same has been true up and down the front range, as far south as Moriarty. This past weekend we had good soaring both days, though the thermals were rough and a little challenging to work. The forecast for this coming weekend looks promising as well. Let's hope we have good weather for our camp week at the end of the month.

Our spring **WestCliffe Camp** was canceled at the last minute due to the forecast for high winds both in the Wet Valley and at Meadowlake. We weren't sure if or when the wind would let us leave Meadowlake for the ferry to Silverwest. The forecast didn't look good thru the weekend. Marty Grove was in the Silverwest area over the weekend and reported that only Sunday might have been flyable.

Jim Van Namee is a new member. Jim is a long time pilot and flight instructor who has recently come to soaring. Be sure to introduce yourself when you see Jim at the airport.

Mark Huff has rejoined the club after few years absence. We look forward to having Mark fly with us again. Reintroduce yourself to Mark when you see him at the airport.

We have cleaned the tow plane of many, many months of dirt and oil. Tow Pilots will now access the need for cleaning on a weekly basis. If needed, the plane will be cleaned between tows during regular flying days. Line crew will be expected to assist with the efforts. If we keep the plane clean on an ongoing basis, we shouldn't need another major clean up.

Joe Personett and **John Scott** (mostly Joe) will be conducting a Cross Country Clinic on Saturday Morning, 28 Jun. in the MLAA Meeting Room on the 2nd floor of the MLAA Hanger (aka, the Hanger Restaurant). This will be an overview of planning, preparing, flying, and documenting a cross country flight. The focus will be on flying a 50km Silver distance from Meadowlake. We will start at 0900 hrs and should be done before 1100.

We are considering a **Soaring Safari** to Crawford for August. A Safari differs from a Camp in that we don't take the tow plane or all of the gliders. Also, our schedule is a little more flexible on when we will return. If you'd be interested in joining us, please let either Steve Smith or John Scott know.

Remember, HFSC is furnishing **free hot dogs** and buns on flying days to add some enticement to come out to the field and fly. Bring the family. This offer will extend thru our Fun Flying Camp week at the end of June.

Airport Fence Removal

We have received permission from the Meadowlake Board to remove the unneeded fence around the south end of the main runway and the T-bar fence posts along the west side of our operations area to improve the safety of our operations. The Fence around the south end of the runway could become a hazard in the case of a low rope break, release, or a tow plane problem. The T-bars to the west of our operations could be a hazard when using the grass for cross wind landings.

We plan to have a morning work party each morning during camp week starting on 29 Jun from 0900 to 1030 to remove the fence. We need to cut the barb wire from the post and move it to a safe location. We then need to pull the T-bar posts and move them to storage location. We're still working on determining what equipment we will have to use, but we will have a tractor to pull the posts.

Let **John Scott** know which days you can help. This is an opportunity to improve the safety of our facilities and operations and to demonstrate our support for the overall Meadowlake Airport Community.

2008 Camp Schedule

The remaining camps for this year are:

- | | |
|----------------|--|
| 28 Jun – 6 Jul | Meadowlake Fun Flying Camp,
Falcon, CO (Meadowlake) |
| 19-22 Sep | Fall Colors Camp, Creede, CO
Jim Densmore, Camp Coordinator |

Fun Flying Camp - 28 June thru 6 July

After several years, we are again going to try an extended camp at Meadowlake. Unlike in past years, rather than holding the week long camp in August, we are going to do it at the end of June, in what should be excellent soaring weather. This is an opportunity for folks to fly on those weekdays when the CUs are popping. Hopefully the windy spring is behind us and we can get a full 9 days of excellent soaring. Try to come out and fly for fun, for OLC points, for badges, or simply to help with the fence removal in the mornings. All club aircraft are currently flyable, so there should be plenty of air time available for everyone.

We will be having a **family cookout and potluck** on Sunday afternoon, 29 June. HFSC will provide the grill, hot dogs, hamburgers and buns. Each family should bring a dish to share. You are welcome to bring other things to grill if you'd rather

not have hotdogs or hamburgers. Beverages will be available for purchase from the Ops Trailer Refrigerator. You may bring other beverages if you choose. We'll plan to start serving about 4:00PM.

Flying the APIS – by John Scott

The APIS is finally flying. I flew off my Test program in Moriarty in May. Robert Mudd agreed to do the first 2 flights to check out the airplane. Robert is a very experienced glider pilot and has flown APIS before. The first flights were all done with 4,000' AGL tows. After each flight it was back to the hanger for some adjustments and tweaking. After Roberts 2 flights, I made 2 flights – the first a simple 30 minute sled ride. On the second I sent looking for some thermals and did some thermaling. Since it was 10:30 in the morning, the thermals weren't very strong, but we needed to get the flight in before the wind started up in earnest.



Moriarty was having the same high winds as Colorado, so there were numerous days I was ready to fly, but the cross winds were just too strong. The operating limits of my Air Worthiness Certification required me to fly 10 hrs within 50nm of Moriarty before I could fly anywhere else. I also needed to have 5 takeoffs and landings. I had about 2.3 hrs in the first four flights and need another 7.7 to complete the Phase I testing. After the first 4 flights, I came home for about a week before returning to Moriarty about mid-May.

After returning to Moriarty, I pulled the APIS out of the trailer and assembled it. Checked everything out and prepared to fly. The weather cooperated and I was able to fly 3 of the next 4 days to complete the test program. After returning to Colorado Springs, it was 3 weeks before we had a flyable day at Meadowlake. I now have 6 flights in my APIS and I'm averaging just under 2 hours per flight. My longest flight has been 3.1 hours.

So far the APIS has exceeded my expectations. It has been very easy to fly. Between the flaps and air brakes, approach control is very good and the plane will come down quite steeply. I have found no bad behaviors. It has a benign stall. If I slow gradually, it simply shudders and the sink rate jumps way up. If I pull the nose up, it stalls straight ahead after a little buffet. Recovery from incipient spins is easy and quick. I do seem to need a little extra top aileron when thermaling, this may be because of the flaperons or it may be due to not having the seals installed on the flaperons. It accelerates quickly but is quite controllable. Pitch is sensitive, but not more so than a 1-26. I do have the seals installed on the elevator. With 10 deg of flaps, I can thermal below 40 kts, as long as it's not too gusty.

All of my instruments work well. The panel layout works well. I love the Cambridge 302. Every flight is logged automatically. The averager is wonderful. I strongly recommend it. I find it makes working thermals much easier. I did discover that my Tasman vario is a "meters/second" model, not the "knots" I ordered. I will be

shipping it back to Australia next week to have it reset to “knots” – at no charge – 3 years after I bought it. My thanks to both OxAero and Tasman for their outstanding service. The EDS Oxygen system works like a charm. It even beeps at me when I’m concentrating hard in a thermal and start breathing thru my mouth. It automatically starts providing O2 when I reach 10,000 ft. I seem to be using roughly about 100 psi of O2 per hour.

While the plane is now Air Worthy and Flyable, I can’t claim it is “done”. I still need to finish the finish. The fuselage and vertical tail still have all of the overspray for the final painting that needs to be sanded off. If you run your hand over them they feel about lik 400 grit sandpaper. I need to do the buffing, polishing and waxing on the entire plane. The rudder and flaperons still need the seals installed. I need to build a few more jigs for rigging and de-rigging. I need to build some tie downs and a land out kit. I’ll work on those tasks as time permits, but for now, if I can fly, that’s where I’ll be.

2008 OLC Update

We’re moving into the heart of the 2008 soaring season with the OLC year 2/3s over. A quick summary of how High Flights is doing in the OLC. We are 96th of 126 clubs participating this year. We have only submitted 9 flights, but have a total of 789 km flown for 862 OLC points. Below is a summary chart of the members who have submitted flights so far this year:

Name	OLC Points	Kilometers
John Scott	504.59	475.76
Matt Neal	200.37	210.09
Paul Antoinette	137.9	87.42
John Galbraith	19.47	15.61
HFSC	862.33	788.88

Current Duty Schedule

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

		Chief	Line	Towing
Saturday	Jun 21	Steve Smith	Jennie Chang	Joe Personett
Sunday	Jun 22	John Norton	Dub Wiltrout	Paul Antoinette
Saturday	Jun 28	Matt Neil	Dylan Hyrkach	
Sunday	Jun 29	Mary Hoddinott	Bruce Mozer	
Saturday	July 5	Marsha Hawk	Keven Brooks	
Sunday	July 6	Frank Molli	John Browning	
Saturday	July 12	Marty Grove	Jim Van Namee	
Sunday	July 13	Mark Huff	Cannon Willie	
Saturday	July 19	John Scott	Dub Wiltrout	
Sunday	July 20	John Norton	Dylan Hyrkach	
Saturday	July 26	Steve Smith	Jennie Chang	
Sunday	July 27	Matt Neil	Bruce Mozer	
Saturday	Aug 2	Mary Hoddinott	Keven Brooks	
Sunday	Aug 3	Marsha Hawk	John Browning	
Saturday	Aug 9	Frank Molli	Jim Van Namee	
Sunday	Aug 10	Marty Grove	Cannon Willie	
Saturday	Aug 16	Mark Huff	Dub Wiltrout	
Sunday	Aug 17	John Scott	Dylan Hyrkach	
Saturday	Aug 23	John Norton	Bruce Mozer	
Sunday	Aug 24	Steve Smith	Jennie Chang	
Saturday	Aug 30	Matt Neil	Bruce Mozer	
Sunday	Aug 31	Mary Hoddinott	Keven Brooks	
Saturday	Sept 6	Marsha Hawk	John Browning	
Sunday	Sept 7	Frank Molli	Jim Van Namee	
Saturday	Sept 13	Marty Grove	Cannon Willie	
Sunday	Sept 14	Mark Huff	Dub Wiltrout	