



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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N2689 Fuselage in shop for recovering.

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 – Feb 13th and Mar 20th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

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.

Annual Meeting and Banquet

9 Jan 2010 (Saturday)

1800hrs

**Giuseppe's Old Depot Resturant
Downtown behind the Antlers Hotel**

Our annual meeting and Banquet will be a Giuseppe's this year in the Far Point Station room beginning with cocktails (cash bar) at 1800 and dinner at 1900 followed by the business meeting. You'll have a selection of Entrees and will make your choice that evening. Dinner will be \$22.50 per person plus desert.

A board member will be calling you the last week of December to get a count of those attending so we can let the restaurant know. I hope to see everyone there this year.

We received a donations of a printer from **Carl Gordon** and a lawnmower from **Bill Bowman**. Thanks to Carl and Bill. We're now all set to print out those flight plans next summer and to be able to keep our operations area mowed and looking nice. The board purchased a carpet sweeper so we can keep the Ops Trailer in looking good.

The **HFSC Shirts** have been places on order. We expect to receive them the first week in January. If we do, we will be distributing them at the Annual Meeting. We also ordered extras for inventory.

Per the cover photo, **89H** is in the process of being recovered and restored. Pete Holbany is doing the work. All fabric has been stripped off the fuselage and tail and they are being recovered. Pete is also repairing any damage he has found (minimal),

cleaning and repairing all of the controls. We should have 89H back in the air by the end of January.

7AS has been disassembled and is at Kelly Airpark in Doug Curry's hanger having the rudder and tail section problems repaired. We're hoping to have it back near the end of January also.

In Australia they have a unique cloud formation called the Morning Glory. It is a long, long linear roll cloud. It can be clearly seen from space as it moves across the continent. It is of interest to soaring pilots as there is lift along the front of the cloud. There is a video on YouTube of a hang glider flying in this lift. If you're interested, the URL is <http://www.youtube.com/watch?v=RMdyT-rIXao>

The Board has decided to hold **Annual Spring Safety Seminars**. Our first annual seminar will be Saturday, 13 March, from 0900-1200, at the Hanger Restaurant. Attendance at this seminar will be mandatory to continue to operate with the club as a PIC (club aircraft or private aircraft). The syllabus is still being developed. If you have suggested topics to cover, please discuss them with Randy Rothe. For those unable to attend, there will be makeup material that will need to be completed and signed off by a club instructor prior to be able fly with the club.

From THEBADGELADY@SSA.ORG

New Sporting Code rules go into effect on 1 October, and most changes have been posted online at SSA.org since May. As of 25 September, however, a finding by FAI's International Gliding Committee ("IGC") ALSO means that as of 1 October 2009 -

. A pre-flight declaration is required for ALL badge and record flights using an IGC approved Flight Recorder ("FR"). This declaration must include the glider's registration or serial number, NOT AN SSA-ASSIGNED CONTEST NUMBER!!

Solutions for FR users depend on the FR and who's using it...

. For ANY FR and any flight other than a World Record attempt, SSA recommends the following for new FR users, an FR used in multiple aircraft and in any case when pilot, aircraft or task data entered in an FR cannot be verified for accuracy and changed if necessary before take off:

- The pilot prepares a written declaration ready for an OO's signature
- On the intended flight date, the OO performs a pre-flight FR installation check and the FR is turned on; a task may be entered if desired
- The OO waits a few minutes, then adds his/her signature, date & time to the written declaration
- No further tinkering with FR task entry, and make sure the FR remains ON until after landing

. When an electronic declaration is used, the pilot is responsible for making sure the correct pilot name, flight crew name (if any), aircraft information and task are entered in the FR before flight. Please note -

- Almost all IGC Approved FRs accept the 6 characters permitted for US registration numbers; use FR "set up" software to enter the glider's registration ("N") number in the "Glider ID" data field.
- Cambridge model 10, 20 and 25 FRs have a 3-character limit on "Glider ID" data entry; use FR "set up" software and in the "Glider ID" data field, enter the last 3 digits of the glider's serial number, as shown in US registration records online at <http://registry.faa.gov/aircraftinquiry/>
- For multiplace records, use FR "set up" software to enter at least first initial & last name for both pilot and flight crew in the same data field; use complete names on record forms. FRs approved in the future will include separate data fields for pilot & flight crew names.
- Using a PDA or after-market software? These may over-write data in FR memory and/or limit the number of characters transferred to any FR data field. Test to make sure all required data is correctly transferred to the FR and contact software vendor(s) for guidance if needed.

Questions? Please contact me at thebadgelady@ssa.org

Judy

Current Duty Schedule

Effective Date: 24-Dec-09

Day	Date	Chief	Line	Tow
Saturday	9-Jan	Mark Huff	John Browning	
Sunday	10-Jan	Marty Grove	Sam Frazier	
Saturday	16-Jan	John Norton	Mike Gallops	
Sunday	17-Jan	Kevin Brooks	Karl Gordon	
Saturday	23-Jan	Dub Wilttrout	Benjamin Bookman	
Sunday	24-Jan	Frank Molli	Kevin Williams	
Saturday	30-Jan	Jim Van Namee	Mark Buist	
Sunday	31-Jan	John Scott	Boris Lenov	
Saturday	5-Feb	Mark Huff	John Browning	
Sunday	6-Feb	Marty Grove	Sam Frazier	
Saturday	12-Feb	John Norton	Mike Gallops	
Sunday	13-Feb	Kevin Brooks	Karl Gordon	
Saturday	19-Feb	Dub Wilttrout	Benjamin Bookman	
Sunday	20-Feb	Frank Molli	Kevin Williams	
Saturday	26-Feb	Jim Van Namee	Mark Buist	
Sunday	27-Feb	John Scott	Boris Lenov	
Saturday	6-Mar	Mark Huff	John Browning	
Sunday	7-Mar	Marty Grove	Sam Frazier	
Saturday	13-Mar	John Norton	Mike Gallops	
Sunday	14-Mar	Kevin Brooks	Karl Gordon	
Saturday	20-Mar	Dub Wilttrout	Benjamin Bookman	
Sunday	21-Mar	Frank Molli	Kevin Williams	
Saturday	27-Mar	Jim Van Namee	Mark Buist	
Sunday	28-Mar	John Scott	Boris Lenov	