



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; jdscoot at valleypine dot net

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© Michael Todd

Now that's a wave!! Picture by Michael Todd

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 – November 12th and December 10th. All club members are invited (encouraged) to attend. Board meetings are held in the HFSC Ops Trailer.

The **Annual Banquet** will be Saturday, 7 Jan 2012, starting at 1800 hrs. We will again be at **Gusieppe's Depot Restaurant** in the **Far Point Station Room**. Please mark your calendars. More information soon.

Badge News: At the Raton camp, **Marty Grove** successfully completed his **Gold Distance** and **Gold Altitude** segments to complete his **Gold Badge**. Since the Gold distance was a closed course with only 2 turnpoints, Marty also received his **Diamond Goal**. At Meadow Lake, **Benjamin Bookman** has achieved his **Silver Altitude** segment in 22S. Congratulate both members on their achievement when you next see them at the airport.

We have 2 new private gliders in the club fleet. **Karl Gordon** has his **Ventus** flying. His first flight was at Raton and will be remembered by all of us who were there. **Kevin Brooks** has been flying his **Centair 101A** (ne: Pegasus) this summer.

High Flights has agreed in principal to lease Randy Rothe's **Grob 103**. We are working out the final details. We're working to get the full length of our runway restored so we can safely aero tow the Grob. More details in future newsletters.

We've added quite a few new members these past months. **Smith Holt, Josiah Bookman, Ernie Macneil, Mike Oliver, Robert Wilson, Kat Pennington, Tom Pressley, Hugh Shane, and Ben Jakeman**. Mike, Kat, Josiah, and Ben are all Youth Members. Kat, Ben, and Josiah are students, however, Kat and Ben had some glider time with the CAP. Mike is a recent Graduate of the USAFA and a rated glider pilot. He will only be with us until March. He hopes to complete his CFIG during that time. Smith and Ernie are rated pilots, however, Ernie is a Canadian pilot and needs to get his US license before he can begin flying. Tom Pressley is a CFIG and has been instructing for us. Robert Wilson is a private pilot and will working on his glider rating.

Mark Dickerson has moved back into the area and is again an active member. He is a CFIG and working to get checked out as a tow pilot. **Sam Dupre** has also returned from his overseas assignment and re-activated his membership.

The FAA has approved the **Turf Runway**. The runway has been surveyed and we are working to improve it's markings. At this time we do not have an definitive plans to move south and begin use of the runway. There are still a few details to be worked out with the Airport. However, it is always available for landings, if needed.

The west side access from **Falcon Highway** is on hold while the Airport works out several issues with El Paso County. Our operations area should be accessed via the easement across the west side of the Johnston Property.

I have noticed lately that folks are using a wide variety of knots when tying down the gliders. Frequently not enough knots are used. The result is I'm finding many of the glider tie downs loose, especially after strong winds. Ultimately this will lead to damage to our gliders, possible severe damage. If you haven't been briefed on how we like to tie down the gliders, please get with a senior club member the next time at the airport for a few minutes so we can show you.

Raton Camp by Mark Huff (Pictures by various people)

Three Cheers for our camp at Raton!

Our 4th of July weekend camp was a great success – no one was injured, no planes were damaged and I'm confident everyone had fun! An extraordinary success by my definition.

The camp officially began around 7:45 a.m. on Friday July 1 with 08Z leaving Meadowlake towing 89H behind it. The autos towing the gliders on trailers arrived at Raton airport slightly before noon on Friday. Gliders were promptly assembled and flying began Friday afternoon after a safety meeting. Some nice flights were made with all but one of the gliders at camp being launched on Friday afternoon. Saturday's weather wasn't as good as Friday, but we managed to have a few flights before the thunderstorm rolled in. Sunday was starting to look like a repeat of Saturday's weather, but we successfully launched several flights with the majority of flights occurring in the afternoon after the brief thunderstorm ended. Monday's weather was much better and numerous flights were launched. Saturday evenings' barbeque dinner party was a tremendous success with a lot of good food; and it was so well enjoyed, it was repeated Sunday evening. Several members enjoyed some of the other activities in the area during the camp, including trips to a nearby volcano, the rodeo in Cimarron, and the NRA Whittington Center. Monday afternoon, we broke camp and most returned home Monday night.

The airport managers, Keith and Fern Mangelsdorf , are two of the nicest, friendliest and most accommodating people - we couldn't hope for better people. My thanks to Keith and Fern for all their hospitality. Several members have already expressed interest in returning to Raton.

If my recall is correct, we had 10 members; several family members and one guest member attend the camp. Three members plus Bob Faris, the guest member, brought their private gliders to the camp. We also had 3 club gliders and our tow

plane. I am pleased with the attendance at this camp and it made the efforts worthwhile. I hope more members will attend future camps.

[From Marty Grove: We had 31 glider flights at the Raton camp (28 flights by members, 3 flights by Bob). We had 2 flights over 5 hours, 1 flight over 4 hours, 5 flights over 1 hour. One Gold Badge w/ a Diamond Goal segment. 2 New Mexico State Records.]

My thanks to everyone who helped make this camp such a success.



Saturday Night Cook Out using FBO for wind shelter.



Tie downs next to the ramp.



Kevin Brooks returning from a flight. The goal was to manage your energy So you could coast onto the ramp



Another view of tie downs around the ramp. In the background is a gust front.



Karl getting ready for his first flight.
The storm in the background has just moved past the airport.



Karl launching on a flight.

Flight Report from a Spring Flight – Gil Gildersleeve

I thought this could inspire others.

About noon gave a ride to very appreciative Julie and found lift to 11K; returned after 40 min. John said the forecast was to 18K.

That convinced me to preflight the 1-34 which included water, oxygen but no logger, so this description cannot be verified except in my memory. Takeoff at 1400, modest 5kts to 12K generally NE reaching Calhan at 17K. Headed south toward Ellicott, down to 13K; turned NW cruise to Elbert and 16K. Return to Black Forest and decide to explore the air to Pikes Peak.

West wind slowed progress yet lost just 500 ft enroute to Garden of Gods. Headed back to Meadow Lake and landed after 2 hrs and about 90 NM.

Still had time to take Mom to dinner and enjoy margaritas. Gil

Spending a Saturday watching the glider operation at Wetzlar/Naunheim - from Jim Densmore



The Shag wagon has two large poles out to the side to keep the two cables (two drum winch) nice and far apart. Somebody welded all that up. It folds in over the top of the car, quite clever.

They have an old VW bus converted into a control tower of sorts, but it's too hot to sit in today so the "Table" is under an awning the bus also makes available. They say the engine has to be spoken to very nicely to get it to run.

The Table has on it a phone connected to the winch. At some time in their distant past they buried 3000 feet of cable next to the runway for the phone. The guy at the table calls the winch when the wingman brings the wings level and raises his arm. Table states the glider type on the phone.

The guys stationed at the perpendicular road midfield raise their flags to indicate traffic is stopped. The table calls for the winch to take up slack. He says something when the line becomes taut. Then *vehrtig* (moving, I think). Airborne "flieg". He calls "Aus" when he sees that the glider has released. He hangs up the phone. He records time-off onto the clipboard. He records time down on landing.

The VW is on the south side of the east-west runway today, winds from the SE. They takeoff to the east on the south side of the runway, land on the north side of the runway and roll to a stop ready for next tow if possible.

So their crew is at least 5: winch, shag, N side of the road, S side, table, line crew.



ASW-15, single place Grob, Twin Astir, KA-6, DG-505, others I didn't see. It's a club, one of the guys told me the winches are no extra charge - flat rate, all you can eat.



Winch has a '70s 350 V8 that probably has been overhauled several times. They told me the new heavy gliders leave it wanting more torque than it has. I didn't see the winch up close. They've probably had it forever.

1000 meter cloud base today, no one is getting higher than 900 meters. A student completed the 50 km task he needs to obtain his glider license but wasn't able to get back to the home airport.



Kids at the glider hangar sometimes fly radio-controlled glider models. Usually they fling it into the air but one of the adults showed me a model glider winch someone crafted. It looks awesome. He said it had 500 meters of cable!

At 6:30 pm with an hour of daylight remaining the DG and the single Grob showed up over the airport. The DG's arrival was spectacular, redline pass 5 feet over the top of the little VW bus, yee haw. Suddenly everyone was derigging to get all the four aircraft still out into their trailers and then towed to the hangar. A couple spoke enough english to leverage me so I could help derig.



Hot, humid, sunny, not much english, but everyone spoke soaring and I had a good time. Someone invited me to return tomorrow but it's supposed to rain all day. We'll see.

OLC

It is time again to review our participation in the 2011 OLC. This past weekend was the end of another OLC year. The 2012 OLC year begins this weekend, 15 Oct.

In 2011, 7 members participated in the OLC, submitting 23 flights. They flew 1937 km for a total of 2543 pts. Here are the individual member totals:

Member	Pts	Kms	Flts
Marty Grove	900.95	787.25	5
John D Scott	870.02	689.13	7
Kevin Williams	403.08	226.33	5
Gil Gildersleeve	134.47	94.9	2
Jim Densmore	83.64	58.04	1
Mark Huff	80.85	43.02	1
Benjamin Bookman	69.73	38.4	1

Current Duty Schedule

Effective Date: 9-Oct-11

Day	Date	Chief	Line	Tow
Saturday	15-Oct	Mark Buist	Benjamin Bookman	
Sunday	16-Oct	Kevin Brooks	Ben Jakeman	
Saturday	22-Oct	John Scott	Josiah Bookman	
Sunday	23-Oct	Marty Grove	Caleb Countess	
Saturday	29-Oct	Karl Gordon	Sam Tschappler	
Sunday	30-Oct	Scott Burger	Jonathan Wood	
Saturday	5-Nov	Ernie Macneil	Benjamin Bookman	
Sunday	6-Nov	John Browning	Ben Jakeman	
Saturday	12-Nov	Sam Dupree	Josiah Bookman	
Sunday	13-Nov	Greg Wood	Caleb Countess	
Saturday	19-Nov	Dub Wiltrout	Sam Tschappler	
Sunday	20-Nov	SmithHolt	Jonathan Wood	
Saturday	26-Nov	Mark Huff	Hugh Shane	
Sunday	27-Nov	Kevin Williams	Kat Pennington	
Saturday	3-Dec	Mark Buist	Benjamin Bookman	
Sunday	4-Dec	Kevin Brooks	Robert Wilson	
Saturday	10-Dec	John Scott	Ben Jakeman	
Sunday	11-Dec	Marty Grove	Caleb Countess	
Saturday	17-Dec	Karl Gordon	Josiah Bookman	
Sunday	18-Dec	Scott Burger	Jonathan Wood	
Saturday	24-Dec	No Operations - Holiday Weekend		
Sunday	25-Dec	No Operations - Holiday Weekend		
Saturday	31-Dec	No Operations - Holiday Weekend		
Sunday	1-Jan	No Operations - Holiday Weekend		
Saturday	7-Jan	Ernie Macneil	Sam Tschappler	
Sunday	8-Jan	John Browning	Kat Pennington	
Saturday	14-Jan	Sam Dupree	Benjamin Bookman	
Sunday	15-Jan	Greg Wood	Ben Jakeman	
Saturday	21-Jan	Dub Wiltrout	Josiah Bookman	
Sunday	22-Jan	Mark Huff	Caleb Countess	
Saturday	28-Jan	Kevin Williams	Sam Tschappler	
Sunday	29-Jan	Mark Buist	Jonathan Wood	
Saturday	4-Feb	John Scott	Hugh Shane	
Sunday	5-Feb	Kevin Brooks	Kat Pennington	
Saturday	11-Feb	Marty Grove	Benjamin Bookman	
Sunday	12-Feb	Karl Gordon	Robert Wilson	
Saturday	18-Feb	Scott Burger	Ben Jakeman	
Sunday	19-Feb	Ernie Macneil	Caleb Countess	