



AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop
 Elbert, CO 80106
 (303) 648-3623

**REMEMBER!
 BFSS MONTHLY MEMBERSHIP MEETING**

SATURDAY, April 20th, 1996 , 5PM, Kelly Air Park

COMING EVENTS

<u>DATE & TIME</u>	<u>PLACE</u>	<u>AGENDA</u>
April 20th	Kelly Air Park	April Membership Meeting. Mandatory safety meeting will follow
May 11th	Kelly Air Park	May Membership Meeting.
May 26-June 1	Owl Canyon	Region 9 Soaring Contest
June 29-July 7	Parowan, Utah	First Annual Soaring Camp See Walt Lafford for details
Sep. 20-22, 1996	Creede, CO	BFSS Soaring Camp

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APRIL MEMBERSHIP MEETING

Please note that the April Membership Meeting has been changed from Saturday, April 13th, to Saturday, April 20th. A mandatory safety meeting will follow the membership meeting.

REGION 9 SOARING CONTEST UPDATE

Colorado Soaring Association is holding the 1996 Region 9 Contest at Owl Canyon Gliderport May 27 through June 1. Many volunteers are needed from clubs around the state to make sure it's a success. If you can help one or more days during that time, give CSA's President Gary Odehnal a call at (970) 223-2818. Don't worry if you've never helped at a contest before. There are fun tasks for everyone and it's a great experience. The opportunity doesn't come around very often. Let's help out with lots of BFSS volunteers!

MARCH WORKDAY KUDOS

Many thanks to the following members who worked very hard during the club work day on March 30.

Hans and Marilyn Arnold
 Tim Wood
 Rob Schutte
 Doug Armstrong
 Larry Harvey
 Bob Lees
 Walt Lafford
 Alex Schlipf
 John Goodlette
 Troy Fant
 Skee and Ginger Hipszky
 Julie Benson
 Dan Marotta
 Ross Folkers
 Tom Serkowski
 Claudio Abreau
 Dave Leonard
 Jim Schwerin
 Jim Walker
 Mark and Alice Palmer

My apologies to anyone who was inadvertently missed.

Also, many thanks to Scott Hekkers who got the black bug back into mint condition a few weeks ago, and to all the Board members who called members about the work day which resulted in such a great turnout.

The following tasks were accomplished:

- Hot water heater installed (next time you enjoy hot water to wash hands or dishes, give Hans Arnold a special Thank You!!)
- Drywall, window, and gutter repair
- Some tiedown ropes replaced
- Winch maintenance
- 4 trips to the dump
- Reset stepping stones
- Building measured for carpet installation
- Many important odds n' ends
- Major spring cleaning of operations building

If you were unable to make it out for the work day but would still like to help out, there are still tasks that need to be done. Call Alice Palmer (303)797-8038 if you need a list, or take a look around and take on any task that needs to be done!!

LETTERS TO THE EDITOR

To the Editor:

Due to certain events and decisions, which were reported by the Board to the February 10th, 1996 General Membership meeting, I have sent a letter to all BFSS Board members and Officers in which I offered to resign from the position of Safety Coordinator and requested a prompt response.

Regrettably, although more than two weeks have passed since then, I have received no word from the Board on this matter.

Pending a decision by the membership and Board, I do not feel it would be appropriate to offer a Safety Column in this month's "Airworthy". I hope that the situation will have been clarified by next month, and that there will be a Safety Column written by whoever will be your Safety Coordinator at that time.

In my letter, I informed the Board that I intend to continue my work with the FAA, regarding airspace over Kelly Air Park, until its conclusion.

--Joe Baer

MEMBER ACCOMPLISHMENTS

Mucho congrats to Nathan Shaumburg, who received his B badge on March 31st. Good job, Nate!

BFSS MEMBERSHIP MEETING

The meeting began at 5pm with Bill Gerblick acting as Chairman, and Tim Wood as Secretary. There were 13 members in attendance.

The Treasurer presented his financial report for the month of February:

Cash Balance	\$6,682
Bank Loan Liability	\$43,815
Total Liabilities	\$53,510
Equity	\$42,129

Member dues were on budget year-to-date. Five new members were added, we lost two, and total membership stood at 106 at month-end.

A discussion was held about refurbishing the club premises. It was agreed that the following would be done:

1. A hot water heater will be installed, responsibility: Hans Arnold, with spending limit of \$300.
2. Window repair, responsibility: Larry Harvey.
3. Mobiles 1,2 need maintenance, including new clutches, responsibility: Bill Gerblick, Joe Cullen, Scott Hekkers.
4. Repair cracks in washroom wall, responsibility: Hans Arnold.
5. Replace worn areas of carpet, responsibility: John Goodlette. John will donate funds to BFSS to cover the

cost.

6. Replace worn cushions in club ships, responsibility: John Goodlette.

7. Replace worn linoleum on floor of ladies' washroom, responsibility not assigned.

Other items will be done on the March 30 workday. These include: clean washrooms, haul rubbish to the dump, lubricate hangar doors. Lawn aeration and seeding needs doing around May 1st.

John Goodlette agreed to arrange a calling tree to get people out for the workday on March 30th.

The annual inspection on the Super Cub will be done during the week of March 25th. In case the work is not completed by the weekend of March 30-31st, Westcliffe Wave Inc. will be invited to bring their Pawnee tow plane for tow duties at Kelly Air Park that weekend. This will be an opportunity to look at a Pawnee in operation, and check its noise level. Tim Wood agreed to make the arrangements with Westcliffe Wave.

The cost overrun on the paving of the runway was discussed. It was agreed that BFSS will offer to contribute a total of \$3300 over the years 1996-1998, in three installments of \$1100 each, payable at the respective year-ends. The Secretary was asked to write a letter to this effect to Ben Kelly.

The Board of BFSS has decided to institute an annual safety meeting. It will be mandatory for all BFSS members to attend. The first of these meetings will be held on April 20, 1996. A second meeting will be offered one week later. The April 20th meeting will be video-taped for use by members who cannot attend either meeting. **No member will be permitted to fly until they have attended or have studied the meeting tape.** Mark Palmer will present the field rules during the meetings. Alice Palmer and all CFIG's will also take part in the meeting. It is the intention of BFSS to increase the emphasis on safe operations and **to be self-policing on all safety matters.**

The meeting discussed the field rules violations that have been filed which involve BFSS to date. It is the intention of the Board of BFSS to consider each violation and decide on appropriate action on a case-by-case basis.

Joe Baer, Safety Coordinator, reported on several issues related to safety on the field. Communication on the ground between a glider about to launch and the winch operator are not effective. The solution is a radio station antenna. The airspace situation is as yet unresolved. Two proposals have been given to the FAA. A telephone call has been arranged for March 25th. Joe is requesting a 3-mile clearance around Kelly Air Park. The issue of sanctions for field rules violations was also discussed. With respect to defining an appropriate area for a glider pattern at Kelly, Hans Arnold agreed to make a proposal at the next meeting. No thermalling is permitted within the limits of the pattern area or below pattern altitude.

There being no further business, the meeting was adjourned.

FOR SALE

KELLY AIR PARK HANGAR SPACE

1900 Square Feet in the back hangar. Will accept a fully assembled glass ship **plus** trailer **plus** car.

Contact: Jim Walker at: (719) 634-4560 (home)
(719) 596-7882 (work)

Ventus A, 1/2 or full ownership. LX 4000GPS/computer, pop-up panel, Dittel, Scheumann vario, winglets, 02, newer Cobra, towbar and wing dolly, beautiful condition. Call Doug Houston at:

(303) 799-0930.

- Doug Houston.

LS-4, in almost new condition. Low total time, completely refinished in 1995. Comes complete with S_NAV, Becker com, trailer, ground equipment. It's a great handling ship! Asking \$18,000 for 1/2 share. Call Jim at:

(719) 630-2277 days or

(719) 685-9609 evenings.

- Jim Schwerin.

ATTENTION LOT OWNERS AND PILOTS

Used hangar building for sale or trade for or towards glider, etc. American Steel building, with a free span of 100ft. Four main trusses, purlins, metal roof, and three side walls. No door. Seller can obtain a used bi-fold door. Build a 100ft. by 60 ft. or 100 ft. by 80 ft. hangar.

\$16,000 cash or trade.

Location: Westcliffe. Building is in disassembled condition. Contact: Mr. Ed Thornton at (719)783-3061 (evenings)

ATTENTION GLIDER PILOTS

A limited number of shares are available for sale in an almost new Blanik L-23 sailplane located at Silverwest airport near Westcliffe, Colorado's premier wave soaring location in the stunningly scenic Wet Mountain valley. Westcliffe also has outstanding thermal soaring conditions, and is becoming renowned for badge and exceptional just-for-fun flights. The L-23 is fully equipped with oxygen, pressure oxygen masks with integrated microphones, intercom, and high quality radio.

Price: \$1,000 per share.

Contact: Mr. Ed Thornton at (719)783-3061 (evenings)

Postal Address: Westcliffe Wave, Inc.,
P.O. Box 877
Westcliffe, CO 81252

The following information has been provided by **PERFORMANCE OUTDOOR**
400 SOUTH LIPAN #15
DENVER, COLORADO 80223
VOICE (303)733-7447 FAX (303) 733-7794

To be legal, your parachute must be inspected and packed by a certificated & properly rated FAA parachute rigger (FAR Part 65) every 120 days (FAA Part 91 or 105). Just as there are different pilots ratings, the FAA issues two different certificates to Parachute Riggers, depending upon expertise, experience and time requirements. The first being "Senior Rigger" who may inspect, pack and make minor repairs to parachute equipment. The latter being a "Master Rigger", who may inspect, pack, and additionally make major repairs and alterations, which may, if done improperly, change the safety and flight characteristics of your parachute assembly. FAA type ratings are Back, Seat, and Chest. A rigger must be properly rated for each type of equipment they are recertifying. I am a Master Parachute Rigger with Back, Seat and Chest ratings.

The two major causes of neglect of parachute equipment are ultra-violet (sun) fading, and destruction from lead acid battery fumes. Keep your parachute stored in a gear bag while not in use, and never ever store your parachute in the trunk of a car or anywhere near batteries or battery jumper cables! In most cases, severe sunlight fading and contact with lead acid battery fumes is cause for removal from service, and cannot be repaired.

As with your aircraft, preflight your parachute every time that you plan on putting it on. Look at it. Do you see anything that does not look quite right? Does it have a tear or scrape anywhere? Is the ripcord handle properly stowed and not hanging loose? The ripcord pins should be through the closing loop from 5/8" to 3/4". Is the seal thread intact? (If the seal thread is broken, your parachute is not legal!). The packing data card must be current and kept with the parachute at all times.

When you put your parachute system on, make sure the webbing is routed correctly and without twists, and the hardware is latched correctly. When tightening the straps, bend over slightly at the waist and snug them up. When you stand, it should feel almost too tight, but will be correct when seated in the aircraft. Look at and locate your ripcord handle. Verify its location and remember how to grab it, if you ever may need to sue it. Physically practice bail out procedures for that particular aircraft every time you strap yourself in the cockpit. Practice does make perfect! Think about your aircraft landings. The more you do, generally the smoother they are.

Parachute opening time varies dramatically. Variables such as rate of descent at time of deployment, forward speed, attitude of the aircraft at time of bail out and your body's attitude at time of deployment. Your parachute should, under normal conditions, open fully and obtain line stretch in approximately 300 feet or so. As rate of descent at time of deployment increases, so does the time and distance required for your parachute to be open adequately, to do its job: save your life.

Newer technology versus older technology. Current, modern parachutes are constructed of lighter, stronger and more durable materials. With the same weight under canopy, a newer and smaller parachute will most likely land you better than an older parachute of larger size. Older parachute systems have a somewhat higher malfunction rate than newer systems. The deployment is staged and controlled in newer systems to lessen the malfunction possibilities. Parachute equipment has an inherent malfunction rate. Statistics prove that parachute equipment can malfunction even when properly manufactured, assembled and packed. Newer technology reduces the malfunction rate considerably.

Landing your parachute. If you find yourself under canopy, treat it the same as an emergency landing in your aircraft! Most round parachutes are steerable, to some degree. If your system has four risers, pull down on the left rear riser to turn left, and the right rear to turn right. Try to avoid obstacles such as power lines, trees, roadways, buildings, and water. If you find yourself in power lines, **DO NOT** let anyone touch you! Have someone call 911 or the police. Nylon will conduct electricity and if a ground connection is made, both of you can be electrocuted! When landing, prepare to do a parachute landing fall. Roll as you land. The order of contact should be balls of feet, calf, thigh, shoulder and roll over. If you find the wind is dragging you across the ground, reach up and pull in one (any one_ line, hand over hand, until you reach canopy fabric. This will cause the canopy to spill air and deflate. After landing, attempt to remove the parachute harness from yourself. If the canopy re-inflates, it will drag you again, and the canopy does not care if it goes through barbed wire fences! The canopy does not have any reasoning power what so ever!

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OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY A NOT-FOR-PROFIT CHAPTER OF THE SOARING SOCIETY OF AMERICA

"AIRWORTHY" is published monthly for the Black Forest Soaring Society members and lot owners at Kelly Air Park and contains notices of the Society's business meetings. Newsletter exchange with other soaring clubs in Colorado is encouraged. Non-members subscription to "AIRWORTHY" is \$10/year. Direct all correspondence to:

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STATEMENT OF PURPOSE

The purpose of the BLACK FOREST SOARING SOCIETY, a not-for-profit corporation, is to provide the location, equipment and know-how to guarantee the safest, most enjoyable soaring experience possible; to provide the opportunity for the education and training of sailplane pilots; and the advancement and development of their piloting skills and judgement. The creation of SOAR BLACK FOREST as a commercial soaring operation provides the resources to achieve that goal, gives BFSS members a base of operations for continued personal achievements and future group projects, and provides access for the general public to the world of soaring.

KELLY AIR PARK

Kelly Air Park is a subdivision of individually-owned residential lots with a common area dedicated for use as a private airpark. Lot owners comprise the Homeowners Association which governs the use of the common area. BFSS owns one lot and maintains its property, buildings and equipment for use by members, lot owners, invited guests and customers of Soar Black Forest.

SOAR BLACK FOREST

SOAR BLACK FOREST is a subsidiary corporation of the Black Forest Soaring Society. Its sole purpose is to operate the commercial glider facility at Kelly Air Park. All use of the facilities, aircraft and instructors must be scheduled through Soar Black Forest.

PHONE: (303) 648-3623

BUSINESS HOURS: OPEN THURSDAY THROUGH MONDAY

8:00 AM - 5:00 PM

WORLD WIDE WEB HOME PAGE: <http://www.csn.org/~palmerma/index.html>

Note: The views in this newsletter are the opinion of the Black Forest Soaring Society and not Kelly Air Park and Kelly Air Park owners.