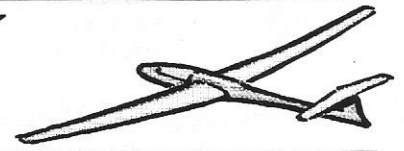


AIRWORTHY



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 19th, 5PM, Kelly Air Park

COMING EVENTS

| DATE & TIME | PLACE | AGENDA |
|----------------|----------------|---------------------------------|
| Mar. 22nd, 5pm | Kelly Air Park | Special BFSS Membership Meeting |
| Apr. 8th, 7pm | Kelly Air Park | BFSS Board Meeting |
| Apr. 12th | Kelly Air Park | Winch Day!!! |
| Apr. 19th, 5pm | Kelly Air Park | BFSS Membership Meeting |
| Apr. 19th-26th | Canon City | Soaring Safari |
| Jul. 12th-20th | Parowan, Utah | Colorado Badge & Record Camp |

DEADLINE FOR THE MAY AIRWORTHY WILL BE APRIL 15TH!!!!

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Please note the Special Membership Meeting scheduled for March 22nd, and please plan on attending. We'll discuss plans for purchasing a tow plane for the club.

APRIL MEMBERSHIP MEETING

The April 1997 membership meeting will be held on the 19th of April at 5pm at our operations building at Kelly Air Park. During that meeting, Mark Palmer will review the Kelly Air Park Field Rules. Attendance of this review is required of all club members who want to fly with our club at Kelly Air Park. For those who can not attend, a video tape of the review will be available for viewing at some later time. Viewing of the video tape is required for flying at Kelly Air Park with our club unless the April 19th meeting was attended.

FROM THE PRESIDENT

To break the monotony of addressing mostly club business in this article, I want to write a little of soaring experiences in my native Germany.

The great mobility I had gained after receiving a bicycle from my parents in 1954 enabled me to reach an abandoned airfield outside my home-town of Darmstadt. I knew that at this place model airplanes were flown. There was the opportunity to observe them in flight and to talk to their usually proud builders.

Soon I was one of them. Balsa wood, paper, lots of lacquer, and - believe it or not - little airplane diesel engines, were the objects of my interest. I learned to transform them into flying models and to understand some of their flying behavior. During that time, I had no second thoughts to contact the local fire department for retrieval of my model from a tree with their big motorized ladder, or to request the local radio station to report its disappearance in thermal lift and to advise any possible finder of the rightful owner. So I never suffered the trauma of losing that model.

I had joined a club. An annual event was a bicycle tour to the Wasserkuppe. I pedaled several times the 110 miles to this sacred place of all soaring pilots and experienced there my first flight ever, of course in a glider. Now I was hooked!

Some adult members of the club had started to build a real glider. They daringly believed that in the distant future they would be able to fly themselves. When I had learned that their work required mostly the understanding of wood and glue interactions, I joined them by offering my help. They promised me flying lessons provided I contributed at least 200 hours of my work to their project. For a whole year, I spent most Saturday afternoons and one weekday evening in the workshop. I had to keep a log-book on my work. I still have it.

Then in 1957, in the summer, I started my first flying lessons. We had not only completed a glider suitable for flight instruction, but also built a trailer for it and a winch on the back of a pick-up-like truck that was able to trailer the glider to an airfield. I usually rode on my bicycle for an hour or so to the airfield, where I spent the whole day working the line. With some luck, I was able to fly three instructed flights during a weekend. All flights were launched by winch and were usually short in duration. I had to pay the equivalent of about 50 cents for a flight. My allowance and a job once an afternoon during the week took care of these charges. Then, in 1959, I soloed. That year's summer was exceptionally warm in Germany. We used an airfield next to the Rhine River near the town of Oppenheim. The flight went over vineyards. There was no place for an out-landing, but I did not care. I had fun! I accomplished three solo flights before this summer came finally to an end and with it my flying.

Military service and university studies at a different town separated me from the soaring club. But the urge to fly never died and is now alive more than ever.

—Hans

COLORADO BADGE AND RECORD CAMP

The second annual Colorado Soaring Pilots Badge and Record camp will be held the week of July 12th through July 20th at Parowan, Utah. Last year a great time was enjoyed by all the dozen pilots in attendance. Many long flights were flown on 7 of the 8 days. I will be limiting the camp size to 15 sailplanes (not including self-launch) so sign up early if you would like to attend. If you would like to be placed on the list please call me at (303)-973-2387 for information. I have already had several inquiries and requests to be placed on the list, so be sure to call soon as I expect to have a full camp.

—Walt Lafford

FREMONT COUNTY SOARING SAFARI

There will be a soaring safari at the Fremont county Airport (near Canon City) April 19th-26th. All glider pilots are welcome. At present we have 7 committed gliders/pilots bringing their gliders, including a DG100, DG300, Discus, HP18, Std Jantar, ASW-24 and more. Many are coming from out of state. Your local soaring knowledge is needed for briefing these pilots. If you need lodging, we have arranged a special "Rocky Mtn Soaring Camp" price with the Best Western in Canon City. Oxygen is available at the airport. We have a tow pilot and plane for weekdays but are still in need of a tow pilot for weekends. For more details contact John Duprey at (719)-481-1404 or eagle-data@aol.com for more details.

JAMES J. PATTEE

Contributions to the James Pattee IV Trust Fund are now being accepted by Black Forest Soaring Society on a permanent basis. Checks should be made out to Ellen Pattee.

HOW TO ENJOY A BFR

by Dan Marotta

I was in serious need of a BFR. I had originally planned to do it last September on a soaring flight in a 2-33, but I never could get it together. Now it was mid-February and I had until the end of the month or I would be grounded. Not a happy thought!

As you all know, if doing a BFR in a glider, you must either fly for an hour or accomplish at least three takeoffs and landings. I was resigned to the expense of three aerotows when it occurred to me that it would be fun to do the BFR using the winch for takeoff. Since we had a winch day scheduled for mid-February (where were you?) I decided to pursue that approach.

I arranged for John Campbell to be the instructor-

jour and coordinated the flight with him. We started briefing with pulling the 2-33 out of the hangar. John was very thorough in covering recent rule changes and the latest "hot topics". He told me a lot of stuff I already knew. "Jeez, John, gimme a break. Everyone knows that!"

Then it started to sink in. Yeah, I already knew that, but I hadn't thought about it for a while. Funny how when someone tells you something you already knew, you start rethinking the matter and realize that although you knew what to do (or not to do) in a particular situation, that maybe you would not be properly prepared should the situation arise today. Way to go, John. When the BFR was over, I felt better prepared to handle any emergency that might happen. I'm happy to say that this was the first BFR where I learned something rather than just filling the square.

So, what's it like to complete a BFR using the winch? Fun, that's what! There were light and variable winds, sometimes a gentle tail wind. With the big engine on our winch, a small tailwind is no problem. The only penalty is a lower release altitude.

About the time I released at 900 AGL, John remembered that when performing a BFR using a winch the pilot is required to accomplish a 360 degree turn on each flight. No problem. Perform your 360 and enter downwind for landing. Not a lot of fun, though.

On the second launch, I was prepared for a no-headwind situation and, after assuring adequate altitude, pulled more aggressively. The more aggressive climb profile resulted in about 1000 AGL at release and, what's that? LIFT! It wasn't a lot, but, looking down, I could see there was a problem with the winch cable and so I centered the thermal (in mid-February, in Colorado!) and climbed another 1500 feet to 2500 AGL!

Well, as long as we're way up here, let's practice steep turns; stalls; how 'bout some spin entries. Lots of fun (and good practice!). We hung out for about 45 minutes and, when I saw the shag car pulling the cable out, I descended and entered the pattern.

SO, for about 25 bucks in flight charges (including launches!) and something for long-suffering John, I had completed the most fun BFR of my flying career. I highly recommend it!

How many of you can brag about a 45-minute thermalling flight, off a winch launch, in February, in Colorado?

JUST ANOTHER WINCH DAY (!) by Dan Marotta

It's Saturday, March 1st, one-niner-niner-seven and it's a beautiful day. Walt Lafford had called me a couple of days earlier and asked if I was interested in winch launching. Does a bear, um, live in the woods? Of course I'd be interested! I called a couple of people and Walt did the same and we figured that the word would get out... it didn't.

We made a late start, arriving at the airport around 11am. I had brought my acetylene torch to do another modification on the winch, beveling the guillotine striker plate in hopes of preventing new cable splices from snag-

FOR SALE

1 PR. of clamp-on truck mirrors. Fits any truck or car. Great for towing. \$25.00

1 copy of Greg Siebels "Pilots Choice: A Soaring Odyssey". Hardback. \$5.00

Mentor TR-12 radio. Currently two channels, 123.3 and .5. would make a great crew car radio. \$50 obo.

—Contact Mark or Alice, (303) 797-8038

Zuni II, sn30, last one built. 70 hrs TT. Oxygen, Security 150, Terra TX720, Minden trailer. \$25,000.

Contact Mark or Alice, (303) 797-8038 or
Larry Harvey, (303) 340-4035

HANGAR SPACE

Runway Lot 41, 1200 sq.ft., individual bay

CREW CAR

\$1250

'78 Chrysler Cordoba, V8 engine, Automatic, air conditioning, cruise control, 4 good tires and spare, am-fm radio, whip aerial, trailer hitch. Worked well for me for 10 years.

For either Hangar space or crew car,

Contact Jim Walker
Office (719) 596-7882
Home (719) 634-4560

CONCEPT 70

Approximately 39:1. Excellent condition, fuselage refinished 1995, wings refinished 1996. Two independent variometer systems: Cambridge M-Nav Computer with variometer, uses tail mounted Total Energy (TE) probe; PZL variometer which uses fuselage mounted TE probe. Terra 760D Comm Radio. Oxygen. Enclosed, all-metal trailer. \$22,000.

Contact Dave Rolley
(303) 644-3715 (H)
(303) 344-6361 (W)

or

e-mail: drolley@ix.netcom.com

VENTUS A

Ventus A, winglets, pop-up panel, Sage with box, Oxygen, dual batteries, tail tank, newer Cobra, ground equipment. Excellent condition, 1/2 or full ownership, based at Kelly AP/Black Forest.

\$41,000 with LX4000 GPS/Computer, \$38,000 without.

Contact Doug Houston
(303) 799-0930

ging on the vertical face and setting up oscillations in the cable which result in snarls. Later, when the winch was reluctant to start, Walt suggested giving it a shot of acetylene as a starting aid. That was a lot more exciting than just grinding away with the starter! After a couple of huge fireballs out of the carburetor, we decide to just use the jumper cables and let the fuel pump supply the gas.

By the time we were ready to drag the winch out the only people at the club were Walt Lafford, Tom and Karen Serkowski, Robert Herndon, and myself. Robert allowed as to how his brand new PW-5 needed to be ground launched during its experimental fly-off time in order to be licensed for ground launching. Gee whiz, Robert, you mean you want me to fly your brand new glider for you? I dunno, I should probably be paid for experimental test pilot duties! Well, OK, I'll do it just this once!

So, while Walt and Tom and Karen laid out cable, Robert and I assembled the PW-5. I guess we took a little too much time, because by the time we started pushing it towards the taxiway, Tom and Karen were pulling the 2-33 to the launch point. After a short discussion, we decide that I would fly the PW-5 three times and then land short so that Tom could give Robert some dual winching in the 2-33.

The first launch started off kind of slow and after getting airborne, I was only able to attain 45 KIAS. Upon lowering the nose, Walt understood and gave me more power. I was then able to maintain 60 KIAS (65 KIAS is maximum) and a super climb. I got off at 1,200 AGL which was not too bad considering the light winds and slow start. We discussed the launch on the radio and Walt said that he intentionally started off gently not knowing the capabilities of the PW-5.

Well, let me tell you. That puppy climbs like a homesick angel on ground launch! Controls are light and responsive and it's a joy to fly! Its roll rate is better than my LS-6 and the cockpit more roomy. Not quite as sensitive in pitch, though.

Patterns are a snap with extremely effective dive brakes. I planned my landing for the up hill overrun area north of the east taxiway and rolled to a stop on the pavement placing my wingtip in Tom's hand. The large main and nose tires make for smooth landings and the motorcycle style brake lever on the dive brake handle is logical to operate and effective for stopping.

On my second launch I was more aggressive in the climb segment and, at 1,400 AGL, the cable broke. I thought I had felt Walt reducing power on the winch and was pitching over to unload the cable when the break occurred. I pulled the release twice to ensure that the cable and parachute were gone and flew around a little while trying to locate some lift. As there was no lift, I flew another standard pattern and again placed the wingtip in Tom's hand.

When Karen returned shagging the cable, she brought with her the failed cable. It had failed at a splice which is the usual method. She told me that Walt said the PW-5 puts a lot more load on the winch than the

2-33. Probably because we're pulling a lot more aggressively.

My last flight in the PW-5 was no different than the others except that I was having so much fun putting the wingtip in Tom's hand that I forgot that I was supposed to stop short to allow the 2-33 to fly next. Since Tom was waiting about a 2-33 wingspan short of my intended stopping point, he had to run a few steps to catch my wing.

It was now time for Robert to get his dual in the 2-33, but he had gone back to use the phone. Not wanting to delay operations, Tom graciously agreed to try the PW-5 on the winch. Seems both of us had difficulty wiping the silly grins off our faces!

Robert returned at the right time for the next launch and had three with Tom in the back seat. Another silly grin! Since it was now a little after 4pm, we decided to call it a day with Tom doing a hangar flight in the PW-5 and Robert and I doing a hangar flight in the 2-33. I offered Robert the front seat, but I think he'd reached his excitement level for the day and chose to ride in back and observe.

All in all it was a terrific day. Many thanks to Walt for getting us to the airport and spending a lonely day at the winch. We were the only club members to come to the airport that day and with the first launch being conducted at about 1:45pm we did nine flights with only one cable break and one snag at the winch which occurred on the shag when Karen stalled the shag car and the cable snarled like on a fishing reel.

This day was my second opportunity to fly the PW-5. My sincere thanks go to Robert Herndon for graciously allowing me the pleasure. I've now flown it on both ground and air tow and have performed loops, rolls, immelman, a couple of spin entries, stalls, slow flight, and high speed flight and find it to be a delight to fly and think a PW-5 would be a great addition to the club. Maybe one of us will win one in the SSA give-away and will lease it to the club.

We're planning another winch day on the second Saturday in April, so let's have some attendance!



CLUB MEMBER EMAIL ADDRESSES

If you have an email address, please send it to the Editor. I'll be compiling a list which will be used to facilitate communication between club members. If you would like a list of members with email addresses, let me know. If you don't want your name on the list, well, don't send me your email address. But remember: in this day and age, you can't be TOO connected.

The Editor's name and email address is:

Walt Weaver
waltweav@ix.netcom.com

Thank you. May your journeys in cyberspace be incredibly virtual. May your soaring be just plain incredible.

— Walt

AIRWORTHY

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.

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, and invited guests.

PHONE: (303) 648-3623
BUSINESS HOURS: OPEN FRIDAY THROUGH MONDAY
9:00 AM - 5:00 PM

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