



# 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**

FRIDAY, August 10th, 5PM, Kelly Air Park

**COMING EVENTS**

<u>DATE &amp; TIME</u>	<u>PLACE</u>	<u>AGENDA</u>
Aug. 10th, 5pm	Kelly Air Park	August Membership Meeting
Aug. 24th, 5pm	Kelly Air Park	<b>Kolstad Dinner</b>
Aug. 31-Sep 2nd	Owl Canyon	Rocky Mtn. Soaring Contest
Sep. 14th, 5pm	Kelly Air Park	<b>Annual Membership Mtg.</b>
Sep. 20-22, 1996	Creede, CO	BFSS Soaring Camp

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**KOLSTAD DINNER VOLUNTEERS**

Volunteers are still needed to help set up and clean up for the annual event. It would help a lot if you would show up a bit early or stay a bit late. If you can help with any of these things, please contact Harry Shaumburg at (719) 528-8557.

Whether or not you can volunteer, please send in your reservation form to Ken and Mid Kolstad today! The dinner promises to be a lot of fun!

**BFSS QUESTIONAIRE**

BFSS members will find a short questionnaire inserted into their newsletter this month. PLEASE fill out the questionnaire and mail it to Bill Gerblick. There are many ideas, opinions, suggestions, etc. floating around about what direction the club should take in the future. This is a chance to air your views without doing something so traumatic as actually going to a membership meeting!

## TREASURER'S REPORT

The financial summary for June 1996 is as follows:

Cash Balance	\$ 4,506
Bank Loan Liability	\$42,241
Total Liabilities	\$51,936
Equity	\$39,139

Receipts for dues and sailplane leases were below budget and we had a negative cash flow for the month, primarily due to payment of Elbert County taxes. Although we should slowly improve our position before the next large expense (insurance) in November, members are urged to get their dues payments up to date as soon as possible.

## LINE DUTY ROSTER

Here's the roster for August:

4th Thursday - Harry Shaumburg  
 All Fridays and Mondays - Vince VanVorst  
 1st Saturday - Ron Berge  
 1st Sunday - Alex Schlipf  
 2nd Saturday - Harry and Nate Shaumburg  
 2nd Sunday - Dave Rolley and Wade Gariner  
 3rd Saturday - Alex Schlipf  
 3rd Sunday - Alex Schlipf  
 4th Saturday - Istvan Hipszky  
 4th Sunday - Walt Weaver  
 5th Saturday - Bill Gerblick and Vince VanVorst  
 5th Sunday - Paul Richards

Hasn't changed much, eh? C'mon, key yourself to the Volunteer Mode and work on the line for a day. You'll have the opportunity to meet doctors, lawyers, computer nerds, construction workers, truck drivers, and WWII pilots ALL IN THE SAME DAY!! Such cultural enrichment is hard to find anywhere else!

## NOMINATIONS FOR BOARD

Three nominations have been received for the Board of Directors; their biographies will follow. A person to officiate the election is still needed, however. If you would like to officiate, please contact Bill Gerblick.

Also, two replacements are needed for the Amelioration Committee, formerly known as the Gang Of Four. This committee oversees Kelly Air Park rules and regulations. Once again, contact Bill Gerblick if you are interested.

**One more thing:** members are still encouraged to run for the board; the nominations are not closed! If you are interested in running for the board, please contact Hans Arnold at (303)-841-5126.

WITHOUT FURTHER ADO, here are the bio's of the three Board Candidates!

### Chris Crowl

I have been flying sailplanes for thirty years and have a Commercial rating with approximately 800 hours. I started flying in Arizona and first soloed when I was 14 and became a CFGI when I was 17. I have completed a Gold badge and earned a Lennie Pin. I became inactive for many years, and resumed flying about eight years ago. I am a half-owner in an ASW-19.

My job requires a lot of travel, but I believe that each club member must step forward at some time to serve the club. I am concerned about ensuring the long-term viability of the club. As a personal goal, I intend to become more involved in club activities and plan to encourage more club fun.

### Dave Leonard

I've been around gliders all my life and have flown them for a bit over 20 years. I learned to fly in the Cessna Flying Club, and the Wichita Soaring Association. I've been in several clubs around the country (Kansas, California, and here in Colorado) and have seen a number of different approaches to the problems of running a soaring operation. I flew club equipment for 9 years before buying my own glider. I now fly my ASW-20 (ZL) most weekends, spring through fall, with an occasional day off to fly intro rides, push gliders around, or work on the club facilities. I'm willing to serve on the board of directors to help ensure we continue to have a safe, enjoyable place to fly.

### Rob Schutte

I have been involved in soaring since 1985. My soaring experience has been limited, I still rent, but I have had the opportunity to check out and fly in the Schweizer 2-33, 1-26, 1-36 and Grob 102 Club and 103 Acro as well as the Blanik we now operate here at Soar Black Forest.

My family and I moved to Colorado in late 1990. I joined BFSS in 1992 and became active as a volunteer line person. I did take a few months away from soaring in 1995 in order to add a power rating. In January of this year I volunteered to operate the desk on the weekends for several months until a permanent Ops Manager could be found. In April the new Ops Manager began and I started concentrating on obtaining my Commercial Glider rating which I completed in May. I am now working toward the Instructor ticket. Because of recent developments I will again be behind the desk two weekends a month and will continue to volunteer time to give intro rides on these days.

## A SUBTLE REMINDER

We are still having problems with pilots staging gliders on the runway when an arriving aircraft is attempting a landing. All pilots should turn on their radios and tune to 123.05 as soon as you leave the tie down area, if we have enough radios on at the launch area we should not miss an arriving aircraft's call.

Additionally, the ground crew must have a hand held radio with them at all times. If we follow these

procedures and look before staging we should not make these staging errors any more. Don't be the pilot that causes us to endure another shutdown, or worse, an accident.

FYI, the club was fined \$50 by the Amelioration Committee for a June 23rd incident in which a member drove on the grass. SO, once again, please remember to stay on the taxiways when towing and retrieving gliders. (The grass is said to be recovering nicely -- Ed.)

### SSA DIRECTOR BALLOTS AND REGION 9 GOSSIP

(Ed. Note: the following is from the desk of SSA Region 9 director John Campbell. It's good stuff.)

If you have been confused by the recent SSA mailing of ballots for Region 9 Director, here's the story:

Region 9 of SSA consists of Arizona, Colorado, New Mexico, Utah, and Wyoming. It is one of the large Regions that has 2 SSA Directors. The incumbents are John Campbell (of Colorado) and Billy Hill (of New Mexico). John was re-elected a Director last year and has a term expiring at the end of 1998. It is Billy Hill's spot that is up for contention.

Billy chose not to run for re-election, and only one nomination was received by the deadline, so the choice is easy: Tim McAllister. Members will remember the red-bearded Tim and his HP-14 flying at Kelly Airpark. He has become a member of the Colorado Soaring Association at Owl Canyon Gliderport, where he won a Collegiate individual prize last year, representing DU against competition from CU and CSU. He also won CSA's "Race to Omaha" contest this Spring (similar to BFSS's "Downhill Dash") with a flight to Sterling, CO. Not so far (30 miles), but it made the local newspaper. Recently finished with his law school studies at DU, recently married to Susan, Tim has relocated to Boulder. He acquired a Std. Libelle early this season and his HP-14 is for sale. It can be seen in the hangar at Owl Canyon.

At age 27, Tim will become the youngest member of the SSA Board of Directors. His relatively recent experience with soaring should bring some fresh air to Board deliberations (YEAH! YOUTH! Cool!! --Ed.). Starting in January 1997, you should see good things from a new Director.

By the way, for those of you who have lost track of SSA Regional personnel and activities, know that the SSA Governors for the Region are: George Kulesza, AZ(TuSC), Gunnar Blanke, CO (SSB), Stan Roeske, NM(ASC), Lee Steorts, UT(USC), Edre Maier, WY(Sheridan Soaring). In all but 1 case (AZ) the Governor also serves as the State SSA Record Keeper. One bid has been received so far for the 1997 Region 9 Contest, from Hobbs. Perhaps groups in UT and WY should challenge them--it has been ages that the Regional contest has rotated between AZ, CO, and NM. The Region saw an amazing 4 National Contests this past season (Open, Sports, and Motorglider at Hobbs, NM. Standard at Moriarty, NM). Several new records have been

### 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) 707-8038

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.

### 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

claimed this season, including a feminine distance mark for CO (Boulder to Taos by Kathy Taylor), more motorglider activity by Jerry Kaufman (never uses his engine, of course!), this time at Parowan UT. Other long but undocumented flights have resulted from camps, eg. Taos to Owl Canyon by Dave Winkel and the usual bevy of forays by Gunnar Blanke and Dave Leonard. Jerry Mercer of Group Genesis has started flying a DG-500 from Montrose, CO (why not a Genesis? --Ed.) where he hopes to invite the USA Team to practice for the 1997 WGC at St. Auban, France. On the grass-roots front, the Region has had two CAP encampments (Owl Canyon and Hobbs), gaining 34 SSA Youth Members. BFSS has the 1st official "Glider Explorer Post" in the country thanks to the efforts of Doug Armstrong. Some challenges face us, such as almost all the CO groups having some sort of landlord dispute (most notably DSC, BFSS, and Flight Resources, but even SSB and CSA). Or as the Tucson Soaring Club losing most of its fleet. I trust that our new members, successful camps, and great flights will buoy us towards tackling these issues without losing sight that it's all for fun.

## NATIONAL CAP GLIDER CAMP

(Here is another missive from the desk of John Campbell, this time relating the goings-on at the CAP glider camp up at Owl Canyon. It's a shame that BFSS couldn't have hosted this camp as was originally planned. Maybe next year! --Ed.)

Many thanks to the visionary members of the Black Forest Soaring Society who lent the beloved 2-33, N17966, to the "National Glider Encampment" at Owl Canyon Gliderport, July 17-24. The winch was going to go too, but some last minute details spiked that adventure (e.g. the winch frame does not have trailer lights or a license plate at the moment. Ahah! A project for someone).

The NGE featured 3 2-33's, 2 towplanes, and 2 winches going all 8 days, as early as 8:00AM, as late as 8:30PM. Our launch efficiency wasn't the greatest, but it improved towards the end. Our busiest day showed 45 aerotows and 22 winch launches. 966, with its CG hook, was the star of the winch operation. On the day mentioned, I did all 22 launches back to back, all in 966. No sweat, I would have been happy to do more.

The focus of the encampment was a group of 16 Civil Air Patrol cadets. Almost all were 14 years old, with one 17-year-old power transition student as the cadet commander. We did not wear uniforms and the military flavor was slight, but the chain-of-command habits of the cadets came in handy to organize rig and derig, and to minimize wandering around runways.

Our stated goal was to introduce the kids to the sport of soaring, and to give them a "Basic Glider Pilot" course according to Tom Knauff's 6-lesson syllabus from "Glider Basics". Nonetheless, 13 of the cadets went solo. The three that did not all developed some fright about flying by themselves and we were not going to push them.

All cadets were signed up as SSA members, so

those that went solo got 'A' badges. Look for the group in SOARING in a couple of months. They were also signed up as members of the Colorado Soaring Association, so we hope a few of them will continue soaring at Owl Canyon. Two of the three that did not solo live much closer to Kelly Air Park than to Owl Canyon, so we might see them finish up at SBF if they decide they want to be pilots after all.

The average cadet who went solo did so with 18 aerotows and 3 winch launches. The lower flight count than usual is a side benefit of intensive exposure (flying 2-3 flights every day), integrated ground school, group learning. It was part of the plan.

All cadets got a chance to practice some thermal soaring, something that has been known to be forbidden as a time-waster at other CAP glider camps. Two of the kids gained over 2,000' on their solo flights. As luck would have it, the longest solo flight was 29 minutes, so I did not have a chance to award any 'B' badges. Darn.

None of this would have been possible without the support of the Black Forest Soaring Society. Thanks for 966, first of all. Thanks to Mike DeSanti, who definitely lived up to his name, "The Saint". A double threat as towpilot and mechanic, Mike was the most valuable staff member at the encampment. Without him, we never would have gotten 966 shipped off and returned safely and our third 2-33 ready to fly, not to mention 5 very full days of towing in the DSC SuperCub, 53Z. Other local heroes on the 966 project were Scott Hekkers, Vince Van Vorst and family, and Harry and Nate Shaumburg. Walt Lafford and Dan Marotta, we'll hope to use you and the winch next time--thanks for offering your time.

--John Campbell  
"Training Supervisor" for the "National Glider Encampment".

## MEMBER ACCOMPLISHMENTS

John Campbell has already mentioned the BFSS members who contributed to the CAP Glider Camp, but it's worth mentioning their names again. Congratulations and thanks to Scott Hekkers, Mike DeSanti, Vince Van Vorst, Harry Shaumburg, Nate Shaumburg, Walt Lafford, and Dan Marotta for the time and effort you put in.



# BFSS QUESTIONNAIRE

PLEASE ANSWER THE FOLLOWING QUESTIONS AND MAIL YOUR RESPONSES TO:

Bill Gerblich  
c/o Black Forest Soaring Society  
24566 David C. Johnson Loop  
Elbert, CO 80106

1. What aircraft should the club have available for rent? (Rank in order of preference. Can be generic as in 'one-seat, glass' or a specific type or model).
2. What services or activities do you think the club should provide? (Can be current ones or new ones we are not offering).
3. Are you satisfied with the current structure of the organization, or would you prefer to see BFSS go to an 'All membership, all volunteer' organization? Or, would you prefer to see BFSS move to more of a commercial FBO offering services to anyone?
4. Should we start requiring that people contribute so many hours a year of their time to the club as a condition of their membership?
5. How about meetings? Should BFSS hold more, fewer, at different times?
6. Are there any specific issues which you feel BFSS should be addressing?

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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:

Editor, AIRWORTHY  
Black Forest Soaring Society  
24566 David C. Johnson Loop  
Elbert, CO 80106

### BLACK FOREST SOARING SOCIETY OFFICERS

<u>TITLE</u>	<u>NAME</u>	<u>HOME PHONE</u>	<u>WORK PHONE</u>
PRESIDENT	BILL GERBLICK	(303) 798-3484	(303) 267-6852
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DIRECTOR-AT-LARGE	HARRY SHAUMBURG	(719) 528-8557	(719) 548-0908
LEGAL COUNSEL	BOB LEES	(303) 694-6513	(303) 292-1020

### 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.