

A I R W O R T H Y

JOURNAL OF THE BLACK FOREST SOARING SOCIETY

FEBRUARY 1988

\*\*\*\*\* M E E T I N G \*\*\*\*\*

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\* SATURDAY, FEBRUARY 13 \*  
\* OPERATIONS BUILDING \*  
\* BLACK FOREST GLIDERPARK \*  
\* 10:00 A.M. \*  
\*\*\*\*\*

\*\*GLIDER PARK UPDATE\*\*

The operations building is now sitting on its final resting place. The truck and wheels used to transport it have just recently been removed. It is now ready to have the foundation poured around it. The contractor must wait until the weather is above freezing for several days straight in order to use his machinery without risking damage. Let's hope that in the next few weeks the weather will cooperate for this process.

We are currently at a standstill on work being done at the airport until our Ops bldg is firmly in place. Once this has been accomplished there will be many tasks to be done - repair and remodel the Ops bldg., bring in the electric, telephone and water lines, put in the septic system.

\*\* OUR FIRST MEETING \*\*

Our first general meeting of 1988 was held at the Black Forest Gliderpark on January 9. The events of the morning are described as follows:

For those who dared to show, the cold air was not going to slow. We braved the snow, but twice we where stuck. Dave Plunkett knew it was so when Larry Knauer had to pull him out of the snow. Then our fearless leader, Dick

Seaman plowed through. But his truck got stuck and even Larry's big truck couldn't pull it out of the muck.

To the hanger we went to open the door and pull out the trusty bulldozer.

While Dick went to work to clear us a path, we all decided to have us a bash.

On the west side of the hanger is now standing a hut, made of snow blocks and laughter and was fun for us all,

When finally we finished and Dick gave a whistle to the Ops bldg we flew like the down of a thistle.

We crawled into Harry Blout's old office, and even the freezing cold couldn't stop us.

We finished our meeting in record speed and adjourned to the warmth we knew we would need.

To South Forty Saloon in Elbert we went, for beverages and food it was all well spent.

And so for those who missed such a great treat, to our next meeting you must all fleet.

Janet Knauer

\*\* NEW WING RUNNER \*\*

Joe and Sue Personett are the happy new parents of a baby daughter, Joelle. She was born on December 14 weighing in at 7 lbs and 21" long. We are told that she has already begun training as a wing runner. CONGRATULATIONS!!

LETTER FROM THE PRESIDENT

In April of 1986 the BFSS was formed with a group of 3 people with lots of enthusiasm and \$1 between the 3 of them. After one month and some meetings, some of us who felt that soaring should not be allowed to die started the hard road to form a club and commercial operation. In those days we started with nothing but a few donations and memberships which brought us a total of approx. \$8,500. Well equipped with the \$8500 and 3 members who were willing to co-sign a loan at United Bank we started our long road to make this a reality. We borrowed \$10,277 and purchased a 2-33 and a single place Astir and also put all the parts left and office equipment on layaway at Dick Seaman's Used Airplane Parts and Office Supply. We secured a lease for six months, which was later extended to 18 months. We knew that we needed a commercial operation to bring this to a reality, since it was easy to figure out that the club alone could not bring up enough cash for us to get off the ground quickly.

Today we have 70 members, three hangers, two sailplanes, retrieve car, parts and office supplies, operations building, a five acre lot that belongs to us, and a long term lease to practice our much beloved sport of soaring; which equals a replacement value of close to \$250,000. The move has been extremely hard and through your efforts we are getting closer to flying days again. We have had many discussions about the future of BFSS and I believe it is bright, we have a large obligation to the bank and two of our members for about \$76,000 which was the amount authorized by the club to go ahead with the move.

Presently we have:

\$17,870 - Club Account  
 1,000 - Operations Acct

\$18,870

Estimated expenses

Ops bldg foundation	-	\$3,000
Sewage, leach field	-	2,000
Electricity	-	700
Water	-	500
Ops bldg-cleanup & wood	-	1,000
Road base	-	500
Ops bldg move	-	750
		<u>\$ 8,450</u>

We have about \$700 per month in dues since some members already paid one year in advance.

Therefore when we start to operate we will have approx. \$11,000 to start, that is a lot more than what we had the day we started in May of 1986, plus now it is ours.

We were paying Aries Properties about \$500 per month in rent as well as insuring all buildings. Now we will be paying a note; following is a list of monthly fixed expenses at the old and new site:

	OLD	NEW
Airplanes	\$ 495	\$ 138
Ins. liability	516	353
Sailplane ins.	200	200
Utilities	490	300
Taxes	600	0*
Loan	0	964
	<u>\$2301</u>	<u>\$1955</u>

\* \$0 for 1st year; \$166 after 1988

As you can see even with the high payment on the note, our expenses will be reduced by approx. \$346. We have done quite well in the two years in operation, posting a profit of approx. \$26,000 which has gone into paying off loans and improving our operation. Let's give our efforts to our new glider port; come out and see how far we have gone, we need you to make this dream a success.

Fredo Killing

**\*\* GROUND SCHOOL \*\***

Alice Palmer and Scott Thiel concluded the glider pilot groundschool in December. Lori Johnston and David Schreiber both have taken the test and Blake Skinner should be taking it soon. We wish the best of success to all of you and special thanks to Alice and Scott for the time they put into this program.

**\*\* PHYSIOLOGICAL TRAINING \*\***

A date for physiological training for BFSS and CSA members has been assigned to us. The date is Monday, May 9, 1988. We have room for 20 applicants. If you would like an application form, please contact Mark or Alice Palmer. The application must be accompanied by a check for \$20.00 made out to the 'Federal Aviation Administration.' You must also have a current Third Class Medical Certificate to take the training.

Send the check and the application to Mark and Alice, NOT TO THE FAA!, as all of the applications will be sent in at one time. Deadline to send the applications to them is March 1st. Get your applications in soon!

**\*\* GLIDER RECORDS \*\***

Arleen Coleson will be traveling to Vienna in March to attend meetings and submit to the CIVV new forms for recording world and national records.

The Federal Aeronautique Internationale (FAI) in Paris is the governing body for all sport aviation. The CIVV is the organizations that governs the sport rules and regulations for gliders throughout the world.

Larry Sanderson, Executive Director of the SSA was asked by Bill Ivans, CIVV President to come up with a new form for national and world records that was

easy to use and met all the requirements of the sporting code. At present there is no world record standard form that is being used.

Arleen, the FAI Awards Coordinator for SSA will be going to the SSA Convention in Atlanta and then traveling to Vienna for the March 25 and 26 meetings as a guest of Bill Ivans.

This once-in-a-lifetime trip for Arleen has her very excited and she is very hopeful that the new forms will be approved.

**\*\* NOMINATION OF OFFICERS \*\***

During February and March we will be accepting nominations for all of the Board of Directors positions. These offices are described as follows:

President - Presides over the general meetings and carries out the decisions of the membership and the Board.

Vice President - Acts in the place of the President when he is unable to attend meetings.

Secretary - Records the minutes of meetings and prepares letters to go out to the membership.

Treasurer - Handles the finances for the club. He is responsible for only the Club Account.

Member-At-Large - Gives feed-back at the Board of Directors meetings.

All Board members are required to meet once a month at a Board of Directors meeting, attend the general membership meetings and meet with the Operations Committee

which meets approx. every other month. Please send your nominations to Fredo Killing, 16955 Vollmer Road, Colorado Springs, CO 80908, or bring them to our next general meeting.

**\*\* PROPOSED EXPANSION OF DENVER TCA \*\***

Several BFSS members attended a recent meeting in Denver to discuss the proposed expansion of the Denver TCA. Dick and Phyllis Seaman, David Plunkett, Larry Knauer, Alice Palmer, Noel Hughes, Milt Johnson and Lew Neyland were in attendance as the FAA and a Stapleton controller tried to justify the new ruling requiring Mode C transponders in type II TCA's and explain the proposed expansion of the Denver TCA.

Representatives of a variety of general aviation interests were asked to share their concerns. Dick Hall spoke for soaring and particularly for soaring out of Boulder which is in the Denver TCA. He emphasized the impracticality of installing transponders in gliders (a recent newsletter from SSA also addressed this issue. Dick Seaman elaborated on that point and Bruce Miller from Boulder offered the suggestion that if Stapleton is going to be moved in the near future perhaps it would be best to wait until then to make changes in the TCA. Norma Faulkner asked if the controllers could handle the traffic if all aircraft did comply with the Mode C requirement and wanted to fly in the TCA. Noel Hughes aptly pointed out that historically most decisions made by bureaucracy were inept and that no one solution could apply to all situations.

Needless to say, it was an exciting meeting. Others in the audience spoke knowledgeably about the need to simplify air space control, the antiquity of our current radar system, and the fallacy of requiring Mode C transponders in all general aviation aircraft. The purpose

of the meeting, which was organized by the 99s (women pilots) in the Denver area, was to bring the problem to the attention of our Congressmen who must eventually vote on the proposed regulations. No Congressman was in attendance, however, three did send their representatives. Information packets were given to them and will be mailed to the others. Pilots are encouraged to contact their Congressmen about this issue. For Colorado Springs residents they are Senator Armstrong and Representative Joel Heffley.

How would the proposals effect BFSS? Part of the proposal is to expand the TCA to a 30 mile radius. This comes within 10 miles of the Black Forest GliderPark. It is also proposed that the TCA begin at ground level and extend upward to 12,500. This would mean that we could not fly north of our site into the TCA unless we had a Mode C transponder and were given permission to enter by Stapleton control. Also being considered is lowering the positive control space from 18,000 to 10,000. This means if we wanted to fly over 10,000 msl, no matter where we were, we would have to be equipped with Mode C and IFR equipment or have made prior arrangements for a window.

This is a serious issue that can potentially affect all soaring pilots and possibly spell the demise of the sport of soaring in the U.S. We should all keep informed and speak out when appropriate. Obviously SSA is following this matter closely and all aviation pilots and their organizations are also on the alert.

Phyllis Wells  
So what can we do? These proposals are not official proposals -- yet.

But each of us should start now to get our voices heard. Take some time to write your congressmen and senators. Write James Burnley, the new head of the Department of Transportation. Write T. Allan McArtor at the FAA and make your position known now.

The SSA is our organization, but let's face it, there are not enough glider pilots alone to make an effective lobbying force. I urge everyone to join AOPA, the Aircraft Owners and Pilots Association. AOPA already has over 260,000 members and an effective lobbying organization. I think we should lend our support to AOPA's lobbying efforts as well as SSA's. For \$35 a year you get representation and a magazine. (So what if there's little about soaring in AOPA Pilot? It contains lots of other important information you should know).

But whatever you do, do something and start now. Otherwise we may find our flying very restricted in the future. Here are some addresses to get started with:

Aircraft Owners and Pilots Assoc.  
421 Aviation Way  
Frederick, MD 21701

T. Allan McArtor  
Administrator, Federal Aviation Admin.  
800 Independence Ave., S.W.  
Washington, D.C. 20591

James Burnley  
Secretary, Department of Transportation  
400 Seventh St., S.W.  
Washington, D.C. 20590

- December 1987 BIRDSEED

### \*\* RESTAURANT REVIEW \*\*

Below are listed several new restaurants that have opened up in the Elbert/Kiowa area.

SOUTH FORTY SALOON - 6735 Main, Elbert. 648-9991. After our last general meeting we discovered this bar with also serves good food in generous portions. The menu is limited and it is best to call ahead if there is a large group. It also has a pool table, dart board and juke box for entertainment.

RENA'S WAGON WHEEL - County Rd 17 and Hwy 86. Open 6a.m to 8p.m. Mon. - Sat. 7a.m. to 2p.m. Sun. Rena's Wagon Wheel serves breakfast, lunch and dinner at reasonable prices and features seafood, steaks, hamburgers, and biscuits and gravy.

DAKOTAH - 8553 Hwy 86 in the Kiowa Industrial Park offers good food, a full service bar and entertainment. Open 11 a.m. to 10p.m. daily. The saloon opens at 11 a.m. They serve American and Mexican food, with a bar, big screen TV, two pool tables, jukebox, dance floor and card table.

### \*\* AIRWORTHY DEADLINE \*\*

As the editor of Airworthy I have been asked by the Board of Directors to get Airworthy to the membership no later than the first of the month. In order to accomplish this I must set a deadline for receiving information for the next issue. Therefore I must receive information no later than the 15th of each month to put it into Airworthy the following month.

Janet Knauer