



AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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SPRING WILL COME!

Cheer up; in spite of all the snow and wind and such, Spring will be here sooner than we can imagine, and it will be CU time again. In the meantime, we have a lot of things to do, and we'd better start now! Here's how it is:

A work party is planned for Saturday, February 24th. Please sign up after February 3d in the Ops building for one of the tasks. The task leaders will have listed the jobs to do and the types of people needed to help. For those unable to sign up in advance, there will be a list posted on February 24th of small group tasks you can take on. The advance planning of available task leaders and workers ensures that the needed materials and equipment will be on hand. Please bring some food or dessert for the potluck lunch that day.

This is a rain or shine activity! We will have "Plan B" tasks available. We hope to accomplish the following:

- Complete the wiring of hanger 3.
- Begin design and plumbing of handicap bathroom.
- Drill holes for locking pins in hanger.

- Gather, load and carry off trash. (Senior citizens needed to drive to dump - they get a discount!)

See you there!!

- Joe Berger.

Spring is coming, and, in order to prepare for the opportunities for cross-country flying, badge flying, crewing, and flying excursions, we are beginning a series of talks prior to general membership meetings. Please join us for these so that you are ready to take advantage of the experiences we are planning to offer beginning in late Spring.

To date, the calendar of classes is:

- Feb 10, 4 PM: Ground preparation for badge flying, by Mark Palmer.

- Mar 10, 4 PM: SSA Badge and record flying, by Aileen Coleson.

The general membership meeting will follow these classes at 5 PM.

- Joe Berger.

COMING EVENTS

February 10th - Mark Palmer available to autograph his book, "Practical Wave Flying".

BFSS Board meeting - 3 PM

Ground preparation for badge flying - 4 PM
BFSS general membership

meeting - 5 PM.

February 12 - 17 -SSA Annual Convention - Indianapolis, IN.

February 24 - Work Party

Day (rain or shine!) 9 AM to 5 PM - potluck lunch.

March 31 - Colorado State

Governor's Banquet - Lowry AFB Officer's Club.

A small group has gathered to try to put together a calendar of activities for the year. Hopefully, by April, we will be able to print (two months in advance) a full list of planned activities with future finalized dates added. The types of activities we are trying to coordinate include: Winch tow days; Buena Vista, Taos or Westcliffe weekends; RC group meets; Balloon launches; Auto tows; Friendship meets; Bronze badge weekends; Bar-b-ques; Annual meeting; parties; and cross-country instruction and flying.

If you are interested in helping plan any of the above, or have suggestions for other activities you'd like to see the club do in the coming months and years, please contact Joe or Georgia Berger, Milt Johnson, Hans or Marilyn Arnold, or Alice Palmer.

- Georgia Berger

LOST ITEMS

1 pr olive-colored 8 X 40 binoculars.

1 pr black 7 X 20 binoculars.

If you know the whereabouts of these, PLEASE tell Alice!!

**DRAFT BRIEFING SHEET FOR
LINE CREWS.**

1. **OBJECTIVE:** Your primary objective as a line crew member is to provide safe and efficient ground support for glider pilots. This includes moving of gliders on the ground, connecting the tow rope and running the wing. It also includes passing on your experience as a line crew member to other club members who may work the line with you.

2. **PRIORITIES:** Your first and constant concern is **SAFETY!** Your next concern is efficiency. However, safety must never be compromised for efficiency reasons.

**THE SAFETY ASPECT - WHAT
YOU SHOULD DO.**

THINK! BE ALERT! Don't just hang around. Stay on top of things. Don't be driven by the events around you; you drive or guide them. Always know what is going on in the air and on the ground. Anticipate what should or will happen next. In your mind, think in the role of the pilots you are serving - is a runway available for landing; is a glider to be moved to the launching position; is a European link needed next? Do you see a potential danger anywhere? Prevent it, before it occurs!

In detail, observe the following:

- At least one landing strip should always be available for landing. Quickly move gliders off the landing strip after they have landed.
- Monitor radio communications, but do not contribute to it any more than necessary. Know the call signs of all gliders, tow planes and ground mobile units. This allows you to

anticipate the likely sequence of events, such as imminent landings, returning a glider to the hanger or such unusual events as arrival of a visiting power plane.

- Watch for unauthorized persons in operational areas. Make sure that such persons are escorted politely, but firmly, to a safe area and as soon as possible to the visitor's area in the operations building. All intro riders and family members are to be taken to and from the launch area by car. Do not allow them to walk on the field unescorted. The fewer people on the field, the better! Keep your own movement in the operational areas to a minimum. If you are not on line duty, do not just walk into these areas, even if you think it is safe. Usually, line crew members can not identify you from a distance, and will assume that you are an unauthorized visitor.

- Do not interfere with a pilot's preparation for launch. If you notice, however, an obvious oversight by the pilot that becomes a safety factor for launch preparations to proceed any further, such as a rudder lock still in place, tail wheel not removed, cushion under the rudder, yaw string wrapped around the pitot tube, then you must make the pilot aware of this oversight.

- Stay well clear of and keep bystanders safely away from a launching or landing glider. If it ground loops, anybody who is too close could be struck. It is a good practice not to be too confident that a launch or landing will be smooth, even if the pilot is very experienced. Keep an eye on a launching or landing glider.
- Conduct your ground movement so as not to confuse a glider pilot preparing to land. To him, your movement may look unpredictable. Turn your face towards a

landing glider. This may tell the pilot that you are aware of his approach.

- Before you connect a glider to the tow rope, make sure that no one but you is in front of the glider or between the wing and the tail section. Direct everybody around you to go behind the glider. Do not let the tow rope slip through your hands. To avoid burns, use the hook. Do not step into a loop in the tow rope. It could cost you a leg.

- Know the day's schedule and be familiar with ground and flying procedures. They are listed in your membership folder. Review them before you report for line service. Observe these procedures. However, if an emergency requires a deviation from an established procedure, use your own judgement to meet the emergency.

- Don't turn a Schweizer glider with the tailwheel dragging on the ground. This can cause severe damage and may adversely affect the safety of the next flight. To turn this glider, lift the tailwheel off the ground, then move the glider forward or backward while turning it.

- Be well rested. If you don't feel well or are ill, abstain from ground work. It is forbidden to bring into or consume alcoholic beverages within any operational area. Concerning the consumption of alcoholic beverages or medication, the same rules apply as spelled out for pilots in FARs. On very hot days, keep some water and cups in the car for pilots and line crew.

A final word on safety: It is not possible to list each detail on all safety aspects of line work. It is not necessary either, because most of them are common sense. So use your common sense and judgement. Without it, line work cannot be safe.

- - More, next page - -

THE EFFICIENCY ASPECT - WHAT YOU SHOULD DO.

An efficient ground operation must not only be consistent with all applicable safety considerations, it actually can increase safety. These, as well as economic reasons and human factors, make an efficient operation desirable.

In detail, observe the following:

- Be where you are needed. Make an attempt to recognize where help is needed and provide it. This may involve dispatching another member working the line with you to a location where help is needed.
- Have your tools handy - the hook and spare weak links of each type.
- Know and memorize where such items as tail wheels and rudder locks have been placed. Have them available for use when needed.
- Before you start your line work, make sure the cars have sufficient fuel and oil. Fill them up, if necessary.
- Make an effort to reduce the waiting time of tow planes, especially when the engine is running. After a launch, keep the runway clear until the towplane starts descending, then move the next glider in line onto it without delay. If a glider is ready for take-off while another glider is the pattern, notify the pilot. It is the pilot's decision whether to wait or to go.
- Sometimes it is faster to move a glider a few yards by hand than with a car. Do not use the car when it is not necessary. Always shut off the engine when not needed, but leave the radio on.
- It may be possible to launch a glider from a runway position other than the end. Even though the decision on this starting

point rests with the pilot in command and the tow pilot, you may suggest a starting point other than the end. This may expedite the launch.

A final word on efficiency: The sport of soaring is not only fun, it is also expensive. An efficient ground operation contributes to keeping costs within reasonable limits and thus enables many people interested in this sport to pursue it. You may have to rely on just their services to fly yourself. And this is one reason why efficiency is important to you.

A smooth and efficient operation prevents accidents, arguments and frayed tempers; it allows both pilots and ground crews to relax and enjoy the flying day.

- Hans Arnold.

Pete Holbeny, of Jensen Aircraft, has volunteered to write a periodic column for "AIRWORTHY". His viewpoint, that of the person who keeps us flying, should prove to be very interesting and valuable. Here's his first contribution:

As we can all tell, this is going to be a new item for "AIRWORTHY". I hope to make this an informative part of the newsletter, and if we are lucky, we will all learn something new - together.

I'll start off with an introduction of myself: My name is Peter Holbeny - friends call me Pete - I own Jensen Aircraft. I have had my A & P license for 14 years, and my I/A license for 11 years, and my DMIR for two years. I bought Jensen Aircraft two years ago from Mike Jensen. He got tired, and I can see why! I slaved for Mike for nine years, now I slave for

me (and my wife)! Our shop is located at Meadowlake Airport, but we were located at the Black Forest Gliderport until it died. Gliders were the main source of income for many years until around 1985; then we saw a big change in gliders, which brings me to the topic of this article:

WHAT'S HAPPENING TO GLIDERS?

They are disappearing - becoming extinct, like dinosaurs. Soon we will see stamps with pictures of Schweizers on them. Our kids will think a Schweizer is some kind of fast food. I've seen, over the years, glider after glider go by the wayside. No one carries enough insurance to allow them to be fixed if (heaven forbid!) an accident should occur. The cost of labor and parts have taken a big jump in the last few years. It seems most mechanics have found out people eat three meals a day, not two, like we were told in school. In the last three months, I have seen four gliders totaled because of being under-insured. The money you get hardly begins to pay for another glider. The price of glider, as I see it, should start a slow, steady climb up. Believe me, there are fewer and fewer of certain models left. Now this is not just for owners of Schweizers. Anyone who owns a glider should take serious time to make sure that coverage is what it should be. (Gee, maybe I should sell insurance.) Seriously, I talked with an insurance adjuster and found out that you can insure 10% over blue book for an aircraft. The problem is: is your glider in the blue book, green book, red book or any book? Chances are, it is not. You then have to find out the going price of the model you own, take that information to your insurance adjuster and have him help you put the proper amount of coverage on your glider. I've seen some pretty sad faces when people were told that their glider was not

worth fixing.

At this time, I don't know how often I will appear in "AIRWORTHY". I feel this is a good place to answer your mechanics questions. I can't say I can answer all of them, but I will do my best, and factually, too! Feel free to come by and visit our shop. It can be a great education to see a glider all apart.
-Pete Holbeny.

Editor's Note: If we receive written questions addressed to "AIRWORTHY", we'll forward them to Pete for possible answers in future issues.

THE 90'S FIRST WAVE FLIGHT

For some time now, I had been wanting to get back into doing some wave flying. I had not done any in years, and none, certainly, since BFGP moved. I had resolved to change that. New Years Day, 1990, looked like a good chance. The winds were forecast to become more westerly as the weekend progressed, with the best forecast for Monday morning. The strengths weren't terrific - only about 47 knots at 34,000, but the chance was there.

A call to Bill Stewart confirmed that he would come out early and tow before the regular business hours. With only one towplane available at the time, a wave tow later in the day wouldn't be possible.

Monday morning at dawn found me on the way to the field. During the drive, I noticed lenticular clouds running north and south along the front range. Things were looking good! The necessary preparations took a while and it was 9.00 before Bill and I rolled down the runway. We flew first west and then southwest towards Monument. We didn't encounter any

great areas of lift, nor did we find any rotor (hooray!). By the time we were at Monument, we had run through some sink, and we arrived there at about 11,700. That's pretty low, especially for a 1-26. Kids, don't try this at home!

As we arrived over town, the variors began to pick up, and Bill began to call out rates of climb over the radio. When I began to show about 800 FPM, I popped off and turned into the wind. Almost suckered again; the rate of climb turned out to be 200-300 FPM. However, it was steady and covered a wide area. I climbed gradually to 13,000 and then notched down to about 12,500 - then I resumed climbing. The lift was wide and smooth. I wandered from Monument down to the gravel pits and as far east as I-25. While never really strong, the lift was continuous. At about 15,000, I called Black Forest and asked Alice to call Denver Center and have them open windows 1 and 4. Surprisingly, they opened them right away to 31,000 feet. As luck would have it, after I called, the lift increased and I ended up holding at 18,000 with the dive breaks open for about ten minutes. After contacting Center, they cleared me into the areas, but only gave me an hour and a half in them. As I climbed through 20,000, the cold began to make itself felt. The temperature probe read -5° in the cockpit. I tried to put my ski gloves on, but they were too small; all I had were my glove liners. Fortunately, there was plenty of sunshine, and I could hold my hands up to the sunshine and let them warm. As I climbed higher, the landscape spread out in front of me. I could see straight west into South Park and the Rockies beyond, south towards Raton, and north past Cheyenne. The lennies changed constantly,

and I tried to snap a few pictures (which will be interesting because the light meter froze). Above me, the leading edge of our local lennie kept moving back and forth, first well to the west of me, and then, moments later, being well behind me. The cloud base was probably around 30,000 feet - I didn't get close to it. By 24,000 feet, I was getting pretty cold and I was down to 600 pounds of oxygen. The canopy was beginning to pick up the first traces of frost, so I decided to head back. I could have continued, but there wasn't a lot of point to it. With the dive brakes out and 75 MPH on the clock, I began the trip back. Once through 18,000, I called Center, thanked them, and handed the area back - they were very cooperative and easy to work with. This was my first experience with working with ATC and it went smoothly. The rest of the trip went fine and I touched down after a flight of 2:14. During the entire flight, I stayed in the area of the Ramparts. The wave didn't seem to be working off the Peak, and I didn't feel I had to penetrate there. As it was, I made a Gold Altitude gain without really trying very hard. If I had hung on for another thousand feet, I would have made another single lennie flight. Working in areas 1 and 4 turned out to be a pleasant surprise. Area 4 is not as tight as I thought it would be, and even at the top of the climb, I could easily see all of its boundaries. ATC was very cooperative in opening the areas, and was easy to work with. All in all, I couldn't think of a nicer wave flight.

Alice and I are working on minimum return altitudes for different locations. They'll be based on the performance of a 1-26 in order to assure a wide safety margin.

After this nice flight, I'm rarin' to go again. My goal is to get my double lennie (35,000). - Mark Palmer.

LINE CREW SIGN-UP

As reported in the January edition of "AIR-WORTHY", The Board of Directors has decided to invoke a mandatory line crew duty for all in-state members of the BFSS. Members have the option of either signing up for line crew duty or being assigned dates randomly. A sign-up calendar for the entire year will be posted in the operations building. The line crew assignment roster will be published in "AIRWORTHY" on a quarterly basis. Please read the following sign-up instructions and check the February-March line crew roster in this edition for your name. It is anticipated that a member's line crew duty should be no more often than once every six months.

LINE CREW SIGN-UP INSTRUCTIONS FOR BFSS MEMBERS:

1. If you do not sign up for line crew, you will be assigned dates to work in an arbitrary manner.
2. You may sign up for half days (morning or afternoon) on the posted line crew calendar in the operations office.
3. You may sign up for weekdays or weekends; however only weekends will be assigned.
4. Sign up is to include your first name, last name and telephone number.
5. You may sign up to be a line crew chief for one month in lieu of actual line crew duty.
6. Please sign up in pencil so that information can be easily changed on the line crew calendar.

7. Members not covering their line crew duty will be assessed a penalty of \$20 on their monthly dues statement.
8. If you cannot make your line crew duty slot, please find someone else qualified to do so.
9. The line crew duty roster will be circulated on a monthly basis in "AIRWORTHY" for a one-quarter period.
10. Please contact the line crew chief to verify your date of duty. If you have problems, please call the line crew chief as listed for that month.

- Neil Green
Vice President, BFSS

LINE CREW ROSTER FEBRUARY - 1990

February Line Crew Chief: Neil Green
(719) 579-0963

| February | 8:30 - 12:30 | 12:30-4:30 |
|-----------|------------------------------------|---------------------------------|
| Sat, 3d | Butch Rhodes (719) 590-9862 | Joe Cullen (303) 794-5591 |
| Sun, 4th | Joe Berger (303) 646-4487 | Milt Johnson (719) 260-1180 |
| Sat, 10th | Alan Lhotka (303) 697-6884 | Hans Arnold (303) 841-5126 |
| Sun, 11th | Val Dean (303) 733-0562 | Neil Green (719) 579-0963 |
| Sat, 17th | Jesse Navarrette (303) 794-2902 | *Robert Ague (719) 472-4307 |
| Sun, 18th | *Marcia Anderson (303) 237-6102 | *Russ Anthony (303) 976-0261 |
| Sat, 24th | *Charles Baynton (303) 331-0702 | Bob Simon (719) 634-7285 |
| Sun, 25th | *Edmond Bleakley (303) 371-4064 | *Harry Blout (719) 495-2432 |

*assigned

LINE CREW ROSTER - MARCH 1990

March Line Crew Chief: Hans Arnold
(303) 841-5126

| March | 8:30 - 12:30 | 12:30 - 4:30 |
|-----------|-----------------------------------|------------------------------------|
| Sat, 3d | *Donald Bocast (719) 471-4018 | *Robert Blankley (719) 471-4308 |
| Sun, 4th | *George Brennan (303) 794-7541 | *R. Brinkworth (303) 648-3332 |
| Sat, 10th | *Carl Brownd (303) 752-3237 | *Howard Burr (719) 632-5933 |
| Sun, 11th | *Dale Calender (303) 798-6137 | *John Carrol (303) 698-2267 |
| Sat, 17th | *Bruce Carter (719) 495-0006 | *Drew Chithea (303) 751-7499 |
| Sun, 18th | *D.R. Clausen (303) 659-5758 | *Steve Clayton (303) 369-0540 |
| Sat, 24th | *Chris Crowl (303) 660-9374 | *Jay Cruce (303) 759-4338 |
| Sun, 25th | *Val Csatar (303) 988-7452 | *George Davies (303) 755-2177 |

Please see "Draft Briefing Sheet for Line Crews" elsewhere in this newsletter. Questions should be directed to Joe Berger, (303) 646-4486, or Neil Green, (719) 579-0963.

PHYSIOLOGICAL TRAINING

The following Physiological Training applications and checks were received and sent to the FAA: Bob Penkhus, Kim Schilling, Hans Arnold, Lindsay Fischer, Butch Rhodes, Andrew McWhorter, Tom Eggers, Dave Leonard, Joe Cullen, Alice Palmer.

If you would still like to participate in this training, but could not get your application in on time, please mail your application and check directly to the FAA at the address on the application. Tell them you would like to be included in the Black Forest Soaring Society group. We still do not have a date assigned, but they should give us approximately four weeks advance notice before the training date.

YOUTH CAMP

Remember that we are planning to run two youth camps this summer. We still need volunteers to provide room and board and some transportation for one or more students for approximately ten days each. The tentative dates are:

June 17 - 27.

July 15 - 25.

If you would like to sponsor a youth camper, please call Alice Palmer at the Gliderport.

Note: Tow vehicle needed by SBF. See Alice if you have any suggestions.
- Alice Palmer.

Our safety column this month was written by Norbert Paas. It originally appeared in the newsletter of the Soaring Society of Boulder, but certainly has applications for all of us.

NO RELEASE

Recently, I experienced an unusual flight in

the 2-32 and on request of Doug Carrell, I will share this experience with you, in hopes none of you will run into the same problems - but if you do, perhaps this will make you better prepared.

The flight should have been of short duration; a ride for my nine-year old daughter. I checked the plane and found no signs of any potential problems. I rolled the plane out for takeoff, and the tow hook released properly when tested, so I hooked myself up and pulled the rope to the front of the plane. Following a normal tow, at 2000 feet, we encountered lift. Upon trying to release, I found the release knob stuck solid. Both hands on the release - still stuck. Next, I tried to put some slack in the rope, but was still unable to release. Knowing I couldn't release, I tried to contact the tug by radio, without success. (I later learned the tow-plane radio was not working). Next, I tried to communicate by moving to the side and rocking the wings. The towpilot read me as "speed up" and did just that.

Now, my options were: 1) Keep on towing; 2) break the tow rope; or 3) overpower the tow plane with the spoilers. My concern was not to trigger anything that would make the towplane go into a dive. I chose option three and was soon signalled by the towplane that I was dragging the spoilers; the tug moved his flaps several times. Eventually we entered the pattern, still on tow. Now the options were: 1) land behind the tug; or 2) get released by the towpilot. Neither option required active intervention by me, so I remained in the high tow position and tried to keep the tow rope load light. When the tug released me, the ring went under the glider to my relief. The ring could do serious

damage if it hit the canopy. (An unlikely situation, given the physics of the situation.) From pattern altitude, I flew a 180, released (the knob moved normally), and flew a standard pattern. Final approach was high because of a possible rope dangling, and the landing was normal. The rope - as I learned from an observer - had dropped where I pulled the release.

During a later discussion with Bruce Miller, I learned about previous similar incidents with the Schweizer type of tow hook. When hooking yourself up, even if the rope is pulled out in front of the glider, the ring can "fold back" and get caught behind the hook. This happens while entering the glider as the nose lowers to the ground. Once the ring is caught behind the hook, it is impossible to release under tow.

A note - I found the predictability of the tow pilot an important positive factor in turning this flight into a safe one despite the many problems.
- Norbert Paas

VCR DONATIONS SOLICITED

We now have soaring videotapes available to watch at the gliderport, but our VCR has reached the non-repairable stage. The television donated by John Krogstad still works great. So, now we just need a new VHS VCR in order to utilize these videotapes for instruction, inspiration and enjoyment. You can help! If you would like to view these tapes, please contribute the amount of money you would pay to rent the video(s) at your local video store. Please enclose your donation with your next dues payment, or leave it in the gliderport Treasurer's box. Be sure to inform the Treasurer how much is to go to the VCR fund. - Georgia Berger.