

AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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Elbert, CO 80106

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VOLUME VII , NUMBER 10

FEBRUARY 1993

GENERAL MEMBERSHIP MEETING JANUARY 9TH, 1993

The meeting was called to order by President Tom Eggers at 4:30 PM, with 25 regular In-State members in attendance. Tom stated the meeting would be confined to discussing the various proposals of a dues increase to purchase aircraft and/or debt reduction. Before that discussion started, Mark Palmer was allowed to make two announcements:

1. For you computer users, there is a new SSA bulletin board. Information on access is posted at the gliderport.

2. The State of Pennsylvania is proposing construction of a four-lane highway through the "BALD EAGLE RIDGE", and Karl Streidick is seeking any help to oppose this action.

The following motion was made, seconded and amended to read as follows: That the Black Forest Soaring Society create a special, temporary fund dedicated toward

the purchase of two additional aircraft. The two aircraft will be fully equipped for use by the Black Forest Soaring Society and will consist of one two-seat aircraft and one single-seat aircraft. The second aircraft to be purchased only after the first aircraft is fully paid for. The aircraft purchase will be paid for by assessing Regular In-State members \$5.00 per month until both aircraft are completely owned by BFSS, at which time, the special assessment will cease. Should a Regular In-State member have a serious financial hardship, that member may petition the BFSS Board of Directors for relief from the assessment. Membership approval will be required before any monies from the fund are disbursed.

Considerable discussion followed the motion before a vote was taken. Almost every member present took the opportunity to express views on the subject. Following are the highlights of that discussion.

Dick Seaman spoke against the motion. He feels any dues/fee increase should be used to retire debt - specifically \$57,000 owed to the Kiowa Bank. He further felt any increase would cause a loss of members. He spoke about the \$21,000 BFSS has loaned to SBF, and thinks we should write that off and not carry it on our books as an asset, since the feeling is that it will never be repaid.

Larry Knauer shared his experience of leasing \$4 to SBF, saying he had lost about \$5,000-\$7,000 per year, and he didn't want the club to buy a glider and incur similar losses. He thought we should do whatever necessary to

encourage more people to come out and volunteer, and they would fly more and generate more revenue.

Hans Arnold felt that SBF needs to make the leaseback more attractive to owners in order to get them to lease gliders to SBF. He is against buying aircraft before the debt is paid off.

Dave Hagood explained his ideas behind the motion: Spin training, cross-country training and wave exploration. He felt one of the problems facing SBF is not enough aircraft to operate and make a profit. If we don't get some higher-performance aircraft, then a lot of members will lose interest in soaring after they get their private license. This will result in the same loss of membership those opposed to a dues increase fear.

Several other members spoke for and against the motion. A vote was finally taken and the motion passed - fifteen for; eight opposed; two abstentions.

Val Dean agreed to try to put together any private parties interested in purchasing a two-place glider for leaseback. If you are interested in joining such a syndicate, please contact Val. Hopefully, he will be successful and the club will only have to buy one glider.

All present seemed to agree that retirement of our debt should also be a concern. Alice Palmer moved that we establish a capital fund which gives members the option of adding \$5.00 per month to their dues payment, to go specifically toward monthly prepayment of the Kiowa Bank loan principle.

A short discussion was followed by a vote. The motion passed

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- twenty for; none opposed, with four abstentions.

As a result of these motions passing, our new dues structure starting in February will be as follows for Regular In-State Members:

- \$20.00 - monthly dues.
- \$ 5.00 - assessment to purchase aircraft.
- \$ 5.00 - Optional Debt Reduction Capital Fund payment.
- \$30.00 - total.

John Goodlette will begin publishing the state of our debt with Kiowa Bank in your monthly dues statements. Hopefully, most of the members will participate in the Debt Reduction Capital fund, and we will see a rapid fall in our debt load.

- Walt Lafford, for Secretary Kym Ceres.

Addendum from the President: The bylaws state that a quorum consists of one-tenth of the votes entitled to be cast. Since both issues had at least 20 votes cast, and BFSS has 130 (or so) members, a quorum was present for the two motions.

- Tom Eggers.

BFSS JANUARY BOARD MEETING

On Saturday, January 2, 1993, the Black Forest Soaring Society Board of Directors meeting was conducted at the gliderport. Detailed minutes of that meeting will be on file at the gliderport for members' review.

The balance sheet prepared by John Goodlette was reviewed. Total inflows for December '92 were \$2,620.71 and outflows were listed as \$2285.00. Year-to-date total inflows are \$45,202.48, total outflows \$44,307.25, indicating that the club is in the black at the end of the year by \$895.23. A review of the year-end budget report, however, showed actual total inflows for the year of \$41,000.09 with \$38,955.00 budgeted. This comes to a difference of \$2,594.09 (adjusted). Actual outflows were \$36,063.38, with 30,153.00 budgeted, leaving us over budget in 1992

by \$3,316.29. John's detailed budget and financial reports and balance sheets are on file at the gliderport for members' review. It was requested that revenues generated by the volunteer line crew be shown as a loan to SBF. John Goodlette also stated that he did not think the coupon system for monthly dues was working out and that returning to a monthly statement system was needed. Judging by the number of members behind in their dues, the Board agreed.

There was some discussion about looking into winch modification kits for the 2-33s, and it was decided to refer this issue to SBF.

It was announced that there are still six openings on the volunteer line crew program. Anyone interested in signing up should contact Dale Calender.

The Board representative from the Long-Range Planning Committee distributed a Committee recommendation concerning membership for Board review. The report showed "a relatively stable membership, but with a gradual, long-term overall decline". The Committee suggested that the Board should actively recruit new regular members now, before the busy soaring season begins. An additional high-priority should be the appointment of a "Membership Chairman". This person would be responsible for personally calling on and welcoming new members and facilitate their involvement in club activities and duties. He or she would also be responsible for following-up on members who resign, noting the reason(s), while watching for trends. Other items addressed by the Long-Range Planning Committee included retiring the club debt early by raising dues by \$5. This would result in a debt-free club in about five years.

The capital acquisition plan (new ships) and dues increase proposal which was going before the membership was reviewed and discussed. A draft of a letter addressed to Ben Kelly on behalf of the BFSS was reviewed. The letter emphasized the club's commitment to negotiate in good faith with the

lot owner's association regarding the proposed tow fee assessment. The letter also states BFSS's awareness that some provision for future repairs to the property and common area was required. After some minor edits to the draft, the Board agreed to forward the letter to Ben Kelly. Once again, the Board reiterated its commitment to improve relations with BFGPA. Additional ideas on how to achieve a happy neighborhood included making sure "thank you's" are given when appropriate, distributing a survey to the lot owners soliciting their perceived requirements and organizing an open house.

As a result of the membership voting to return to monthly BFSS membership meetings, it was decided to change the regularly scheduled Board of Directors meeting to the second Saturday of each month at 9 AM. The next scheduled Board meeting will be February 13, 1993, 9 AM. The next full membership meeting will be at 4 PM the same day. We are still seeking suggestions for programs at meetings. Arleen Coleson has agreed to be present for the April membership meeting, and there is a possibility that we will have a representative from the Air Force for the March meeting, but for February, we are definitely open for suggestions!

- Kym Ceres, Secretary.

CHANGE IN GROUND SCHOOL

The Glider Pilot's Ground School being sponsored by High Flights Soaring Club has been **postponed.**

The new date will be **SATURDAY, MARCH 27TH.** The registration date has been shifted to March 10th. Other information regarding this school remains the same. For more information, call Lew Neyland, (719) 632-1202.

S4 IS AVAILABLE

If you would like to fly Larry Knauer's Grob Twin, S4, give him a call at (303) 660-0429.

COMING EVENTS

Feb 13 - 9 AM - BFSS Board meeting.
Feb 13 - 9 AM - Winch Day.
Feb 13 - 4 PM - BFSS General Membership Meeting.
Feb 25-27 - SSA Annual Convention, Seattle, WN.
Mar 13 - 9 AM - BFSS Board meeting.
Mar 13 - 4 PM - BFSS General Membership Meeting.
Apr 10 - 9 AM - BFSS Board Meeting.
Apr 10 - 4 PM - BFSS General Membership Meeting.
Date TBD - Friendship Meet w/High Flights Soaring Club.
May 28-31 - High Flights Wave Camp at Westcliffe.
May 29-31 - BFSS Buena Vista Camp.
Jun 2-5 - High Flights Mountain Camp at La Veta, CO.
Jun 12-13 - BFSS Cross-Country Camp at Limon, CO.
Jul 10-18 - WSPA Seminar at Black Forest and Westcliffe.
Jul 24-25 - BFSS Winch Camp at Westcliffe.
Aug 14 - 2d Annual Black Forest Downhill Dash.
Aug 21 - Kolstad Scholarship Fund-raiser.
Sep 10-13 - High Flights Camp at Creede, CO.
Sep 18-19 - BFSS Mountain Flying Camp at Creede, CO.
Oct 9-10 - BFSS Mountain Flying Camp at Westcliffe.

VOLUNTEER LINE CREW PROGRAM

The volunteer line crew program has been operating reasonably well without any serious upsets or glitches, and the help and enthusiasm of everyone who has participated is much appreciated. Six time slots are open, however, and must be filled! They are:

- o The first and fifth (when occurring) Monday of each month.
- o The first, second and third Thursday of each month.
- o The fifth (when occurring) Sunday, late shift, of each month.

The fun and camaraderie alone are worth being a part of the action, but an additional perk is receiving one free tow to 10,000 feet MSL for each day worked.

Please call your friendly line crew coordinator, Dale Calender (303) 798-6137, and let him know what day you will volunteer for.

ALTERNATE IDEA: If you can't commit to a regularly scheduled day, then consider being a reserve back-up person.

Also, on several occasions, people haven't showed up to work their scheduled shift. Each line crew volunteer is responsible for getting his/her own substitute when a day is going to be missed. If all re-scheduling attempts fail, however, call Dale with as much advance notice as possible so that he can locate a replacement.

Personnel assignments for the month of February follow:
Russ Anthony: Feb 7, early shift.
Ron Berge: Feb 6, early shift.
Jason Biehner: Feb 13, early shift.
Don Bocast: Feb 21, early shift.
Dale Calender: Feb 1.
Kym Ceres: Feb 7, late shift.
Joe Cullen: Feb 5, 12, 19, 26.
Val Dean: Feb 14, early shift.
Hugh DeVries: Feb 20, late shift.
Lloyd Fisher: Feb 27, early shift.
Carla Hagood: Feb 28, early shift.
Dave Hagood: Feb 28, late shift.
Scott Hekkers: Feb 8, 22.
Skee Hipszky: Feb 13, early shift.
Bill Houseworth, Feb 14, late shift.
Kerry Krinsky: Feb 21, late shift.
Dana Patton: Feb 6, late shift.
Reggie Paulk: Feb 27, late shift.
Adam Puening: Feb 20, early shift.
Rob Schutte: Feb 4, 18.
Jim Schwerin: Feb 11.
Bob Simon: Feb 15.
Phyllis Wells: Feb 25.
- Dale Calender.

WE GET LETTERS

Dear Alice (Palmer):

You have been so kind and sweet to us since Steve had that awful accident...

I take comfort from knowing that Steven was doing something he loved and I know he enjoyed the company of the others at the gliderport.

Thank you. Please relay my gratitude for this thoughtful ges-

ture to the Society.

I hope that, after the play area is finished that you or someone could send a photo. The playground is a very appropriate use for the fund.
Merry Christmas,
/S/ Mary Ann Willey. (Steve Willey's mother.)

WINCH DAY

The next winch day is TENTATIVELY scheduled for Saturday, February 13th. However, at this time (January 23d) the winch is down for repairs. Call the gliderport for current information.

THE FIRST 200 FEET - THE LENGTH OF THE ROPE

CSA's outing to Salida on the Fourth of July is a great weekend to go explore Colorado's mountains. I have had tremendous flights there thermalling into wave and bombing up and down the Collegiates sightseeing. In fact, this is where V9, against snowy peaks was photographed by Mike Cavanaugh and became the December 1991 (SSA) calendar picture.

This summer's adventure, however, would present some new challenges. On Saturday, the Fourth, the winds were strong out of the west, making takeoffs to the east impossible. We all lounged around the ramp, hoping for a change in the weather. About One o'clock, the winds let up, giving hope for possible takeoffs to the east. Being optimistic, several of us pulled out to await further wind cooperation at the west end.

After several takeoffs, it was my turn, so I got in and prepared to take off. What was to be glider flight 2286 in the log book would never be recorded, yet it would be a takeoff to never forget!

The tailwind seemed to be at a lull as I was pushed out. The Scout taxied back and hookup proceeded as normal. About four ships were staged off the runway to my right - seemingly far enough off

the runway. As I gave the signal to roll, everything appeared normal, yet increasing left stick was not correcting what seemed to be a right wing going down. Soon I could hear the tip rubbing the runway. The sound was such that it convinced me the wing was not coming up. Without looking, my left hand grabbed the yellow release knob. I hesitated pulling it because my peripheral vision sensed a blur of ships and people off to my right. A few seconds would pass and I knew any more speed would be my enemy. I pulled the release and immediately looked off my right wing and guess what - it was down! I started watching the landing lights go by, wondering which one had my name on it. As I kissed one with the wing, it broke away rather cleanly; I could now look beyond my wing, where I gladly saw I was going to roll by all the ships. However, for a millisecond, I did witness the rather large eyes of Curt Cole as I whisked by his K6, far enough away, yet too close for comfort. As I bounced along the dirt off the runway, I came to a quick stop. I got out and looked at what (at the time) seemed like a gaping hole in the wing. Janie pulled V9 back to the ramp, where I derigged and opted for the pool that afternoon.

For a flight that never occurred, it was a dangerous one. So many times we think that our attention to safety is foremost when we are in the air. Yet the area of least control and greater obstacles can be when we take off. Control surfaces are initially ineffective, and yet our ground speed is enough to cause damage. One major lesson learned here is **ALWAYS STAGE THE OTHER SHIPS BEHIND THE GLIDER TAKING OFF.**

Good thing Bill Patterson insisted on pushing the Grob Twin off the end of the runway behind the takeoff area. One more ship might have been an obstacle I would not have cleared. It is all too easy to become complacent about what a normal takeoff is, and forget what an abnormal takeoff looks like.

Later that evening, Rich Roberts inspected the wing. Super-

ficial damage was the extent of the light hitting the wing, so he placed a band-aid on it and said "Go fly". The next weekend, I was off to Hutchinson to fly Region 10. Funny how I was so aware of my every takeoff during that contest and ever since.

Next time you prepare to take off, be cognizant of where the release handle is, always stress proper staging, and respect what a little tail wind and a gust can do during the first 200 feet!

- Doug Houston. (This article originally appeared in CSA's "BIRD-SEED" - Ed.)

Alice Palmer has this to add about the incident described above - "Some of us (like me) were also very complacent during this incident. I was standing under the wing of the K6 as Doug came whizzing by. I relearned an old lesson about takeoffs with tailwinds - even when a pilot you know and respect is in the cockpit."

DENVER AFSS SERVICES

The Denver Automated Flight Services Station (AFSS) offers a broad group of services especially aimed at the general aviation community, providing pilots with pre-flight and in-flight information and weather briefings.

The Denver AFSS can be reached by dialing 1-800-WX-Brief (1-800-992-7433). If you are calling from the Denver metro area, dial 799-7000. Both numbers connect you to a pre-recorded voice which welcomes you to the Denver AFSS. The greeting will be "Welcome to the Denver Automated Flight Service Station. Touch-tone users may press the pound (#), then the star (*), then 99 for a briefer or 636 for the main menu of services. If you are using a pulse or rotary telephone, please remain on the line and you will automatically be sequenced to the next available briefer".

Remember to press the pound (#) symbol first, then the star symbol (*), wait for a tone and then enter the three-digit code for the service you desire. The caller does not have to listen to the en-

tire sequence of any item. The message can be interrupted by pressing the (#) (*) keys; after the tone, enter the number for a different item.

The AFSS menu offers a variety of recorded weather messages, of which, number 223 will be of particular interest to soaring pilots - that's the Front Range Soaring Forecast.

Your comments and suggestions about the AFSS are encouraged.

MORE COMING EVENTS - -

We have just learned of these planned events. Please add them to your calendar.

Mar 6 - 9 AM - Bronze Badge Training - Instructor, Alice Palmer.

Mar 20 - 8 AM - Introduction to Cross Country Flying - Instructor - Dave Rolley.

Apr 3 - 9 AM - Short XC Planning Class - Instructor - Dave Rolley.

Apr 10 - 9 AM - BFSS/HFSC Friendship Meet at Black Forest.

Apr 17 (Tentative) - 8 AM - Cross-country Ground School for student pilots.

May 15 - 8 AM - Planning session for Limon Cross-country Camp.

A LAUGH A DAY...

The following was retrieved from a publication called "IFR":

This was heard on a local Unicom frequency during a night flight -

Bonanza 123: "Bonanza One Two Three, final One Nine at Burnet."

Bonanza 123: "Bonanza One Two Three, low approach only, One Nine at Burnet."

Several minutes later;

Bonanza 123: "Bonanza One Two Three, final One Nine, low approach only."

This was repeated two more times until finally the FBO manager came up on the frequency:

FBO: "Hal, are you gonna land that thing? Or are you just playing around?"

Bonanza 123: "I'll land it if you'll go shoo them deer off the runway. The stupid things won't budge!"

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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 Black Forest Gliderpark 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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TREASURER	John Goodlette	(719) 495-3334	

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.

BLACK FOREST GLIDERPARK

Black Forest Gliderpark 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 Black Forest Gliderpark. All use of facilities, aircraft and instructors must be scheduled through Soar Black Forest.

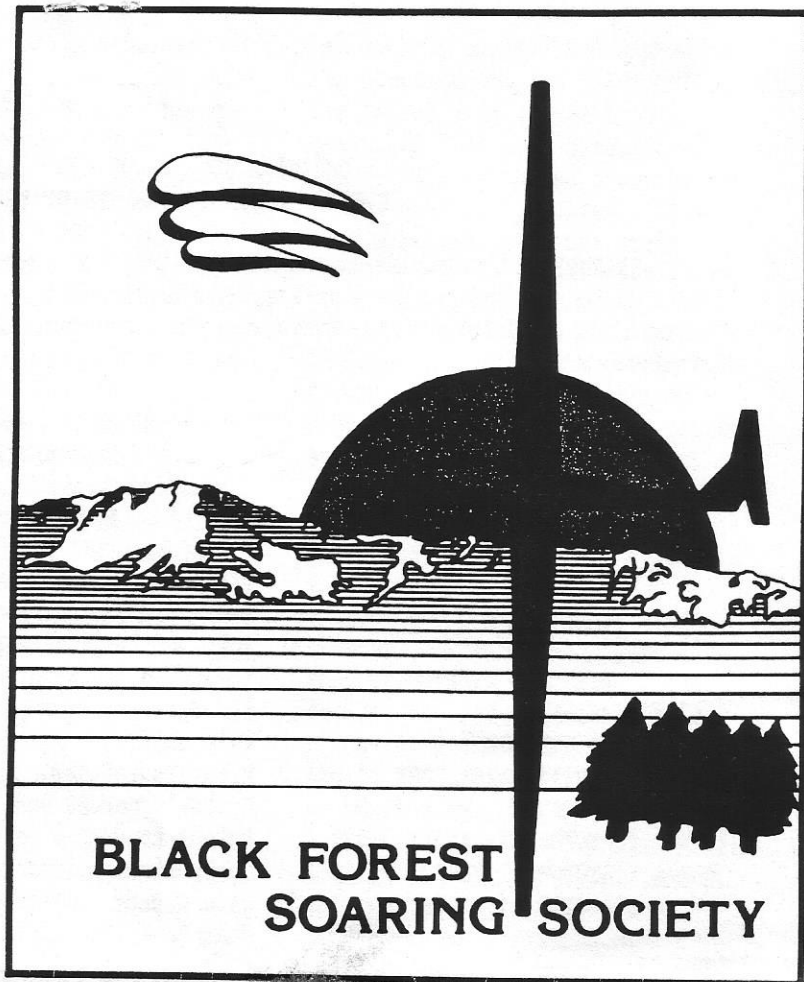
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AIRWORTHY

News, Views, and Important Information
For Soaring Pilots Affiliated With

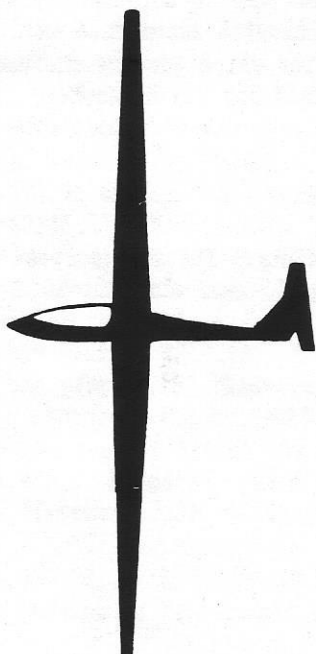
BLACK FOREST SOARING SOCIETY
SOAR BLACK FOREST
BLACK FOREST GLIDER PARK



Black Forest Soaring Society
24566 David C. Johnson Loop
Elbert, Colorado 80106



GMF COLD SPRINGS 809 17:30 01/28/93 DCR#1



/ / 1120
Seaman/Wells, Richard/Phyllis
14050 Citation
PEYTON, CO 80831

