



# AIRWORTHY



**THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY**

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 Elbert, CO 80106  
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**REMEMBER!**

**BFSS MONTHLY MEMBERSHIP MEETING**

SATURDAY, FEBRUARY 10TH, 1996 , 5PM, Kelly Air Park

**COMING EVENTS**

<u>DATE &amp; TIME</u>	<u>PLACE</u>	<u>AGENDA</u>
Feb. 6th, 7 PM	Village Inn, Monument	BFSS Board Meeting
Feb. 10th, 5 PM	Kelly Air Park	General Membership Meeting
Feb. 17th, 1996	Kelly Air Park	Winch Day!
Mar. 5th, 1996	Village Inn, Monument	BFSS Board Meeting
Mar. 9th, 1996	Kelly Air Park	General Membership Meeting
June 29-July 7	Parawan, Utah	First Annual Soaring Camp See Walt Lafford for details
Sep. 13-15, 1996	Creede, CO	BFSS Soaring Camp

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**BFSS BOARD MEETING**

Here are the minutes of the BFSS Board Meeting held on January 9, 1996.

The meeting, held at the Village Inn in Monument, Colorado, was called to order by Bill Gerblick at 7:10 pm. Those in attendance were: Bill Gerblick, Tom Eggers, John Goodlette, Harry Schaumburg, Dan Marotta, Hans, Arnold, and Joe Baer.

After requesting to be heard first, Joe Baer presented the following safety issues:

1. The winch needs a strobe light (cost: \$200-\$250) and a tension meter. No action was taken on either item.
2. Representation of BFSS in the Colorado General Aviation Coalition (CGAC). A move to join the CGAC at an annual membership fee of \$50 carried. Joe Baer will attend the next meeting on Jan. 16, 1996.
3. The airspace problem of airline jets approaching DIA over Kelly Air Park at approximately 10,000 feet msl has

three possible solutions:

a) Define the airspace as class G, indicating there is danger due to the soaring operation.

b) Continue to negotiate with TRACON.

c) Contact your Congress person and lobby in Washington DC for a change. Further airspace issues discussed were the departure altitude for cross-country flights (14,000 msl) and the impact on investing in lots at Kelly Air Park. No plan of action was developed.

4. Availability of radios with the frequencies of 123.05MHz and 123.3MHz. Both frequencies will be implemented in the Schweitzer 2-33, N17966, and in the operations building. It was mentioned that UNICOM terminology is required by persons operating the radio in the operations building.

**FINANCIAL REPORT.** The Treasurer presented the December, 1995 financial statements. The financial summary for the month is:

Cash Balance	\$9,338
Bank Loan Liability	\$44,486
Total Liabilities	\$58,181
Equity	\$41,437

Six new members were accepted in the club.

#### NEW BUSINESS.

Issues related to a request by the Civil Air Patrol (CAP) to conduct a glider camp at Kelly Air Park were discussed, including the need for tow planes and CFGs, the break-even cost per flight, and the impact on BFSS's own operation, which was deemed to be little on weekends.

A motion carried that "the board approves in principle arrangements for a CAP summer camp and appoints Tom Eggers to arrange to work out a plan for the CAP and BFSS, which would be contingent on Ben Kelly's approval". Tom Eggers requested that BFSS members state to him any of their issues with respect to this camp.

The president stated the need that a BFSS board member serve on the SBF board. Hans Arnold volunteered.

A move carried to re-instate Fredo Killing as a club member effective January 1, 1996.

The defective starter on the winch was replaced at a total cost of \$26.85.

BFSS agreed at SBF's request not to pursue any issues relating to an additional tow plane.

As there were no more discussions, the meeting adjourned at 9:10pm.

#### KELLY AIR PARK FIELD RULES

The field rules published in January's Airworthy were a preliminary copy as received from Ben Kelly and the Kelly Air Park Homeowners Association. The final approved rules, which the Homeowners Association will have already distributed to the members, will be published

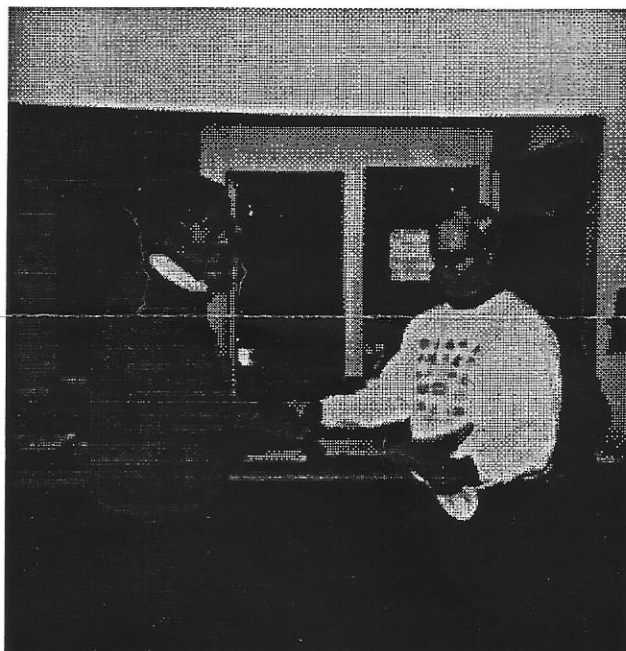
in an upcoming issue of Airworthy.

#### MEMBERSHIP UPDATE

Please welcome the following new club members:

Doug Armstrong  
Julie Benson  
Ross Folkers  
Bert Langeberg  
Tom Serkowski  
Keith Uhls

#### MEMBER ACCOMPLISHMENTS



#### STATE SOARING AWARDS

On January 13th, 1996 at BFSS, Walt Lafford was awarded the trophy and certificate for Outstanding Flight by a Colorado Pilot in 1994. Walt flew from Kelly Air Park to Las Vegas, New Mexico, then to Salida, Colorado and back to Kelly Air Park for a distance of 409.6 miles in an LS-6. The flight was verified by barograph and turn-point photos, and also qualified as a diamond-distance flight. The award was presented by John Campbell, Regional SSA Director, on behalf of Gunnar Blanke, SSA State Governor. Congratulations, Walt!

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Please let the Editor know if you or anyone else has accomplished anything of note. It should be published in Airworthy so *everyone* can know about it!

"Flying is learning to throw yourself at the ground, and miss."

## -- Hitchhikers Guide to the Galaxy

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### FEBRUARY SAFETY COLUMN

With the continuing IFR overflights of Kelly Air Park in mind, I was curious whether the pilots of the transport airplanes involved could, with the best intentions in the world, comply with FAR § 91.113 which requires that "regardless whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft."

First, I looked up the "Army/Navy/Air Force Human Engineering Guide to Equipment Design". Granted, we are not designing equipment, and the Guide is more than 20 years old - but the human eye probably has not changed a heck of a lot. The Guide told me that the human eye is capable of identifying highly discriminable targets (e.g., letters of the alphabet) which subtend at least 5 minutes of arc; and that target patterns of the type involved in image interpretation are generally not highly discriminable and should subtend at least 12 minutes of arc to ensure reasonably accurate recognition.

Next, I got out my calculator which told me that a 15-meter wingspan glider, seen head-on, subtends 5 minutes of arc at a distance of about 5 statute miles, and 12 minutes of arc at a distance of about 1 mile. (Please note that head-on is the most favorable aspect, and the least common one.)

Then I calculated the approximate times that it takes to travel these distances at 250 and 350 knots, respectively (which is a conservative range of speeds at which we can expect these folks to fly overhead Kelly; some go quite a bit faster). Here they are:

5 miles - 250 kts:  
71 seconds  
5 miles - 350 kts:  
51 seconds  
1 mile - 250 kts:  
14 seconds  
1 mile - 350 kts:  
10 seconds

(All numbers are approximate)

Please note that 250 knots is only about twice as much as the head-on closure speed of two high-performance gliders. In other words, when you are in

inter-thermal cruise, you may well have only half-a-minute (or less) to detect another glider approaching you head-on, and to perform the necessary maneuver to avoid a collision.

These times assume, of course, that the pilot of the airplane is actively searching in precisely the direction of your glider (of which he has no *a priori* knowledge), that there are no impairments to his vision (e.g., glare) and no distractions, and that he sees your glider head-on at the right distance - a somewhat unlikely combination of favorable circumstances. Most of the time, your glider is probably circling in lift over Kelly, and does not present a head-on view.

I then went back to the Human Engineering Guide, which told me that the total response time to an unexpected visual signal is about 2½ seconds. So, 2½ seconds after the pilot first detects your glider, he alerts his captain and they jointly determine that, indeed, this is an aircraft on a possible collision course. Then they initiate evasive action - typically a descending turn to the right. But their airplane has considerable mass, and therefore it takes quite some time before its path really changes - most probably, more time than it will take for a mid-air collision to occur.

All of the above makes the most favorable (to your survival) assumptions. The real world is rarely so kind.

My own, personal conclusion is that, if I don't see the transport airplane (or, for that matter, the other glider) first, in good time, and perform the necessary evasive maneuver immediately, then I will - if my luck holds - find out how a parachute works...

Please, always remember the definition of a collision course: **You are on a collision course with another object if the relative angle between you and the object remains constant.** (Classic example: You are on an intentional collision course with your aiming point during the final approach to a landing - you make sure you see the aiming point at a constant angle; i.e., you deliberately keep it from appearing to move relative to your position.)

**What it ultimately boils down to is: "See and Avoid" means you.**

Joe Baer  
BFSS Safety Coordinator

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## WEATHER NUGGETS

*elementary school kid facts via Ted Frost and the December 1995 SSB Newsletter:*

Humidity is the experience of looking for air and finding water.

We keep track of the humidity in the air so we won't drown when we breathe.

Rain is often known as soft water, oppositely known as hail.

Isotherms and isobars are even more important than their names sound.

We say the cause of perfume disappearing is evaporation. Evaporation gets blamed for a lot of things people forget to put the top on.

The wind is like air, only pushier.

It is so hot in some places that the people there have to live in other places.

Vacuums are nothings. We only mention them to let them know we know they are there.

Water vapor gets together in a cloud. When it is big enough to be called a drop, it does.

Rain is saved up in cloud banks.

A blizzard is when it snows sideways.

A hurricane is a breeze of bigly size.

A monsoon is a French gentleman.

Thunder is a rich source of loudness.

Clouds are high-flying fogs.

Not sure how clouds get formed. but the clouds know how to do it, and that is the important thing. Clouds just keep circling the earth around and around. There is not much else to do.



## FOR SALE

### KELLY AIR PARK HANGAR SPACE

1900 Square Feet in the back hangar. Will accept a fully assembled glass ship **plus** trailer **plus** car!

Contact: Jim Walker at: (719) 634-4560 (home)  
(719) 596-7882 (work)

**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.

**LS-4**, in almost new condition. Low total time, completely refinished in 1995. Comes complete with S\_NAV, Becker com, trailer, ground equipment. It's a great handling ship! Asking \$18,000 for 1/2 share. Call Jim at:

(719) 630-2277 days or  
(719) 685-9609 evenings.  
- Jim Schwerin.

### 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

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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:

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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. 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>