

Airworthy

February 1999

The official journal of the Black Forest Soaring Society, a not for profit chapter of the Soaring Society of America.

The BFSS Directors are:

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Joe Baer / Director-at-large -
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Randy Cheshire / President -
Bob Lees / Legal Council -
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Calendar of Events:

Feb 24-27

(Board meetings may change.)

Mar 5, 6 p.m.

Mar 13 & 14, 9a.m.-5p.m.

SSA Convention, Knoxville, Tennessee

Board of Directors meeting, ("SHARI's" in Parker.)

(Meetings are tentatively scheduled for the First Friday of each month.)

Rocky Mountain Air Fair '99, Wings Over The Rockies Air & Space Museum

Editors Note

The big thing on the schedule for the Club is the Rocky Mountain Air Fair. Our President has taken it upon himself to shell out the money to acquire a booth for the Club to show off our best. BUT, he needs help!! We need volunteers to occupy the booth to give out information about our club. Also, to sell glider ride certificates (this has been a significant moneymaker for the Club in the past). And, anything else that comes up at the Fair. We also need Soaring video tapes to show. So, call Randy (303.699.5598) now and offer your help!!!

The President's Corner

The State of the Club

The BFSS has been in existence for many years. During those years I'm sure there have been good times and bad. Times when everything went well with seemingly little effort and others when nothing went according to plan. One constant has held this club together, the enjoyment of flying a sailplane.

Having been around the club for only a short time my perspective is limited. I can say that the fabric of this club seems to have frayed. I believe there are many reasons for this. The commitments of everyday life change and with them our time for the things we enjoy seems to decrease. There have been hostilities at the airpark that were in my estimation detrimental to the club. I hope these are behind us. Last winter shut down the operation for an extended period. Most recently the operation has suffered a lack of consistency. Until recently we had only two tow pilots. I would like to recognize Dan Marotta and Rob Schutte for giving up their sailplane flying time for the good of the club. Fortunately we now have five tow pilots on the list and Hans Arnold has volunteered to schedule them to ensure that we have the weekends covered. We are looking for more members for tow duties. Anyone interested?

Our instructor ranks have also been impacted. Scott Heckers has new commitments and John Campbell is considering a job elsewhere. Rob Schutte has recently completed his CFGI but he can't instruct and tow at the same time! We have another aspiring instructor but it will take time before he is certified. Is there anyone out there who would like to instruct? We can't bring new members in without instructors to teach them.

What can we do to turn the club around? We need more active members. We need to utilize the tow plane enough to make it pay for itself. The only way that will happen is if more members come out to fly. We hope our new dues structure will encourage our inactive members to come out.

Each of us should try to recruit at least one new member this coming year. Bring a friend out or buy someone a ride. The board of directors is looking into a booth at the Rocky Mountain Airfair this coming March as a means of attracting members. We are also going to offer the members of the Kelly Airpark Homeowners Association, membership in the BFSS. We hope this will further good relations at the field. We are also hopeful that our affiliation with a group of cadets from the Air Force Academy will prove beneficial to both groups.

On the financial side we are looking into the club's loans, leases, taxes and insurance. This will take time. If you are willing to help with any of these things please let us know. There is no shortage of things to be done. The members of the board are busy like everyone else.

The BFSS has been around for a long time. I would like to see it regain its vitality. The only way that will happen is if you, its members make it happen.

Hope to see you at the field;

Randy



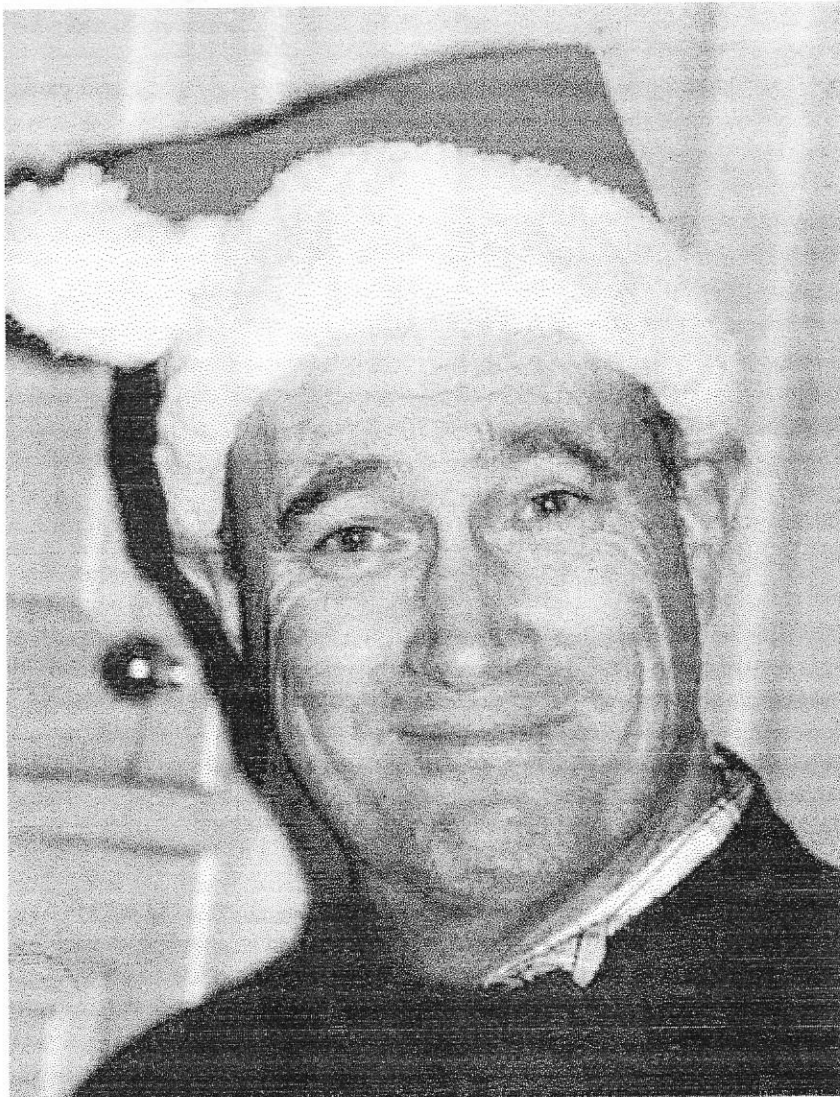
From the VP

On Saturday after Thanksgiving, the wave was cooking and promising some spectacular soaring. So I packed all my soaring gear, the battery, parachute and radio and drove out to Kelly Airpark. Because of the wave I had expected to see a crowd there. I didn't trust my eyes when I could not find a single soul. Was there something I didn't know? Why, after paying monthly dues, tiedown fee for my trailer and an additional \$28, was I unable to fly at our own club? I was angry. You, too, would have been angry.

I quickly collected my thoughts, hitched the trailer to the truck, and took off for Canon City. There, having a smoothly running operation at my disposal, I had no trouble to get help rigging my ship and to get a tow for what would become indeed spectacular soaring. I contacted the wave, climbed to nearly 18,000' altitude and landed at sunset after a flight exceeding two hours. So I had defected to another place and do not even regret it to this day.

I had to think much about this Saturday. After paying \$68 monthly fees to the club, I could not even fly with it because there was no tow pilot. Clearly, this is not right. What angered me most was not so much that dollar amount, but the fact that I could not fly there. There is no reason to be a member of a club that takes money and does nothing. You might ask yourself, as I did, who is responsible for this situation. I thought quite a while about this question and came to the conclusion that it is my own responsibility. But this conclusion alone does not resolve the problem of the situation.

Therefore, I have agreed during the recent board meeting that I will take on the scheduling of tow pilots. In spite of the current shortage of tow pilots (there are 5), it is my goal that the Black Forest Soaring Society will consistently operate at least on Saturdays and Sundays, weather permitting. This means a tow pilot has to be scheduled for every Saturday and Sunday. I will schedule for four weeks in advance and display the schedule in the operations building and also publish it (as of January) in *Airworthy*. I do not know if I will succeed but I will try my best. If and when I have problems with this scheduling task, I will contact the board immediately so a



better plan can be made. I need your help! Please make myself or Rob Schutte aware of any tow pilots that may be qualified for towing with the Pawnee. I believe if we as a club get back to the basics of having a consistent operation we will survive and once again be able to enjoy soaring.

Hans

Aircraft Squawks

As we who are using the club aircraft are noticing, there is a decline in the condition of our 2-33s. John Campbell noticed, as I had that the charger for the Blanik was intermittent. He took it upon himself to fix this situation .. thank you John. There was also some recent and not so recent squawks (or as we like to call them squacks) on several other aircraft. It is becoming harder and harder to keep up with these. 966 had a radio problem, it didn't work. I repaired this last weekend. (bad battery connection). So where does this all lead. Joe Baer and I have "volunteered" to go through and inspect each aircraft and attempt to make sure they are all brought back into excellent working order. What can you do .. first is to perform a thorough preflight. I hope you are already doing this. After your flight take the time to perform a postflight. If you should happen to make a hard landing, take a look to see if there was any damage. On the back of the flight cards (red for pilots, white for students) write down anything that you feel needs to be looked at, or that you want to point out. There are some squawk sheets hanging on the wall, I will be taking these

down and will be formalizing the list based on the flight card reports. There will be a binder that will contain the history of these reports and the resolution.

The words and actions for use of the club, and our own ships is Preflight..Preflight..PreflightPostflight..Postflight..Postflight. If you accept an aircraft from a previous pilot, you are accepting anything that could have happened. Preflight..Preflight..Preflight. When you secure the aircraft after the last flight of the day .. Postflight..Postflight..Postflight (and don't forget the battery chargers).

In other clubs I have been with, there were members called "crew chief". Each aircraft had a member that would look after it. The function was to note all squawks, bring them to the attention of the board. Do general maintenance items like cleaning the aircraft etc. In no case were they required or expected to perform repairs. If there are any members who would be interested in helping your fellow members maintain the aircraft let me know. This is something that would make everyone's job less time consuming.

A reminder re our aircraft insurance. The club carries liability and hull insurance on all our aircraft. Your dues are paying for this and it is not cheap. The last time I checked with TSA (Texas Soaring Association), they required renters to carry their own renters insurance. I believe they could also provide a daily coverage on the spot. Your club provides all the insurance. The pilot in command is responsible however for the deductible, \$500.00. This insurance policy has been in effect for many years and has proven to be very good. I've been in the club since 1992 and was informed of this policy at that time. Other clubs (powered flight) that I am a member of have like requirements .. there is always the PIC deductible so this is not new. Last year I placed a small article in Airworthy re what the coverage and limitations were. Look for a reprint in an upcoming issue.

Rob



LETTERS

Support to the Club

Raymond L. Kile wrote:

- > In spite of my grouching about the board not listening to the members, I'm willing to ante up some extra support in the form of labor.
- > Even though my partner and I have moved our ship to Peak Soaring for the Winter, I'm willing to offer the following to help the club this winter. I'm willing to help out if there are days we're turning away students because of lack of instructors.

Ray's offer and some of the other discussion here around instructor availability brings up some interesting questions.

How involved should the club be in brokering the student/instructor deal?

In the past, we have tried to keep an instructor on the field during all normal flying hours. The club/FBO provided a central point to schedule everything. The club/FBO also sometimes paid the instructor to just sit and wait for students to show up. Over the past year or two, our ability to do that has diminished, for a number of reasons. It was a nice service, but expensive in real dollars, and in goodwill of the instructors.

There are other approaches which can also be successful, although somewhat less convenient. I've been in several flying clubs, power and soaring, where the club provides the student with names and phone numbers of instructors, then only schedules equipment use. This approach has lower overhead costs for the club and also allows instructors to work as much or as little as they are comfortable with. A bit less convenient for the newcomers, though.

Every club seems to have a variation some where between these two extremes, tailored to the particular situation.

What do folks that are closer to our training operation, such as it is, think about this? Maybe the board could use some constructive input.

-Dave Leonard

Ask Not What...

There have been several good postings recently about what folks are doing, trying to do, willing to do, and what folks would like to do ... All in relation to the club.

The real question is where does the club go from here? I guess more to the point where do I want it to go?

So how about a discussion on what do I want/need from the club AND what am I willing to do for the club? What can the club do to get more of my money? What do I think the club can do to generate more income?

I'll go first...

As a private owner operating through the club, I have a vested interest in the club's survival. After all, the more clubs there are, the more places I can fly from and the more folks there are to buy my old ship so I can buy a new one. :):):)

What do I need?

My needs from the club are a safe place to store my ship and trailer, a place to assemble, assistance to assemble, assistance to get to the end of the runway, assistance to launch, and (of course) a launching method (and I'm kinda partial to aero tows). I have to admit that having a place to call when I land out is also very nice. Usually (but certainly not always) the assistance parts comes from other private owners (or my partner or my son).

What do I give?

In return I usually help others. I help folks rig and move their ships. Occasionally I help retrieve someone. (I need retrieving more often than I retrieve, just ask my partner) On days that I'm at the airport and not flying, I usually work ground crew or tinker with whatever needs to be tinkered with. I pay my dues and my bill. How can the club generate income from me?

In general I don't need a two place glider but a few times in the year. It has been a long time since I flew one of the club's single seat gliders. I'm not much of a customer for rental aircraft. I fly with an instructor a few times each year, but since my partner in the LAK-12 is one, I don't represent a real business opportunity for the club for dual.

The real opportunity to generate income from me is tows. I think we should be towing Friday through Monday. I'd settle for reliable towing on Saturday and Sunday and some type of on-call arrangement on Friday and Monday. I have been known to come out and take a tow on both weekend days. I added it up a while back. I'd have at least 15 and maybe as many as 20 more tows at BFSS this summer had tows been available every Saturday or Sunday I came out. This is not meant to open the raw spots from the discussions earlier this fall, just to point out how the club could get more of my money. BTW, Peak Soaring did get some of my business this summer, but he isn't getting rich on my spending either. Most of the tows I didn't take are lost opportunities for the club, as well as for me cause I didn't fly.

How can the club generate more income?

Get more students flying! I normally only take one tow, how many does a student take on any given day? That means we need reliable tows and instructors.

As Dan Sebastian has correctly pointed out, we need some equipment, which allows our pilot's to advance their skills. We have missing an intermediate single seater since we lost the 1-34. Perhaps we need to reduce our two-place fleet and increase our single seat fleet. And I don't mean add another 1-26. How about an L-33 or PW-5 or Russia? A gentleman has a web page where he compares the current generation of ships to each other and the 1-34. The only way a 1-34 comes out on top is if it is local and dirt-cheap. So don't limit the discussion to "How do we get another 1-34?" No, I don't know where the money comes from, but if we don't start dreaming, thinking and planning, it ain't gonna happen folks.

What hooked you on soaring? OK, now what kept you around? Cross-country flying is what keeps me interested. As my partner keeps telling me, I leave the airport when normal folks are happy with a few high pattern tows. I get up there and I hear this little voice saying "Come on out and play". Do the mythological sirens really exist in the winds? I think so. Do we need a cross-country training program? How about some type of cross-country trainer?

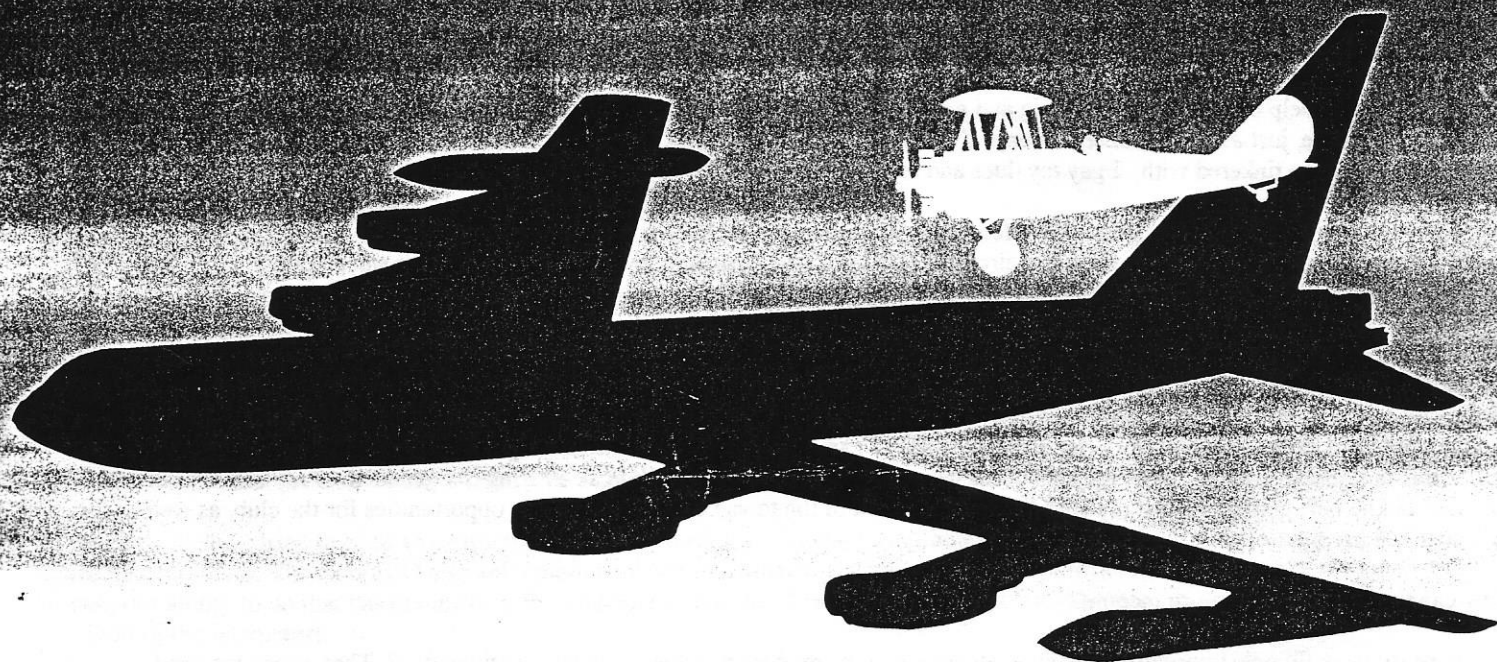
We need to identify what keeps our members around and provide a way for them to enjoy their time spent with us at the club!

OK, I've said my part. Let's hear some positive ideas!

(I'm tired of the negative ones. I'm not even sure I want to hear realistic. Remember, reality is for those that lack imagination!)

Dave Rolley

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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 membership support 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 Society requires members to dedicate part of their effort to the furtherance of some facet of its purpose.

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, and invited guests.



Many thanks to Julie Benson and Dave Leonard for the pictures from the Christmas Party which Julie so graciously hosted in her beautiful home!