

AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

VOLUME VII , NUMBER 9

JANUARY 1993

DECEMBER BOARD MEETING SUMMARY

On Saturday, December 5, 1992, 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. This is a summary of that meeting.

John Goodlette distributed the financial report for the preceding month. Total inflows for November were \$3,105.02 and total outflows of \$6,440.29. John explained that a portion of the expenses include a premise (fire) insurance payment. However, the club is also falling behind on monthly membership dues collection. The Board expressed concern over this situation and discussed several ways to remind members to pay their dues by the first of the month. We decided to begin by making an appeal via "AIRWORTHY". (so consider yourself reminded!) If you are not sure where you stand on your dues, just contact John Good-

lette and he will be pleased to look it up for you. Year-to-date inflows are \$42,581.77 and YTD outflows are 42,022.07. There was also some discussion surrounding loans made to SBF which have thus far amounted to \$21,000. It was suggested that a "write-off" of these loans may be indicated. The Board specifically requested that these loans continue to be reported with the statements. The BFSS balance sheet and cash flow reports will be kept on file (in the BFSS Board of Directors notebook located at the gliderport) for membership review.

It was announced that soaring intro flight gift certificate ads had been placed in the "DENVER POST", "ROCKY MOUNTAIN NEWS" and Colorado Springs "GAZETTE TELEGRAPH".

Val Dean, Jr. was officially taken into the fold as a new member. This brings our current membership to 128.

The proposed budget for 1993, kindly prepared by John Goodlette, was reviewed. A suggested budget of \$42,452 for 1993 was presented (compared with \$38,515 for '92). In a nutshell, the Board approved the budget after adding \$100/month winch income and allocating \$300 per month, beginning in April, to repay the Goodlette loan. It was the unanimous opinion of the Board that repaying the Goodlette loan should be a priority for the coming year. A detailed breakdown of the budget is on file.

The last item of business concerned the previous month's recommendation and "AIRWORTHY" article regarding the acquisition of new aircraft. Dave Hagood reported that he had received valuable feed-

back from members and that he felt careful consideration should be given to many issues. John Goodlette agreed to perform a financial analysis on several gliders of various price ranges; Dave Hagood volunteered to chair a committee to study potential ships we may want to look at; and Larry Harvey agreed to investigate club member interests and the feasibility of lease-backs. The Board hopes to have a firm recommendation (with numbers to back it up) for the next membership meeting, Saturday, January 9th, 1993 at the gliderport.

- Kym Ceres, Secretary.

BUSINESS ITEMS SURFACE AT HOLIDAY PARTY

On Saturday, December 12th, there was a brief full membership meeting during the annual holiday party. The first item of business was a vote to ascertain member preference for full membership meeting frequency. It was determined that returning to a monthly meeting schedule was preferred. So, Saturday, January 9th, at 4 PM, we will have our first membership meeting in 1993. This will be an important meeting to attend, and this leads us to our second item of business. If you have been keeping up with the goings-on in "AIRWORTHY", you know that there has been some discussion regarding the acquisition of additional gliders for the club. The BFSS Board has recommended that this matter be put before the full membership for ultimate say. The potential consequences to the club are significant, and would more than likely mean a monthly membership fee increase. This idea has

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already met with some controversy, and rightly so, as some very serious issues have been brought to our attention. Your opinion is critical to the very future of our soaring club! The BFSS Board urges you to attend the Saturday, January 9th 1993 meeting, 4:00 PM at the gli-derport.

- Kym Ceres, Secretary.

WHAT A CHRISTMAS PARTY!

If you were at the Goodlette's home on Saturday, December 12th, you already know that the BFSS Christmas parties just keep getting better. If you missed it, shame on you!

The theme was "South of the Border", and the food was great. Various members brought their favorite mexican dishes, and we were stuffed with enchiladas, chili, tamales, taco salad, and every kind of mexican dish imaginable.

After dinner, a piñata was hung from the ceiling, and each child attending was blindfolded, turned about several times, and then given a chance to take a few whacks at the piñata. After much beating, the thing burst and showered treats all over the floor for the assembled youngsters to gather in.

A short business meeting was called to determine the frequency of membership meetings, and to discuss interest in acquisition of new sailplanes (see Secretary's report above), followed by those qualified to sing gathering around the piano and rendering several of our favorite Christmas songs, accompanied by Jeannette Goodlette on the piano.

It was a wonderful evening of good cheer and companionship which left a warm feeling in everyone in attendance. The festivities



were organized and coordinated by Linda Lafford, assisted by Walt Lafford, Mark and Alice Palmer, Marilyn Arnold and the Goodlettes. Our thanks to all those who made this a great Christmas party, and especially to the Goodlettes for allowing us to use their home for our party.

WE GET LETTERS

December 10, 1992

Merry Christmas:

Generally, this year has been quite good to us, since our move accomplished our goal of getting Lee off of supplemental oxygen.

The past ten days have been quite hectic, however, since Lee was stricken quite unexpectedly early Sunday morning on November 29th by what we now know to have been a bleeding ulcer. We both wishfully believed she would be better with time, however, on Monday, I made an appointment for her to see a doctor at the Navy hospital on Wednesday. At about 7 PM Tuesday, December 1, she said she was so weak she could barely get to the bathroom and that she guessed we should go to the emergency room. I found her too weak to get to the car, so I called 911 and they responded immediately, found her blood pressure to be 70 over 40, at which point I asked "Did you say 70 over 40?", and the paramedic said yes and immediately moved her to the ambulance where they started an IV. She had stable and normal blood pressure by the time we got to the hospital, so they began the search for the problem.

On Wednesday morning, Dr. Brann, the hospital Gastro-enterologist performed an endoscopic examination of her stomach, following which he said he had located an ulcer in the upper portion of her stomach, immediately adjacent to an artery in the wall. The bleeding had apparently stopped, and they were going to keep her in CCU for observation. On Thursday, they moved her to the ward, for she appeared much better, had a lunch and

looked great at 1:30 PM, when I left. I went back to see her for my evening visit at 6 PM and found she was back in CCU being prepped for stomach surgery, which had been discussed as a possibility, if the bleeding did not stop. Surgery went fine, and she is now on the road to recovery.

I left her this afternoon in her room sitting up in the chair following her lunch. They said she would go for a short walk, and this morning, Dr. Roush, the surgeon, said she would probably be able to go home on Sunday, December 12.

Forgive us if cards arrive late, for this year I am running behind. To further complicate our year, I underwent a total knee joint replacement on the left knee on October 15. My recovery has been great, and I would say complete, except that I haven't seen the orthopedic surgeon for my final exam. I am still undergoing physical therapy in the P.T. clinic at the Navy hospital, lifting weights and spending 10 minutes on a stationary bike and ten minutes on a treadmill at two MPH and one degree up incline. Am getting stronger day by day and am able to walk unaided, and the doctor has told me I can fly again.

Love to all,
- Bill Stewart.

CHRISTMAS LETTER FROM JADE NORSTROM

"Following Graduation from Embry-Riddle, I received my golden opportunity which I had always worked for - a pilot slot with the Air Force via the Alaska National Guard. This past year, I received one slot out of 75. Even before the defense cuts, an Air Guard slot was extremely competitive. In November, I finished flight screening at Hondo, Texas. The next step is officer training. I get commissioned as a Second Lieutenant on February 11th, 1993. Then I go to pilot training at Columbus AFB, Mississippi."

- Jade Norstrom.

Note: Jade attended a youth

soaring camp at Black Forest when he was 15 years old. He joined the



Jade Norstrom at Eielson AFB, Alaska, in front of an AK ANG KC-135E.

club, got his license, and upon graduation from high school, went to Embry-Riddle Aviation College in Prescott, Arizona. He always knew he wanted to be an Air Force pilot. For him, soaring was the way to start working toward his goal.
- Phyllis Wells.

COMING EVENTS

- Jan 2, 9 AM - BFSS Board meeting.
- Jan 9, 9 AM - Winch day.
- Jan 9, 4 PM - BFSS membership meeting, at the gliderport.
- Jan 23, 8 AM - Glider Pilot's Ground School, H/P. Colo Springs.
- Feb 6, 9 AM - BFSS Board meeting.
- Feb 13, 4 PM - BFSS Membership meeting at the gliderport.
- Mar 6, 9 AM - BFSS Board meeting.
- Mar 13, 4 PM - BFSS membership meeting at the gliderport.
- May 29-31 - BFSS Buena Vista Camp.
- 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 18-19 - BFSS Wave Camp at Westcliffe.

Date TBD (probably in June) - Friendship Meet w/ High flights.

MEMBER ACCOMPLISHMENTS

On December 17th, Vince Van Vorst and Dave Hagood took the Glider Pilot's Written exam. Good luck, guys.

"THANK YOU" DEPARTMENT

- Dave Hagood - snow removal, 11/21 & 28.
- Mark Palmer - snow removal, 11/28.
- Alice Palmer - snow removal, 11/28.
- Ray Kile - snow removal, 12/6.
- Robert Barnabee - snow removal, 12/6.
- Lloyd Fisher - Line crew, 12/6.
- Dan Marotta - Snow removal, 12/6.
- Tom Eggers - BFSS phone, 12/9.
- Ken & Mid Kolstad - BFSS phone, 12/15.
- Phyllis Wells & Dick Seaman - BFSS phone, 12/16.
- Phyllis Wells - cleaning, 12/16.
- Pete Urschel - Snow removal, 12/18.
- Robert Barnabee - Line crew, 12/19.
- Tom Eggers - flight desk, 12/19.
- John Campbell - Winch instruction, 12/19.
- Phyllis Wells - BFSS phone, 12/22.
- Tom Eggers - CAP Orientation, 12/22.
- Bob Nichols, CAP Orientation, 12/22.
- Bob Simon - BFSS phone, 12/23.

BLOCK-TIME SPECIAL! TEN PERCENT DISCOUNT!

During the month of January 1993, you can pay \$250.00 and receive credit for \$275.00 toward future flight charges. This credit is good for any time - it does not expire! This is a great way to save some money on flying expenses for the coming year. See Jim Slovick or David Plunkett at the gliderport before the end of January,

1993 to sign up.

1993 SOARING CALENDARS

Don't forget that Soar Black Forest still has a supply of 1993 Soaring Calendars available. Be sure and get your copy soon!

CHANGES TO FAI SPORTING CODE

The FAI Sporting Code has been extensively revised, effective October 1, 1992. There are some changes that effect "the way we've always done it".

There is a new definition of "Free Distance" which refers to a multiple turnpoint course. This change in terminology may confuse some pilots who remember in years gone by, "Free Distance" was what we now call "Straight Distance".

When using an optional three-turnpoint course, the turnpoints must be at least ten kilometers apart from each other. A tolerance of ten KM between the declared departure point and the declared finish point is now allowed for the purpose of a valid out-and-return or triangular course. The actual distance flown must meet the requirements for the badge leg claimed.

There is no longer a provision for using a hand-held camera. The camera must now be mounted in the cockpit, and a random mark made on the canopy.

There is a new requirement that the release from tow height not exceed 3,281 feet for duration badge flights. In the past, there was no maximum release height for duration flights.

National records, as well as world records, must now be submitted to the Aero Club of the pilot within three months of the attempt.

There is an additional option now for Silver Distance flights other than the straight out, or remote start/finish courses. A pilot may use any 50 KM (or longer) leg of a pre-declared course. The height loss requirement is over the entire course

flown.

Additional categories for National and World speed courses have been established, and there is now a 2000 KM diploma.

The "1992 FAI Rules and Procedures" is available from the SSA on request. If you have any questions regarding badges or records, get your answer quickly by calling Arleen Coleson (303) 364-8121.

THOUGHTS FROM A TRANSITIONING POWER PILOT

BACKGROUND: I've been an airplane nut forever, and I grew up, as did so many, building and flying model airplanes. I got started out with control-line models, got involved with free-flight and indoor scale, and eventually graduated to radio control, primarily sailplanes (an omen!). One of my best friends in high school was a private pilot, and had been after me to take flying lessons. I called him up one summer evening to see if he wanted to go fly models with me, and he suggested that I instead call the airport and schedule a flying lesson. That's what I did, and the next thing I knew, I had Commercial and Instrument Flight Instructor Certificates! Upon arriving in Colorado in 1981 (I'm a transplanted Hoosier) I took a few hours of aerobatic instruction and then did my multi-engine rating. Then, in 1983, I started construction of the biggest model in my life, a full-size Long-EZ. The Long took all of my time and money, so my flying tapered off. Went to nil, actually. Well, as it turns out, "Long" was a very good name for my project, and I decided that I had to start flying again. I wanted to do something new, earn a new rating, something other than hours of "touch and goes" in a 152. Just by happenstance (or not... "Nothing By Chance" by Richard Bach...read it!) I went for a glider ride about this time, and that solved my dilemma. I checked out two local glider operations, picked one, and started lessons the next

week, working toward my Commercial Glider Certificate.

THE FLYING: Even with a fairly strong flying background, enough time had gone by that I felt as if I was starting from scratch. Without a doubt, the hardest thing for me to learn was the aero tow. Even if you fly a one-dot ILS to minimums, at night, in ice, I think you'll find your first few tows humbling. No other flying I've done has required such intense, prolonged concentration! As for the soaring itself? Calm. Relaxing. Serene. Bird-like. Ha! Don't you believe it! I find it completely absorbing and demanding, requiring more thinking ahead even than instrument flying. But the rewards earned justify the effort! You will think about it for days after the first time you release at 2000 feet AGL and climb to 5500 feet AGL using just stick, rudder and your own skill and knowledge.

It took me about 20 flights to solo, and after that, I did the requisite 20 solo flights interspersed with an occasional dual "progress check". Then I did another 18 or so dual flights in preparation for the check ride. Most of these flights were spent learning to fly from the back seat of the 2-33, concentrating on precision flying and emergency procedures. Definitely time well spent! The check ride was absolutely straight-forward and honest, right out of the Practical Test Standards, with heavy emphasis on safety-related items. I thought it was completely appropriate for a Commercial Pilot Test. Know the FARs, know some basic aerodynamics and airmanship, and fly the airplane safely. You'll have no problem with a check ride!

RANDOM THOUGHTS: After seeing article after article about the high-tech glass cross-country mosheens, I was, of course, crushed to find out that I would be learning to fly in a (aaack!) Schweizer 2-33. How wrong I was! I have come to respect it highly, and believe it will fly better than I can fly it for a long time to come. Modern! Perhaps not. Effective?

Absolutely!

I was blessed in that the two instructors with whom I did most of my flying were both a joy to fly with. We worked hard, but we definitely had fun, too. thanks, Phyllis and Caesar!

Previous power experience was a definite advantage. A few hours in a Cessna 152, spent in the landing pattern, would probably help a student with no previous flying experience learn judgement in the landing pattern. It would allow the student to more safely see approaches that are both too high and too low.

LAST RANDOM THOUGHT: If you're thinking about learning to fly gliders, but aren't committed yet, do it! It's hard work, but oh! so satisfying and rewarding! -Lloyd Fisher.

CHECK THOSE ELECTRICAL SYSTEMS

The following article magically appeared in the "AIRWORTHY" box at the gliderport.

"At the airport used by the Illini Glider Club this weekend, we had a minor problem, but one that could have been much worse.

One of our members had rolled a 1-26 out to the line to prepare for takeoff, and I was playing "lineboy". When he was ready, I knelt in front of the glider to connect the rope. As I stood back up, and as he was closing the canopy, some smoke started rising from behind the instrument panel. I instructed him to turn off the master switch, we disconnected the rope and shut down the launch. Carl (the pilot) then hopped out and disconnected the battery.

Upon investigation, it was found that the battery cable, while running up behind the panel, was running over the cable that is connected to the tow release. This metal cable had, in untold hundreds of operations, worn through the battery cable, and the operation of connecting the rope was the final cut that was required to have a short. The worse part was that

this abrasion happened on the cable even before the cable got to the master switch and the fuse. So turning off the switch did nothing, and it was unplugging the battery that stopped the fire. Carl reports that when he unplugged it, the entire length of the battery cable was too hot to touch, but the actual burning of the insulation had only occurred at the point of contact. There was a lot more insulation that could have burned, generating a lot more smoke.

There are several issues that this brings to mind:

1. The fuse should have been much closer to the battery. As it was set up, there was about eight feet of battery cable between the battery and the fuse, with the extra length coiled into a loop. Since this length is where the problem occurred, the fuse was basically useless.

2. The cable should have been restrained so that it touched no moving parts, and it should NEVER have been hung where it was pressed against the bare metal release cable.



3. Had the fire occurred upon release instead of hooking up, with the details of the fire making the fuse and the master switch useless for stopping the problem, the pilot would have had a serious problem. The battery is in a location that cannot be reached during flight, behind the pilot's seat in the space where the wing spars come together, and there was a lot of insulation that could have still burned, causing blinding smoke.

4. Although this pales compared to the safety issues, had the fire occurred in flight, there is a NTSB reporting headache.

So, these things in mind, the next time you go up flying, give a little bit of time on your preflight to look "behind" the pan-

el, and make sure that you don't have such a problem in the making. This problem should never have occurred, and a few minutes tracing wires to insure that it doesn't happen to you is time well spent.

AFTERMATH: That evening, we went in and repaired the wire, using small lengths of safety wire to tie the battery cable up out of the way of other parts. In the next few weeks, I will be looking at the electrical systems of all of our gliders to make sure they don't have a problem waiting to happen.
- Raymond L. Swartz, Jr.

GLIDER PILOTS' GROUND SCHOOL

Everyone is reminded that High Flights Soaring Club (Meadowlake Airport) is sponsoring a Glider Pilots' Ground School. Instruction will begin at 8 AM on Saturday, January 23, 1993 at the Hewlett-Packard Conference Room, 1900 Garden of the Gods Road in Colorado Springs.

This is a special, unscheduled course, put on by the Seymours, and is similar to the one they present at the SSA Annual Meetings.

The course will cover material in the Private Glider Test, Commercial Test, and will include some material from the CFIG test. The cost is \$125.00 for the Private Glider portion, and \$150.00 for all three - however, there is a 10%

discount if paid prior to January 12th. Currently-rated CFIG's will be admitted free.

If you plan to "upgrade" your rating in the future, the passed exam results are good for two years from the date of the exam. So, take the course of your choice on January 23d, take the written test as soon as possible, then complete the flight requirements at your leisure during the following 24 months.

EVERYONE is MOST WELCOME to attend. Registration information and checks should be sent to Lew Neyland, 2006 McArthur Ave, Colorado Springs, CO 80909. For information, call him at (719) 632-1202

SEASON'S GREETINGS

My heartfelt thanks to all of you who have contributed articles and information for publication in "AIRWORTHY" in 1992. Without your help, it would not be

nearly as interesting a newsletter.

My best wishes to all of you for a happy and prosperous New

Year. Keep the good stuff coming, and I'll do my best to put it into a timely and interesting publication.

- Bob Simon, "Ye Olde Editor".



TO: LEW NEYLAND, 2006 McArthur Ave, Colorado Springs, CO 80909 632-1202

Here's my registration and check for the GPGS course scheduled from 0800 to about 2000 hrs 23 January 1993 at the Hewlett-packard conference room, 1900 Garden of the Gods Road, Colorado Springs, CO.

Name: _____

Address & Phone: _____

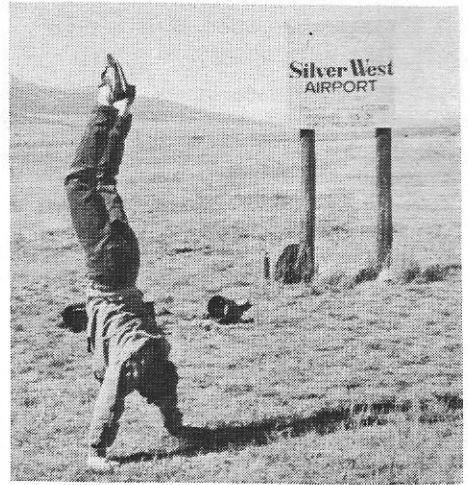
- Private glider \$112.50 (\$125 if not paid by 12 Jan 93.)
- Private, commercial AND CFIG Glider \$135 (\$150 if not paid by 12/02/93.)
- Family member. 50% of full rate for second and subsequent family members attending the same class.
- I have a CFIG rating and wish to attend.

\$ _____ Attached.

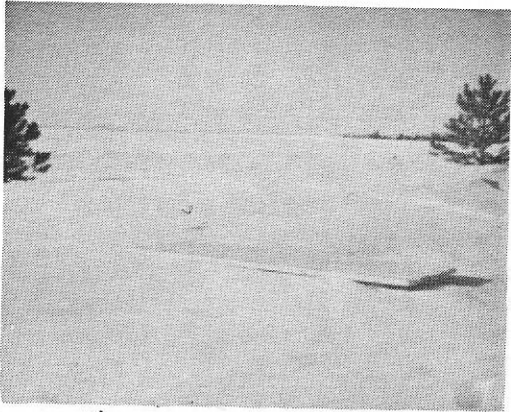
WE'VE HAD A GREAT YEAR!



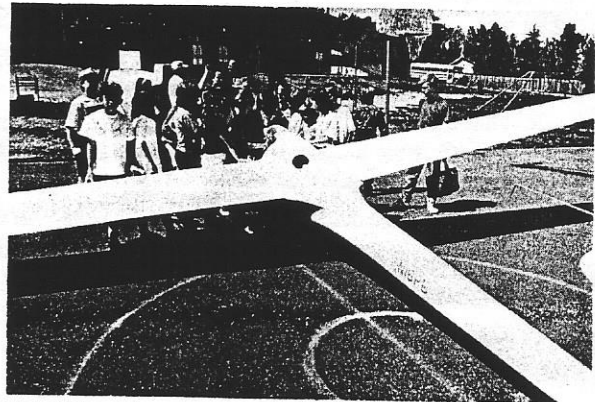
We get to play with a Krosno glider!



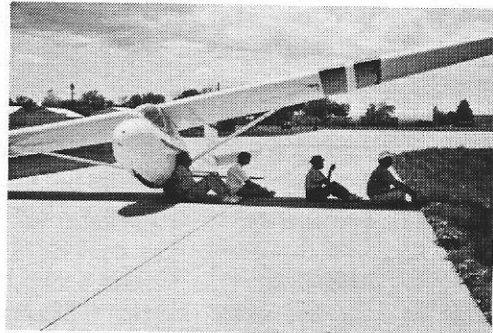
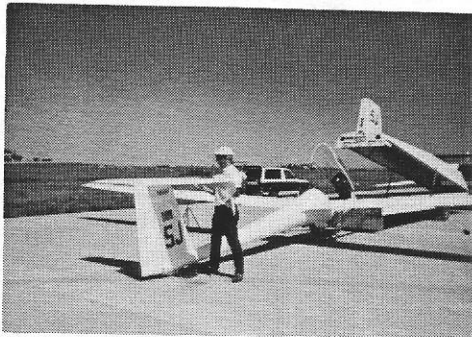
Flying was great at Westcliffe!



The snow came early and stayed late!



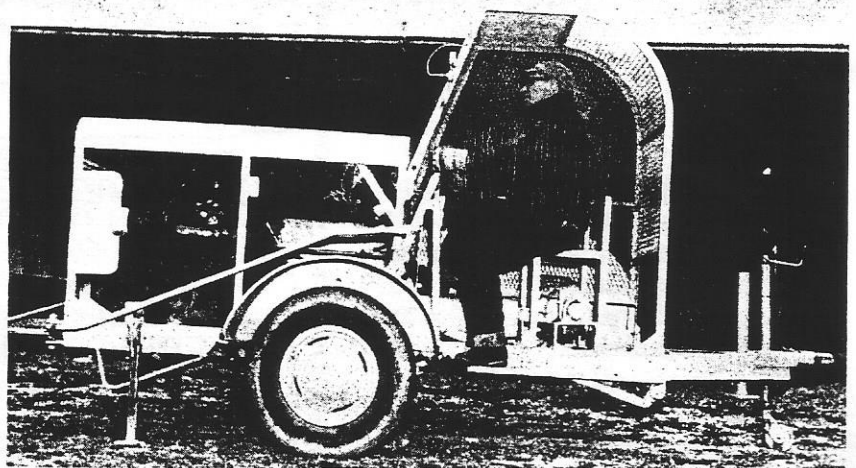
Palmer Lake Elementary students learn about soaring.



Limon Cross-country camp was a huge success.



Kym Ceres won the "Sky Ghost" Scholarship at the WSPA seminar.



We now have a winch up and running!

AIRWORTHY

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 :

Editor, AIRWORTHY
Black Forest Soaring Society
24566 David C. Johnson Loop
Elbert, CO 80106

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DIRECTOR-AT-LARGE	Dave Hagood	(303) 794-6814	(303) 977-9651
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.

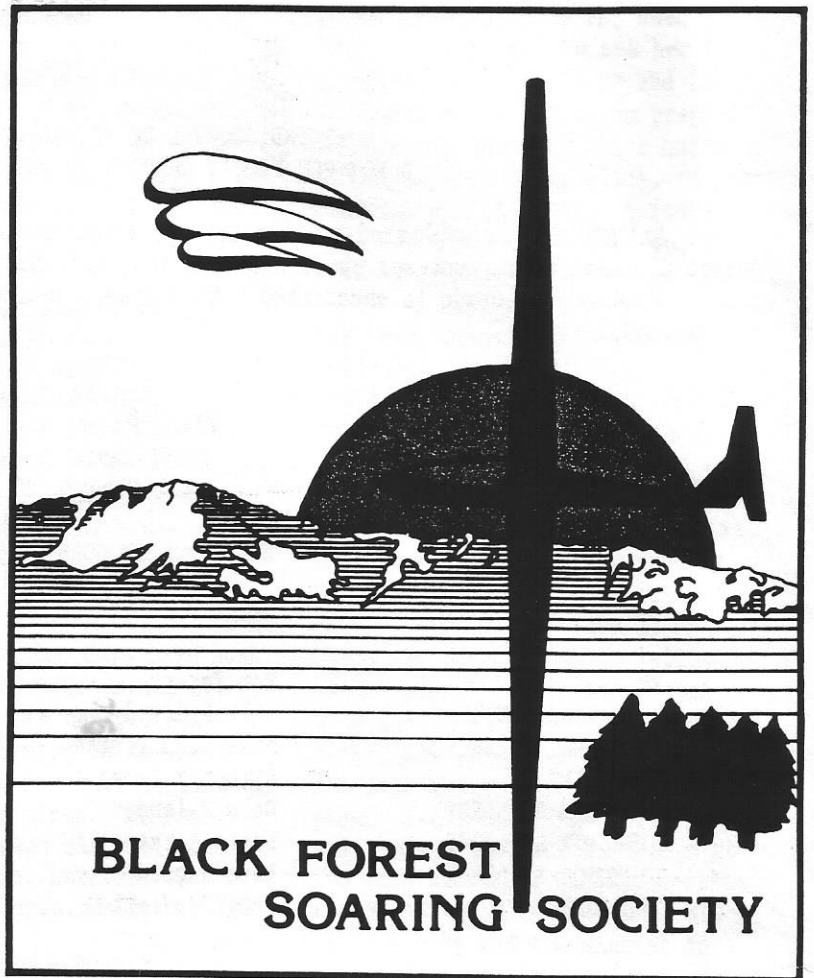
OPERATIONS MANAGER: DAVID PLUNKETT PHONE: (303) 648-3623 or (719) 593-8423 (H)
BUSINESS MANAGER: JIM SLOVICK PHONE: (303) 648-3623 or (303) 797-3535 (H)

BUSINESS HOURS: OPEN THURSDAY THROUGH MONDAY
8:00 AM - 5:00 PM
SOARING BULLETIN BOARD: 1-(303)-799-1240 BFGUEST

AIRWORTHY

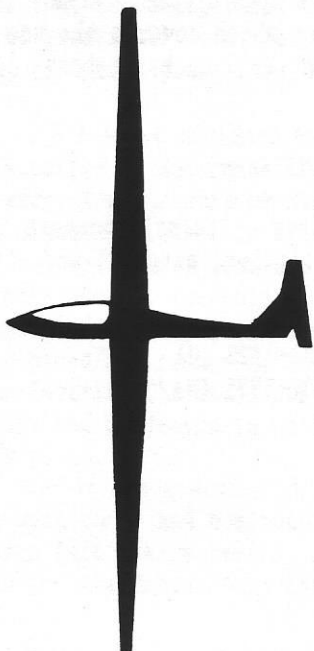
News, Views, and Important Information
For Soaring Pilots Affiliated With

BLACK FOREST SOARING SOCIETY
SOAR BLACK FOREST
BLACK FOREST GLIDER PARK



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

HAPPY NEW YEAR



/ / 1120
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PEYTON, CO 80831