



AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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**REMEMBER!
 BFSS MONTHLY MEMBERSHIP MEETING**

SATURDAY, JANUARY 13TH, 1995 , 5PM, GLIDERPORT

COMING EVENTS

<u>DATE & TIME</u>	<u>PLACE</u>	<u>AGENDA</u>
Jan. 9th, 7 PM	Village Inn, Monument	BFSS Board Meeting
Jan. 13th, 1996	Black Forest Gliderport	Winch Day!
Jan. 13th, 5 PM	Black Forest Gliderport	General Membership Meeting
Jan. 20th-21st	Monument, CO	CFI-G Revalidation Seminar
Jan. 27th, 1996	Black Forest Gliderport	Winch Day!
Feb. 6th, 7 PM	Village Inn, Monument	BFSS Board Meeting
Feb. 10th, 5 PM	Black Forest Gliderport	General Membership Meeting
Feb. 17th, 1996	Black Forest Gliderport	Winch Day!
June 29-July 7	Parawan, Utah	First Annual Soaring Camp See Walt Lafford for details
Sep. 13-15, 1996	Creede, CO	BFSS Soaring Camp

INSIDE

COMING EVENTS	1
MEMBERSHIP MINUTES	1
FOR SALE	2
MEMBERSHIP UPDATE	2
CFI SEMINAR WITH TOM KNAUF	2
LETTERS	3
MEMBER ACCOMPLISHMENTS	3
FLYING SAFETY	4
KELLY AIR PARK OPERATING PROCEDURES	4
BFSS INFORMATION	7

BFSS BOARD MEETING

Following are the minutes from the Black Forest Soaring Society Board Meeting on December 5th 195 at the Village Inn, Monument.

The minutes opened at 7pm. Present at the meeting were: H. Arnold, J. Goodlette, T. Eggers, H. Schaumberg, Tim Wood, and Dan Marotta.

Minutes for the combined Board meeting of 11-11-95 of BFSS were approved.

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

Cash Balance	\$5,338
Bank Loan Liability	\$44,829
Total Liabilities	\$58,524
Equity	\$37,746

Cash inflows in November were slightly more than outflows, because cash from dues in November was above average. Year-to-date net cash flow was below budget,

primarily due to the \$7,000 cash outflow for common area expense (runway pavement). A further payment of \$4,000 is due on January 31st, and it is now expected that this can be paid for from BFSS cash without resorting to borrowing. A budget for 1996 will be presented to the Board at the January meeting.

SECRETARY'S REPORT. Correspondence received was reviewed. Mark Palmer reported on matters discussed with Mr. Kelly and Mr. Ehlinger, (the Four-Person Liaison Committee), relating to field operations and procedures. Topics covered were: field procedures, violations and sanctions, radio frequency use, signs at the field, the first 1996 fly-in, and the Soaring Magazine ad for Kelly Air Park. Members will be informed about changes in field procedures upon receipt of a written report from Mr. Kelly. BFSS will be the UNICOM operator at Kelly Air park when we are open, for a six month trial period.

Correspondence and issues raised by the Safety Coordinator were presented and discussed. These related to UNICOM issues, the position of Chief Flying Instructor, a long range plan for BFSS, and soft runway shoulders following recent paving.

THE CHRISTMAS PARTY. Plans for the 1995 Christmas party was discussed.

AWARDS. It was agreed that awards would be presented to the following BFSS members at the Christmas Party for achievements and services to the Society in 1995:

Bob Lees: For outstanding services to BFSS in 1995. It was also agreed that Bob would be awarded a full course of winch tow instruction, and be given a letter of thanks from the Board.

Jim Schwerin

For the highest flight in 1995 (36K).

Dave Leonard

For the longest distance flight in 1995 (471m.).

Walt Lafford and Dan Marotta

For innovating soaring in 1995.

Dave Leonard

For the longest timed flight in 1995 (7hrs.).

Dan Marotta

For the greatest number of flights in 1995 (61).

Nathan Schaumberg: Student of the year.

Walt Lafford: Volunteer of the year.

Airworthy. Walt Weaver will become the new Editor of Airworthy as of January, 1996. It was agreed that a letter of sincere thanks would be sent to Bob Simon for

FOR SALE

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.

his excellent efforts as Editor over the past five years.

Other Business.

- Lettering on the BFSS hangers has been painted out (radio frequency).

- The idea of a bond issue to cover the \$4,000 runway maintenance payment, due in January, 1996, has been dropped. **Instead, members will be asked to pay dues in advance to the extent that they can.**

- New field rules will be discussed at the January meeting.

- Marsha has resigned and a replacement is urgently needed. Walt Lafford and Marsha will interview candidates.

- A reply from Dave Allen has been received in response to a letter from BFSS in November, seeking a friendlier relationship.

- The Board Agreed that the President would discuss with the Safety Coordinator an update of the job description for this very important position.

- The need for a second tow plane was discussed, so that there would not be frustrating line-ups for take off as was a common experience in 1995. Dan Marotta will have discussions with an individual who has expressed interest in renting his Super-Cub to BFSS.

- The Board agreed that John Goodlette should advertise for new members in the Denver press. New members would be offered a waiving of initiation fees in return for agreeing to stay in BFSS for at least 12 months. Up to 25 new members would be accepted on this basis.

Two members have resigned since the last meeting.

- The Board agreed on a new fee structure for winch tows: For members, 5 launches for \$20, then \$7 each launch thereafter. Non-members to pay regular fees.

There being no further business the meeting was adjourned.

CFI REVALIDATION SEMINAR

There will be a CFI-G revalidation seminar on Jan. 20-21 at the Falcon Inn Resort, Monument, CO. Times will be 8-6 both days. Cost is \$125. Special glider-only material will be presented. For more information please call Wally Miller at (719) 488-8142.

BULL SESSION WITH TOM KNAUF!

If you would like to meet with Tom Knauf, The Soaring Society of Boulder is hoping to have him present at their monthly meeting on January 8th, 8pm, at NCAR in Boulder. It'll be held in the main seminar room.

Please call John Campbell at 303-860-0485 for more information.

LETTER FROM BEN KELLY

Dear Kelly Air Park Homeowner:

Greetings and all good wishes for the Holiday Season and the New Year. Although the Air Park newsletter "Flight Lines" will soon be coming out and will have news of the Air Park, I wanted to also convey my good wishes to you and to report on the new runway in this letter.

As you know we voted at our last general membership meeting in May to widen the runway and to overlay the existing runway with an additional 1 1/2 inches of paving in order to preserve it for the longest life. This work was done early in November and is now complete. It took the paving company longer than expected because of some bad weather and because there were some areas of the old paving that broke up under the weight of the trucks (85000 pounds) and had to be replaced, but we now have a beautiful 36-foot wide runway with "KELLY AIR PARK 123.05" painted down the middle of it in 20-foot high letters. This is 50% more width than what we had before and is much larger appearing and adds a big safety factor when landing or taking off. The shoulders in some places will require quite a bit of work next spring when we can again refill the soil to the edges and replant grass and get it all back smooth all the way down both sides.

In addition to the runway itself, I had a strip of pavement 20 feet wide run across both ends that reaches

from taxiway to taxiway - or about 330 feet across both ends of the runway by 20 feet wide. It provides a good run up area when coming to the runway from either side at both ends of the field and provides a much improved area to stage gliders. Our runway system now in place will be good for many years.

Again, my very best wishes for the Holiday Season and I hope that all of you will be able to try out the new runway soon.

Sincerely,
Ben Kelly

MEMBER ACCOMPLISHMENTS

HEY! Who's doin' what around here? If you've added a badge to your soaring repertoire, soloed, or even fixed the clutch in Mobile 2, let me know! I'll put it Airworthy so you can become famous!

--The Editor

THERMAL INDICATORS

This story was taken from the rec.aviation.soaring newsgroup on the internet...

"Soaring birds are very reliable indicators and most soaring pilots watch carefully for them. Given a thermalling bird and a thermalling glider in two nearby thermals, I'll head for the bird first."

They told me that as I took my first flights in the venerable club K8.

So I looked for birds and saw some seagulls circling. Proud that I could use my knowledge to be one with the air, I flew over to join them. Only to find that the little bastards were walking in circles on the ground.

This is absolutely true.

Morals:

- 1) Don't trust "them" in everything "they" say.
- 2) Don't trust seagulls, ever.
- 3) Remember that flying birds will probably have their wings spread.

JANUARY SAFETY COLUMN

On 12/7/95, the FAA informed me that the 60-day noise abatement test, which had begun on 10/6/95 and which routed northbound IFR traffic from Colorado Springs to Denver directly overhead Kelly Air Park, had been extended through 2/6/96.

As a result, I met again with the FAA on 12/20/95. It seems that the test has succeeded in reducing noise complaints; therefore there is a strong likelihood that this routing may become permanent. Nevertheless, the

FAA continues to be receptive to my representations that this situation damages our soaring operations and, ultimately, adversely impacts the value of the BFSS's investment in, and of glider pilots' property at, Kelly Air Park. I am continuing to press for a solution which would move the IFR traffic toward the east.

Currently, the 10,000 ft. MSL portion of this traffic comprises only some 3 - 5 aircraft on an average day. In practice, this means that the density is no worse than one might expect on a random, VFR basis. Therefore it should be reasonably safe to tow or climb to 10,500 ft. MSL directly over the field - but no higher. As an alternative, the FAA might be willing to consider re-routing this traffic to the V-81 Airway, approximately 6 NM west of Kelly. It is not entirely clear whether this would bring us any significant advantage, since the traffic consists of piston/propeller airplanes such as Cessna 172s, which are not likely to operate above 11,000 ft. MSL on hot summer days; in other words, they will be pretty much at the same altitude at which we presently have them over Kelly.

Remember: "Each Federal airway includes the airspace within parallel boundary lines 4 miles each side of the center line." (FAR §71.75(a)). Therefore traffic on V-81 could be found as close as 2 NM from Kelly...

The challenge, unless and until the traffic overhead can be moved, is to devise procedures which will enable us to safely climb to altitudes over, or in the vicinity of, Kelly which will allow us to proceed to the foothills or on other cross-country flights.

I need inputs on this - particularly from the cross-country pilots - as soon as possible.

* * *

On several occasions, I have found hazardous debris - such as steel bolts, nails, sharp plastic and sheet-metal fragments etc. - on hangar floors, on the ground in front of the hangars and on the taxi-ways. This kind of stuff can damage aircraft tires. Damaged tires cost us all downtime and money.

There is an adequate number of trash containers throughout the area and in the office building.. Please make sure to pick up all trash - not only your own, and not only that which is obviously hazardous - whenever you see it anywhere around the area or, for that matter, in the office building and put it in a trash bin.. Above all: Always put away your own trash immediately. We have no janitors.

Joe Baer - BFSS Safety Coordinator

KELLY AIR PARK INFORMATION AND OPERATING PROCEDURES OCTOBER 30, 1995

Kelly Air Park is a private residential aviation airpark subdivision. The use of the common areas of the runways and taxiways is shared by the lot owners and their guests, the soaring operations, and visitors to the Air Park. Fuel or services are not available on Kelly Air Park. The use of the field is at your own risk.

The airport elevation is 7050 feet MSL. Use caution for high density altitude conditions.

Two way radio communication is encouraged. Field advisories are on Unicom frequency 123.05 Mhz. At all times, you are encouraged to monitor 123.05 Mhz as a common traffic advisory frequency and announce your intentions on that frequency.

Use caution for power lines crossing the north field boundary and a fence and road at the south field boundary. Use caution for soaring operations which are normally more extensive on weekends.

AIR PARK OPERATING PROCEDURES

1. Gliders have the right of way in the air when in converging flight with powered aircraft. Staging or recovering gliders do not have the right of way in ground handling.

2. Operation of private, ground-based vehicles on the airport common areas is PROHIBITED without the prior coordination and approval of Ben Kelly. THIS RULE MUST BE STRICTLY COMPLIED WITH.

3. Operations on private lots are prohibited without the lot owner's approval.

4. Common area access by road or taxiway will be adequately blocked by gate, fence, or chain and is the responsibility of the lot owner.

5. Glider staging for takeoff will be via the west taxiway. No aircraft or ground tow vehicle will block a taxiway, runway, or intersection from normal traffic flow, except as noted in 14. Gliders will stage for takeoff clear of the runway and will not occupy the runway until their towplane is on downwind or departing the tie-down area towards the tow position.

6. Soaring support vehicle operations will be kept to the ABSOLUTE MINIMUM. NO TRIPS NOT IN DIRECT SUPPORT OF A GLIDER FLIGHT WILL BE MADE BY THESE VEHICLES. The preferred method of glider movement is by hand. All support vehicles will stay off grass and seeded areas as much as practicable, and give way to aircraft, either in the air or on the ground. Do not drive on wet grass.

7. All aircraft are encouraged to use the direction of tow for departures and arrivals. The direction of tow does not, however, restrict the direction of powered aircraft departures or landing. Because of restricted visibility from the ends of the runway, use caution and announce intentions on Unicom frequency 123.05 Mhz.

8. Ground launching of gliders is permitted provided no hazard exists to persons or property, and there is prior coordination with Ben Kelly or his designated representative. Intentions shall be announced on Unicom frequency 123.05 Mhz. Ground launch activities shall cease and the runway cleared to allow aircraft to land or takeoff.

9. Towplanes shall announce takeoff and turn east after takeoff unless strong winds dictate otherwise for safety. All aircraft shall announce takeoff on 123.05 Mhz. All towplanes used by the soaring operation shall be equal to or better than the PA-18-180 Super Cub in terms of noise and performance.

10. An advisory call to Kelly Air Park on Unicom frequency 123.05 Mhz shall be made when approaching the airport. Also call pattern entry, base, and final, if able.

11. Recommended powered aircraft traffic patterns are 45 degree downwind entries east of runway 17/35 or south of 8/26. Motor gliders will use the powered aircraft traffic pattern if engine is running and glider pattern if engine is not running. Powered aircraft pattern entry altitude is 7800 feet MSL. All towplanes shall fly this pattern at this standard altitude and make a normal base leg and final to landing the same as any other powered aircraft.

12. Glider traffic patterns are normally 45 degree entries to downwind west of runway 17/35 or north of 8/26. Glider traffic pattern entry altitude is 8000 feet MSL (1000 feet AGL). Gliders shall remain west of runway 17/35 when below 8500 feet MSL (1500 feet AGL).

13. Aircraft can use any portion of the common area for landing or takeoff at the pilot's discretion.

14. Gliders and towplanes must use the west taxiway to proceed to takeoff position and cross from taxiway to runway at either end or at crossover points provided. Do not stage ahead of aircraft in takeoff position

OR ANY LANDING AIRCRAFT. Gliders awaiting launch will be staged between west A & B or D & E crossovers. At any other positions on the taxiway, gliders must clear to allow taxiing aircraft to pass.

15. No aircraft shall park in the grass areas between the runway and taxiway as this is an alternate landing area.

In order to achieve the safest possible operations, each lot owner shall brief their guests, and the soaring operation shall brief their membership and guests on these procedures.

These rules were revised on October 30, 1995. They are effective until further notice of revision.

The review committee members were:

Mark Palmer
Walt Lafford
Bob Ehlinger
Ben Kelly

VIOLATIONS

Violations are:

1. Any infraction of the published Field Rules and Procedures.
2. Any unsafe action which affects flight safety or endangers people or property on the ground.
3. Any action - whether specifically identified in the Field Rules or not - determined to be a violation by the court appointed committee.

Violation categories.

1. Minor. 2. Serious. 3. Very Serious. 4. Extreme.

SANCTIONS

Sanctions are that action taken against, or penalty imposed on, anyone who is a violator per the above definitions and shall vary according to the seriousness of the violation..

1. Monetary fine.
2. Suspension of the right to use the common area.
3. Penalties shall double each time there is a violation of the same category by someone from the same lot in a 12 month period.

or both fine and suspension.

Category 2 (Serious) Up to \$100.00 fine or 2 week suspension or both fine and suspension.

Category 3. (Very Serious) Up to \$250.00 fine or 30-day suspension or both fine and suspension.

Category 4. (Extreme) Up to \$500.00 fine or 60 day suspension or both fine and suspension.

Any damage to common area will be a sanction from above, the category of violation to be determined by the committee, plus a dollar amount to cover the repair of damage.

A committee of four comprised of: (1) Two representatives of BFSS; (2) A designated representative of the Homeowners Association; and (3) Mr. Kelly, shall determine if a violation has occurred and what the category is. In the event of an impasse Mr. Kelly shall select a fifth member of the committee who shall vote solely for the purpose of breaking the impasse.

All monetary fines shall go to the Kelly Air Park Homeowners Association treasury.

The present committee of four made up of Mark Palmer, Walt Lafford, Bob Ehlinger and Ben Kelly determined these violations and sanctions at our October 30, 1995 meeting. They shall apply equally to all lot owners on Kelly Air Park.

KELLY AIR PARK
FIELD RULES VIOLATION FORM

DATE OF REPORT

VIOLATOR'S NAME

SPECIFIC VIOLATION

AIRCRAFT INVOLVED
(If applicable)

DATE & TIME OF DAY OF VIOLATION

NAME OF PERSON MAKING REPORT

ADDITIONAL WITNESSES

SEND COMPLETED FORM TO ANY MEMBER OF THE
COMMITTEE:

Mark Palmer
Walt Lafford
Bob Ehlinger
Ben Kelly

HAPPY NEW YEAR!

FLY SAFE!

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 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

SOARING BULLETIN BOARD: 1-(303)-799-1240 BFGUEST

WORLD WIDE WEB HOME PAGE: <http://www.csn.org/~palmerma/index.html>