

Airworthy, January 2000

The official journal of the Black Forest Soaring Society,
a not for profit chapter of the Soaring Society of America
Deadline for submissions is the 25th of the month

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(will fill this in as I get more information . . . -Ed)

Calendar of Events:

January 12: Board Meeting

January 22: Membership Meeting---

Letter From Our BFSS President

I hope that everyone has enjoyed very merry holidays. And with the nice, round new year's designation, Black Forest Soaring Society has instigated a few changes of our own. First, some relatively minor actions --- we are replacing our insurance coverage for flight operations by the 2-33s, the 1-26 and the Pawnee with the Soaring Society of America's program from Costello Insurance. One very pleasant aspect of this change is an annual savings of about \$1,220 in the direct costs of our aircraft coverage.

Another somewhat routine change --- at least on initial approach --- involves the brakes on the Pawnee. Over several decades of

operation, the Piper PA-25-235 has had only two slightly different wheel and brake assemblies. On the morning of 18 December a leak of brake fluid was noticed coming from the right wheel. Simplicity of this chore ended almost immediately; numerous go-arounds rapidly followed. Subsequent inspection revealed distinct scoring of the disc from brake liners that had worn down so far that the rivets' heads were touching. The numbers for the parts (brake discs, liner pads, rivets and O-rings) were researched from catalogs for both the PA-25 and Cleveland brakes. Not difficult, just two possibilities, right? Right . . . just two possible wheel/brake assemblies. All we had to do was determine which one our Pawnee has, right? Sure --- uh huh --- oh yeah, no sweat . . . but, wrong, thank you for

playing! Turns out our Pawnee has both types. Apparently the result of some previous maintenance action hidden somewhere in the deep, dark recesses of our tow plane's combination Canadian and American pasts. And it also seems that the brake line on the right wheel has actually been leaking for quite a while due to some less than sterling work done in the past. Now, new discs and brake liners are installed; the brake lines and fluid levels are restored. With a bit more distinct preflight attention to the evolving conditions of our flying equipment, we can stay ahead of situations like this and preclude potentially extended AOG --- "aircraft on ground" --- obstacles to the flying.

So much for the gory details of what should have been a more routine preventive maintenance project. Now we can consider, in much simpler prose, a much more significant change. Kelly Air Park property owners and their family members are now "Associate Members" of the BFSS. We heartily welcome our neighbors joining with us in the joys of soaring. Nonvoting Associate Members can complete checkouts in club gliders and then fly just as Full Members now do. We believe this is the start of a great new chapter in the long history of our soaring club.

Sincerely,
Bruce R. Carter
President

→

**Board of Director's Meeting Minutes
11 November 1999
Stanford's Restaurant**

Meeting called to order at 6:53pm

Claudio Abreu, Hans Arnold, Bob Lees and Bill Gerblick in attendance.

Minutes from previous meeting read, discussed and approved.

Treasurers report given by Hans:

Things are looking better - club had positive income for the first time in 3 months.

Checking account has approximately \$1000 after bills were paid for the month. New loan was approved - Monthly payments dropped from \$1400 to \$1000 per month.

Bob will draft letter and send to Board members for comment concerning a first right of refusal to the Kelly HOA in the event we ever want to sell the BFSS lot at Kelly Airpark.

Bob inquired about renegotiating the lease with the Kelly HOA at their request. Bob will put together a small team to start addressing this for the club.

Blue Jay needs an Annual. We also need a bill from Doug Curry for work done on 966.

Bob will review our current insurance coverage looking for: Adequate coverage, duplicate coverage, over coverage.

Oxygen fills for Club ships shall be carried as a \$10 maintenance charge. Members who fill up the O2 in a Club ship need to note on the tow slip that a fill occurred (They will not be charged for this).

Suggested that we draft a letter to former Club members inviting them back. We are in better financial shape and the relationship with the Kelly HOA is great. Also suggested that we look into some sort of agreement with Peak Soaring that would be mutually beneficial.

Need to draft the letter to the Home Owners extending the "Associate Membership" with the details explained. Hans will start it and then route it around to the Board for comments.

A formal Motion needs to be made at the next meeting.

KAP HOA rules committee met and asked for our input on some proposed rule changes. Hans was following up on this.

Julie Benson has agreed to take over the Newsletter duties subject to certain demands. Bill agreed to these demands for the Board and we are most thankful that she has taken on this job, blackmail notwithstanding. ;-D

Meeting adjourned at 9:00pm. →

News and Gossip

The quality of this column is somewhat diminished, since winter finally set in during December, limiting Club activities.

First--this from **John Campbell**:

Hans says that, given how spotty the attendance can be this time of year, he has made a deal with the volunteer towpilots: If, by 11am on the day of their duty, they have not heard a confirmation that they will be needed for towing (to their home telephone number or on the message machine at the field), they will consider themselves excused.

Given an even spottier incidence of rides and lessons this time of year, we CFIs further announce that starting in December, our default will be we do NOT come out unless there is a request (as above-- home telephone number or message machine at field). This is the opposite default to the whole summer since Rob's leaving, during which it should be noted there were only three days on which a CFI/ride-pilot was not available at the field. (*Great job, and many thanks -Ed.*) Note: I check the messages remotely every Thursday evening, so speak up by then.

EQUIPMENT NOTES:

2-33 17H has departed to its new owner's homebase in South Dakota (and arrived safely after 7 hr of aero-towing behind a C-172 (185HP)). Congratulations to our patron **John Goodlette** on finally making the sale.

2-33 966 has been returned to service in Hangar 1, where it joins 840.

1-26 "BlueJay" is undergoing annual inspection at Doug Curry's hangar.

L-13 870 will be taken off lease by owner **Marty Walker** at the beginning of December. He plans to whisk it away to an A&P shop and return it to lease in improved condition the 1st of April.

Pawnee 76S has a new tailwheel thanks to **John Good** and Hans.

Other items . .

Hans Arnold returned from his Antarctic adventure, none the worse for wear.

The Annual BFSS Christmas Party was a success, with 24 people in attendance at Chez Julie. Photos are included in this issue of Airworthy.

Clay Thomas begged out on New Year's Day Winch launching (organized by Dan Marotta), saying he was committed to do something called Ice Flying. Clay suggested the curious take a look at www.iceflyer.com. Scroll down to "pictures and info" and click on "Flight test" That's Clay with the red helmet. For the web-inhibited, Ice Fliers are apparently a sort of ice sled that you can connect to your windsurfing sail and go tripping across frozen lakes at high rates of speed.

A small group of people went to Kelly to help **Marty Walker** put the Blanik on the trailer for its winter rehab. Clay reports that they got out to Kelly at 11:00 am on December 19. A cold front blew in and dropped the temperature 20 degrees in 10 minutes (*neat! -Ed*). Tom, Karen, Marty and I loaded the Blanik on the trailer with little trouble. Tom pulled out his Zagi electric flying wing and gave a five minute airshow. He then grabbed his 11 ounce hand launch glider and proceeded to slope soar the hanger and clubhouse. It was quite an impressive display of airmanship. Gave a whole new meaning to the phrase "Hangar flying". Apparently Marty's job has moved him to the East Coast, but he plans to keep the Blanik here on leaseback →

What do you want to do this Summer?

Well folks, it is that time of year. Time to think of what type of soaring/camp activities we would like to see the BFSS sponsor.

What do you want to do?

I've just been going through the SSA calendar and John has a number of activities at Peak Soaring. There are several contests in July. But the question still remains, what does the club want to do?

Do we have enough folks at the proper stage for a Silver Badge camp? How about a Gold/Diamond distance weekend? Do we want a couple of mountain camps? (Where and when?) Westcliffe, Salidia, Durango, Taos, somewhere else?

Should we do a road trip and visit Walt and Cathy in Bozeman? After all he claims the ridge soaring is great up there. Besides we all need to get a couple of flights in his Russia to see if that would be a good ship for the club to buy. :)

How about a couple standard cross country tasks from BFSS to test ourselves against over the summer? Maybe three, beginner, intermediate and expert? We need something to use to award the "Soaring Free" Trophy. BTW, who has it right now?

Anyone interested in the "Downhill Dash"? What do we need to do to get our "braggin' board" going again?

How about some winch days/weekends over the next few months? With all the construction on the airport, do we need to find another location to winch from? How about an award next year for the best flight (greatest distance?) off a winch launch?

Ideas needed.

--Dave Rolley



The BFSS Mailing List

Getting on the list is simple, BUT YOU MUST READ The following directions carefully.

To subscribe, send mail to LISTSERV@HOME.EASE.LSOFT.COM with the following command in the text (not the subject) of your message:

SUBSCRIBE BFSS

To send a message to all the members of the list, send the message to

BFSS@HOME.EASE.LSOFT.COM

(NOT to LISYSERV!!!!)

Put anything in the subject header you want, and type your message in the body of the text.

To leave the list, send an email again to LISTSERV@HOME.EASE.LSOFT.COM with the following command in the text of the message:

UNSUBSCRIBE BFSS

See you on the Web!



BFSS 1999 Holiday Party!

December 18, 1999

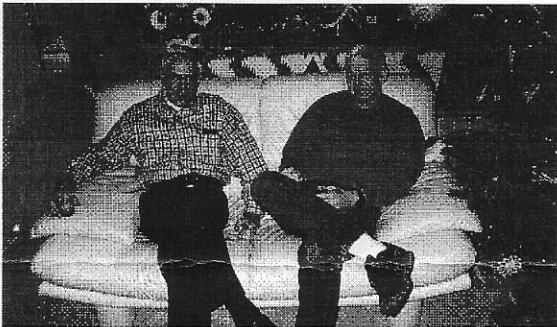
Photos by Julie
(with the use of Dave's digital camera)



Bill reliving summer's adventures with
Lorry, Mark and Alice



Cheers!



Dan and Claudio taking a break



There I was...



John Campbell being a social butterfly
with Bruce and the Rolleys (by the way,
Charlie Rolley will henceforth be known
as Dave--must be a college freshman
thing)



Onyx, the devil dog, looking for snacks



John Campbell looking for someone in need of instruction



Tom and his Zagi, and an RC flying wing, too



Maria, Clay's far better half



Bill, steeling his nerves for the Hans kissing contest