

# AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

VOLUME VI , NUMBER 2

JUNE 1991

## CREWING

Jackie Payne is a very interesting lady. She is a pilot, author, and "professional" crew person. "Professional" is the correct adjective, for Jackie takes her duties seriously. She has had years of experience crewing for her husband, Jim Payne. Their soaring has taken them to almost every soaring site in the U.S. and several in Europe.

Those BFSS members who attended the May meeting were fortunate to learn about crewing from an expert. Jackie emphasized the seriousness of crewing, but with a sense of humor. When asked if she got paid for crewing, she pointed to her diamond earrings and said, "Yes, eventually I do."

Anyone who possesses two of the three basic requirements can be a good crew person, says Jackie. The requirements are: organization, adaptability, and a sense of humor. Crews most often

are family members or friends. Jackie knows one pilot who picked up a hitch-hiker on the way to a soaring contest. You guessed it - the hitch-hiker became his crew person!

If the crew members are to be useful, they need to be healthy, and stay healthy. This means eating sensibly, drinking sufficient water to avoid dehydration, wearing protective clothing to prevent sunburn, and sturdy shoes for tramping through stickers and rough terrain. For Jackie, coffee, tea and soft drinks are taboo while she is crewing.

CHECK LISTS are a must! The first check list is used when preparing to leave for the gliderport. Make sure you have everything needed for the pilot, glider and crew.

GLIDER ASSEMBLY is a critical time and requires absolute attention. The crew should not allow themselves to be distracted until the job is done. Water is the best cleaning agent to use on fiberglass and canopies. One chamber should be dedicated to cleaning the canopy. Jackie writes the word "canopy" in big letters on hers so there is no confusion. Water and vinegar and a sponge covered with nylon net work very well for cleaning bugs off leading edges. For those large wing surfaces, a squeegee and terry towel make the work go quickly.

ON THE LAUNCH LINE the second check list comes into use. Make sure the pilot has everything he will need during the flight. This includes sufficient water (at least two quarts), nourishing foods, and an elimination kit. One very important item for the check list - get the car keys from the pilot!

Now comes the good part. While your pilot is working his/her way around the course, you have some free time. You may choose to sit under a

shade tree and read, lounge around the pool (what pool?), or visit the local sites. Your only responsibility during this time is to monitor the radio.

When your pilot completes the course with a spectacular contest finish, you can welcome him with congratulations and a cold drink. But before you relax too much, at least clean the bugs off the glider before putting it away for the day.

If your pilot lands out, get out the THIRD check list. Make sure you have gas in the car, credit cards for more gas and phone calls, maps, (road and aeronautical), radio, tools, and of course, the glider trailer. Think of the retrieve as an adventure. You will need your sense of humor as you wander the desolate countryside looking for the pilot, drive over impassable terrain, and step in cow dung while you disassemble the glider.

Jim added that he always carries a hand-held radio when he leaves the glider. This he learned after watching Jackie drive right past him while he shouted and frantically waved his arms. He also takes heavy trash bags along in the glider to fill with dirt and use as weights to secure the glider if he lands out.

Jackie highly recommends crewing. It will give you an appreciation of what contest and record flying is all about. You will meet some wonderful people, and you will be performing an important and necessary role. And who knows, you may get some diamond earrings!

- Phyllis Wells.

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**MEMBERSHIP MEETING  
MAY 11TH, 1991**

Joseph Berger, President, called the meeting to order at 5:20 PM. There were 14 people present.

Joe gave a summary of Jay Cruce's treasurer's report. We are on plan, and the projections are that, by year's end, we will be \$10,000 in the black. Jay is looking at refinancing our loans, which total; \$77,000.

The BFSS Board of Directors voted to donate \$100 to the Cancer Foundation in memory of Lew Neyland's wife.

Grass seed is ready to be planted, and Dave Plunkett is giving tractor checkouts. We do need volunteers for this work, so please contact Dave to help. The grass we are planting is 50% dry-land mixture and 50% oats.

The Board of Directors voted \$250 to finance Phyllis Well's landscaping project. Phyllis has arranged for the 99's to do the work on June 7 and 8.

Alice Palmer reported that 13 people completed the commercial glider pilot ground school and will take the FAA written exam.

Dave Plunkett reported on operations. The biggest recent problem has been high winds. We now have two tow planes in full operation with enough tow pilots to fly them. A lack of CFIG's is keeping us from going to seven days per week operations. Two new CFIG's started and then left for financial reasons. We will go to seven days per week when sufficient staff is available. The SGS 1-34 (eXtra Nice) is now owned by Hans Arnold and is on leaseback. There will be two paid line crew on weekends and one on weekdays, but we still need volunteers.

From Joe Berger: As soon as the Planning Committee finishes prioritizing the project list, we will need volunteers for project leaders and teams.

Joe Berger adjourned the meeting at 6:05 PM.

-Thomas W. Eggers, Secretary.

**THE "PREZ" SEZ:**

Our gliderport is located in Elbert county, where the spring winds seem never to let up. This last weekend was no exception. Sunday afternoon, the winds were 25 to 35 MPH from the south to south west, but the soaring was reasonable, with up to 1000 foot per minute thermals. Most of the time was spent staying upwind, because the winds aloft were stronger than surface winds. The day was also marked with a tow plane landing incident which resulted in no injuries, thankfully, and the new yellow tow plane out of commission for some time to come. We will be making whatever arrangements necessary to provide the service of two tow planes for this soaring season. The Tow Black Forest, Inc. organization is opening their stock availability and may be counted on in the future to provide a second tow plane. Although Tow Black Forest may not be able to provide for our immediate needs, please consider talking to John Goodlette, who represents Tow Black Forest, about buying shares in that worthy corporation. Meanwhile, some of you may be asked to help in our efforts to locate and acquire the services of a second tow plane. Thank you for all of you who have already offered assistance in this effort. The BFSS and SBP folks will be doing their best to resolve this. We are all looking forward to a successful and enjoyable soaring season. See you all at the gliderport.

- Joe Berger.

**FRIENDSHIP MEET**

Remember that the Friendship Meet with High Flights Soaring Club is scheduled for Saturday June 1. The plan is to have a pilot's briefing around 9 AM, at which time a task will be selected. We have quit a few pilots signed up to fly, and can use all the help we can get (line crew, gate, etc.) to make this a successful contest.

There will be NO regularly scheduled flying or lessons on that

day, so that all of our members and staff can participate in the contest activities. Other flying may be done after all the contestants are underway, IF there are any ships or help left.

After the contest is over, there will be snacks and beer, etc., and if you want to be more elaborate, bring your grill and goodies. See you there!

**MEMBER APPRECIATION DAY**

The 10,000th tow at the new Black Forest Glider Port will occur near the end of June. To mark this milestone, a celebration is planned for Saturday, June 29th. We will have a full day of soaring, flybys, static displays and an evening barbecue. A **FREE** 2500 foot tow will be given away by random drawing to a member registering that day at the glider port.

After flying is over, there will be a free barbecue dinner for members and their families. When you come, please bring chips n'dips or cookies according to the following schedule: **A - L, CHIPS N'DIPS; M-Z, COOKIES.**

Also, if you own an airplane or a glider, we encourage you to bring it to add to the static display. The more the merrier!

Make your plans now to be at the Black Forest Glider Port on Saturday June 29th and help celebrate an important milestone in our history. We're going to have a great time!

**SWING SET NEEDED**

You say your kids are growing up and no longer use that swing set or jungle gym in your back yard? You are tired of mowing around it? Have we got a deal for you! We often have youngsters at our glider port, and we need something to keep them occupied while Mom and/or Dad are checking out the flying. A swing set and/or jungle gym, or any other sort of outdoor recreation device would be very useful to keep these young people occupied for a

while. If you can donate something like this to the glider port, please contact Dave Plunkett, Jim Slovick or Joe Berger to work out the arrangements.

### MEMBER ACCOMPLISHMENTS

The following pilots have successfully completed the Commercial Ground School:

Hans Arnold  
Dale Calendar  
Lindsay Fischer  
George Franklin  
Ski Hipszky  
Walt Lafford  
Allan Lhotka  
Steve McLellon  
Dana Patton  
Paul Richards  
Dave Rolley  
Jim Schwerin  
Pete Urschel

Many have already taken their FAA written tests. Congratulations! We'll look forward to seeing you as introductory ride pilots soon. A few other pilots will be taking their final test soon. Thanks to all of you who made the commitment to work on your Commercial Certificate.

A special "Thank You" goes to Walt and Linda Lafford, who volunteered their home for the Tuesday night ground school sessions. Also, thanks to all the hard workers who converted the back room in the Ops Building to a beautiful classroom. - Alice Palmer.

The following people have completed the Private Pilot's Ground School and will be taking their FAA written soon.

Jason Biehner  
Adam Puening  
Wolfgang Jöst  
David Wyatt  
Tyrone Odle  
Robert Plese  
Randolf Frank  
Carl Stoelzel  
Walt Soloman  
Kymberly Ceres

Congratulations to all, and good luck on the FAA written exam.

The next Private Pilot's Ground School will begin on October 19th, 1991.  
- Phyllis Wells.

Lou Spomer - 1st solo, 5/5.  
Carl Stoelzel - 1st solo & "A" Badge, 5/17.  
Bob Simon - BFR completed, 5/17.  
David Wyatt - "A" & "B" Badge, 5/19.  
Lou Spomer - "A" Badge, 5/19.  
Brian Broder - "A" Badge, 5/19.

We have three members who are the proud owners of new sailplanes. Val Dean had his LS-4A (MP) up for the first time on April 22d. Tom Eggers had his newly-bought PIK 20D (PB) in the air for the first time on May 17th. And last, but not least, Mike Reisinger first flew his Libelle (512) on May 19th. Congratulations to all three, and have fun with your new machines, guys!

### "THANK YOU" DEPARTMENT

Adam Puening - line crew, 4/27.  
Skee Hipszky - line crew, 4/27.  
Dave Leonard - line crew, 4/27.  
Dan Marotta - tow pilot, 4/27.  
Jim Raefert - line crew, 4/28.  
Joe Cullen - line crew, 5/3.  
Butch Rhodes - line crew, 5/5.  
Owen Bradshaw - line crew, 5/5.  
Walt Lafford - line & lockers, 5/5.  
Val Dean - lockers, 5/5.  
Noel Hughes - line crew, 5/12.  
Adam Puening - line crew, 5/12.  
John Krogstad - line crew, 5/19.  
Owen Bradshaw - line crew, 5/19.  
Joe Cullen - line crew, 5/19.  
Jim Slovick - donation of a large wet/dry vacuum cleaner.

And, "Thanks" to Mike Evans, who gave a great talk on "Going Cross-Country Without Fear" on April 27th.

### COMING EVENTS

June 1 - 9 AM - Friendship Meet, BFGP.

June 7-8 - 99's "Beautify BFGP and Slumber Party" - BFGP.  
June 8 - 8 AM - BFSS Board meeting.  
4 PM - Seminar.  
5 PM - membership meeting.  
June 15-22 - Taos Soaring Fiesta.  
June 29 - BFSS Member Appreciation and 10,000 tow day.  
Jul 4-7 - HFSC Soaring Camp - Salida, CO.  
July 13 - 8 AM - BFSS Board meeting.  
4 PM - Seminar.  
5 PM - Membership meeting.  
July 13-14 - "Old Elbert Days".  
July 14 - 8 AM - Fly-in breakfast w/ Aspen Flying Club.  
July 20-21 - Owl Canyon "Labor Day Contest".  
Aug 10 - 8 AM - BFSS Board Meeting.  
4 PM - Seminar.  
5 PM - Membership meeting.  
6 PM - Kolstad Scholarship Fundraiser Dinner, BFGP.  
Sep 13-16 - HFSC Soaring Camp - Creede, CO.  
Sep 14 - BFSS monthly meetings.  
Sep 21 - 6 PM - BFSS annual Meeting - AFA NCO Club.

### "OLD ELBERT DAYS"

On Saturday and Sunday, July 13th and 14th, the town of Elbert will celebrate "Old Elbert Days". In keeping with our policy of "Be A Good Neighbor", last year BFSS operated a lemonade stand during this celebration. We'd like to do this again; however, it depends completely on volunteers to "man" the stand. If you'd like to help the glider port and Soar Black Forest be more visible in our local community, sign up at the Operations Desk to be a part of this activity. We'll have more about it in the July "Airworthy".

### "FLY-IN BREAKFAST"

On Sunday, July 14th, the Black Forest Soaring Society will host a "Fly-in" breakfast with the Aspen Flying Club. Larry and Janet Knauer will be the cooks. The fun starts at 8 AM. We'll have more information in the next issue of "Airworthy".

## THINK SAFETY - FLY SAFELY

In reviewing some of my safety missiles from the FEBS the other day, I found a "BEAUT". It's the sort of thing that most of us wouldn't believe could happen. "IT DID!" This happening was lifted from the PAA Designated Examiners Newsletter published in July 1990, and is reprinted verbatim from a factual National Transportation Safety Board (NTSB) report. They make the observation that it may be "food for thought".

"The pilot rented the glider for the purpose of taking passengers for a short ride. A pre-flight inspection was performed and the first young passenger was belted into his seat. The pilot then connected the tow plane to the glider (or visa versa), got into the front seat and completed his cockpit checklist. He then moved the rudder pedal as a signal to the tow plane that he was ready. However, in doing so, he noticed an imbalance in the travel of the left rudder pedal. At this time, he opened the canopy, signalled to the tow pilot by waving his arms back and forth about five times to alert him not to proceed with the takeoff. The glider pilot waited about five seconds, and when he did not receive any reaction from the tow pilot, he got out of the glider for a visual inspection of the rudder area. But while he was underneath the right strut, the towplane pilot departed with the glider still attached and the passenger still in the back seat.

At about 250 feet, the tow pilot released the glider and it crashed in a trailer park.

### THE END

Heaven forbid an occurrence such as this with one of our pilots and a member of his family. I personally know that we stress not making some of the mistakes that were made during this accident.

I have repeatedly made appeals for all of us to know and to use proper signals and communications during our launching opera-

tions. Once again, I implore all of you to review these signals and practice them while flying at the Black Forest Glider Port.

What errors were made?

1. The pilot obviously did not complete his cockpit check prior to closing the canopy, else he would not have moved the rudder signaling "READY FOR TAKEOFF".

2. When he detected a problem in the takeoff procedure, he did not release the tow rope, thereby placing his "young passenger in peril".

3. His ineffective signals "of waving his arms back and forth about five times" were unrecognized and certainly are not among those we use in common practice and as set out by the Soaring Society of America.

4. Regrettably, this tow pilot did what many of us might have done when confronted with the above scenario. He proceeded with the takeoff as signalled by the pilot, and when it became obvious that the glider was out of control, he released it, since this was now his only alternative.

I am certain that there are other areas of error that could be discussed and that come to the minds of all of us. There is no sense "flogging a dead horse". I only hope that nothing so stupid as this accident happens on our premises. We certainly don't want our members' young family passengers confronted with such a situation.

- Bill Stewart, CFI AIG

Board Member, Soar Black Forest.

The following safety article was submitted by Alice Palmer, who found it in the Newsletter of the Women Soaring Pilot's Association.

### LIGHTWEIGHT PILOTS

"Here's a safety item for the newsletter:

As a newsletter editor for my own club, I exchange newsletters with others. The Kansas Soaring Association lifted this article from Sailplane and Gliding, the British counterpart of Soaring. I thought it might be of general use

to Hanger Soaring's readers. The accidents described in the article are mysterious, and only the first one has a real explanation. I can, however, offer a personal anecdote along similar lines.

Two years ago, Mike and I bought our first sailplane, a Mosquito B, "G5". Mike weighs about 150 lbs., I weigh about 140 (which makes me pretty heavy when compared to many women pilots). We carefully read all the weight and balance information we could find. The minimum weight was listed as 154 pounds - fine for Mike with a 17 lb. chute, and I generally sat on 20 lbs. of ballast so that I would not be flying at aft CG. The previous owners each weighed over 180 lbs.

I had a hard time mastering the ship. My airspeed control was all over the place, and I had a hard time getting stabilized in the pattern. I began to wonder if I was cut out for the 15 meter class - yet I had 180 hours in gliders, and 250 hours in power, and was really quite current.

One Spring day, PASCO had an event called 'Dings and Things', in which local airframe mechanic and fiberglass guru JJ Sinclair would do a weight and balance on your aircraft - free! We pushed G5 up on the scales, ran the numbers afterwards, and lo and behold, the actual minimum pilot weight was closer to 181 lbs! I had been flying the aircraft behind aft CG limits all along, especially on the flight or two I took without the ballast weight (the usual, "I left it in the hanger and the numbers say it should still be OK" sort of thing). I shudder to think of what might have happened if I had entered a spin. I made myself another 20 lbs. of ballast to sit on, and darned if my airspeed control problems didn't start to diminish. I was not the only pilot who got a surprise during the weigh-in. One other fellow found out that the weight had been installed in the tail of his Mini-Nimbus before he bought it, and he was flying well aft of rear CG limits, as well.

We now have 5 lbs. of ballast in the nose of the glider, and

I can fly it within CG limits without ballast weight. I find the aircraft less squirrely if I leave 20 lbs. in, however, especially in rough air and turbulence. There was no lead in the tail of our glider, but after the original weight and balance, a large 48 cubic foot oxygen bottle was installed well back in the fuselage, and although the installation was signed off, there was no new weight and balance. We figure that this explains discrepancy between the actual weight and balance and that listed in our logbooks.

so, my recommendation for lightweight pilots who buy gliders - have a new weight and balance done. It is worth it to know that there are no surprises!  
-Julie Schneider.

### 1991 REGION 8 SOARING CONTEST

From Mike Delaney comes this information:

Come to the 1991 SSA Region 8 Soaring Contest at Ephrata Airport, Ephrata, WA. (site of the 1992 Sports Class Nationals). The week-long contest will begin with a practice day on Saturday, June 29, and conclude with the Award Breakfast on Sunday, July 7.

Contest fee has been set by contest sponsor, Seattle Glider Council, at \$260.00. Out-of-region contestants are welcome. Come and experience soaring in eastern Washington's dry Columbia basin. This is one of few week-long contests in the western half of the U.S. this year.

If you are considering competing and have not done so before,

the basic requirements are simple: 1) You must hold a Private Glider Rating or better in gliders; 2) You must have completed your Silver Badge; 3) You must be an SSA member with a FAI Sporting License; 4) You must have and use a current packed parachute; 5) You must be ready, willing and able to part with the \$260.00 entry fee.

1991 Contest Manager is Mike Delaney, and competition Director is Bill Hill. If you are interested in competing or volunteering to help run the contest, please call or write Mike Delaney at the following address:

Region 8 Contest Information  
% Mike Delaney  
6417 140th St. S.W. #7  
Edmonds, WA 98020  
Phone: (206) 743-4020

An information packet and Contest Registration Form will be sent to you by mail.

Deadline for Preferential Registration is May 2, 1991 - \$100 of the registration fee will be due at initial registration and the remainder upon arrival at Ephrata for the contest.

I hope to see you at the SSA Region 8 Soaring Championships.  
- Mike Delaney.

### WANTED:

I am looking for a new or used barograph. If you have one for sale, please call Bob Schick, (801) 359-6036 (Utah). Any information will be greatly appreciated.

One disadvantage of having nothing to do is that you can't stop and rest. - F. P. Jones.

### NEW BPSS MEMBERS

Please add the following new members to your 1991 Membership Roster.

Carl Stoelzel  
9483 E. Orchard Drive  
Greenwood Village, CO 80111  
Home: (303) 771-1369  
Work: (303) 798-8629

David Wyatt  
8428 Stetson Road  
Parker, CO 80134  
Home: (303) 841-6634  
Work: (303) 779-8800 X46

### 1991 WOMEN'S SOARING SEMINAR

For our lady pilot members - Turf Soaring School, near Phoenix, AZ, is the site of the 1991 Women's Soaring Pilots Seminar. The dates are June 18 - 22, 1991.

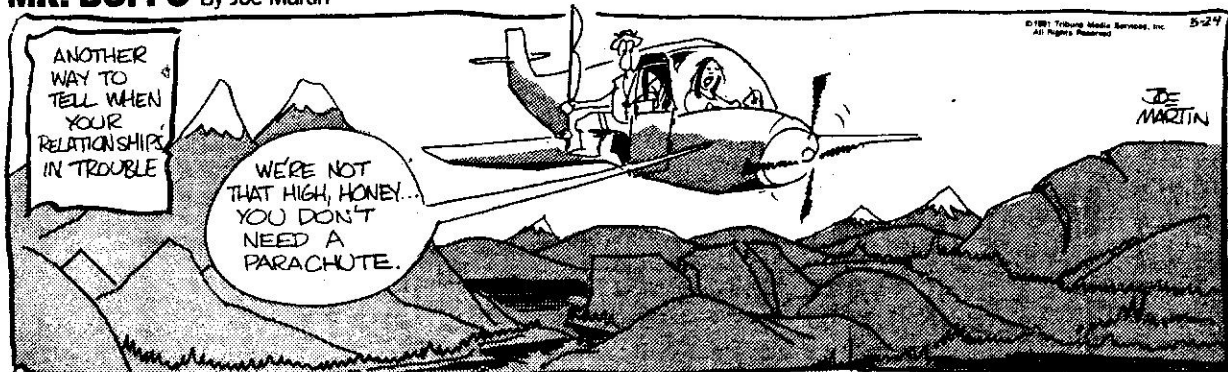
The site, just north of Phoenix, combines easy access with nearby desert fields and mountains for superb thermal soaring.

The Turf Soaring School fleet includes five 2-33's; 1 1-26; a 2-32; an ASK-21; and a Grob 103 Acro. Pawnees are used for towing. There are tiedowns and ample parking for sailplanes and trailers. They also have hookups for campers.

There are nearby restaurants and many fine hotels. Phoenix and the Valley of the Sun offer many recreational, cultural, historical and tourist attractions for every member of the family.

Write to Turf Soaring School, 8902 W. Carefree Highway, Box 1566 Black Canyon Stage, Phoenix AZ 85027, or call (602) 439-3621.

### MR. BOFFO By Joe Martin



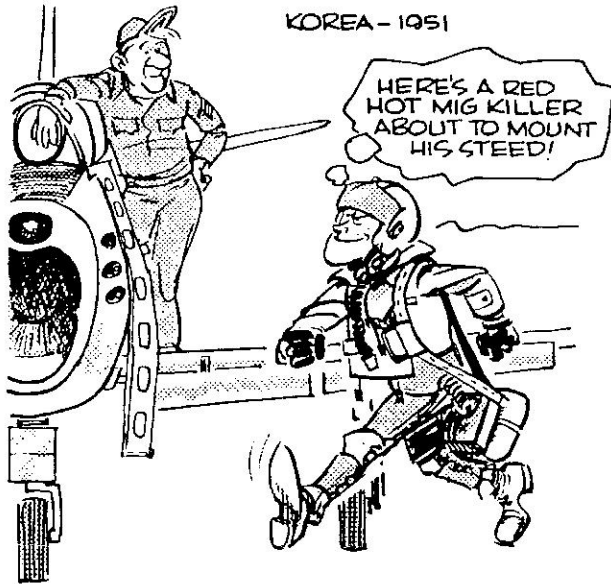


Bob Stevens'

# "There I Was..."

Cartoonist Bob Stevens is ill and may be out of action for several months. In the meantime, we'll rerun a few of his previous panels. This panel appeared seventeen years ago this month. Every fighter pilot in every era has been in a similar situation. Bob waxed poetic in the original introduction:

"Missing an easy enemy kill  
May be cause for colossal chagrin  
But nothing at all like a critical call  
When a fighter jock's all buckled in."



KOREA - 1951

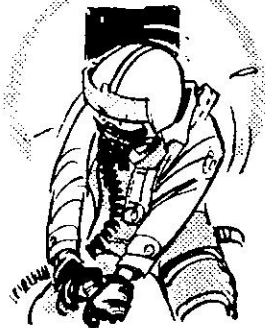
LESSEE, OXYGEN MASK...



COMMUNICATIONS...



PARACHUTE LEG STRAPS...



HARNES



And SEAT BELT...

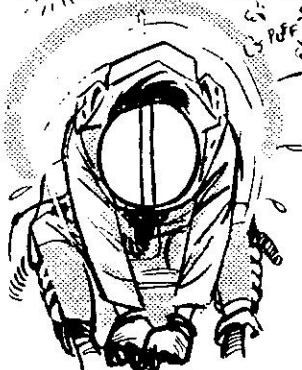
WHEN G-SUIT CONNECTION...



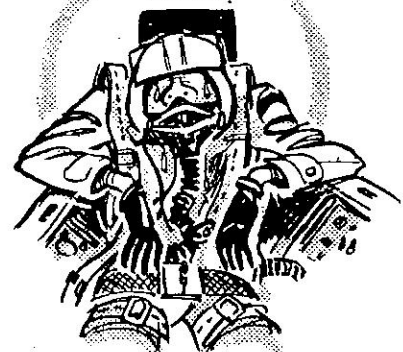
Puff BAILOUT BOTTLE Puff



WHEEZE DINGHY CONNECTION...



OH HELL... Puff Puff NOW I HAVE TO GO TO THE JOHN!



*Bob Stevens*

# 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 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. Direct all correspondence to:

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

### BLACK FOREST SOARING SOCIETY OFFICERS

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DIRECTOR-AT-LARGE	John Goodlette	(719) 495-3334	(303) 977-4245
DIRECTOR-AT-LARGE	Dave Leonard	(303) 688-6648	
DIRECTOR-AT-LARGE	Ken Ernandes	(719) 527-1862	(719) 576-2181

### 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  
BUSINESS MANAGER: JIM SLOVICK            PHONE: (303) 648-3623

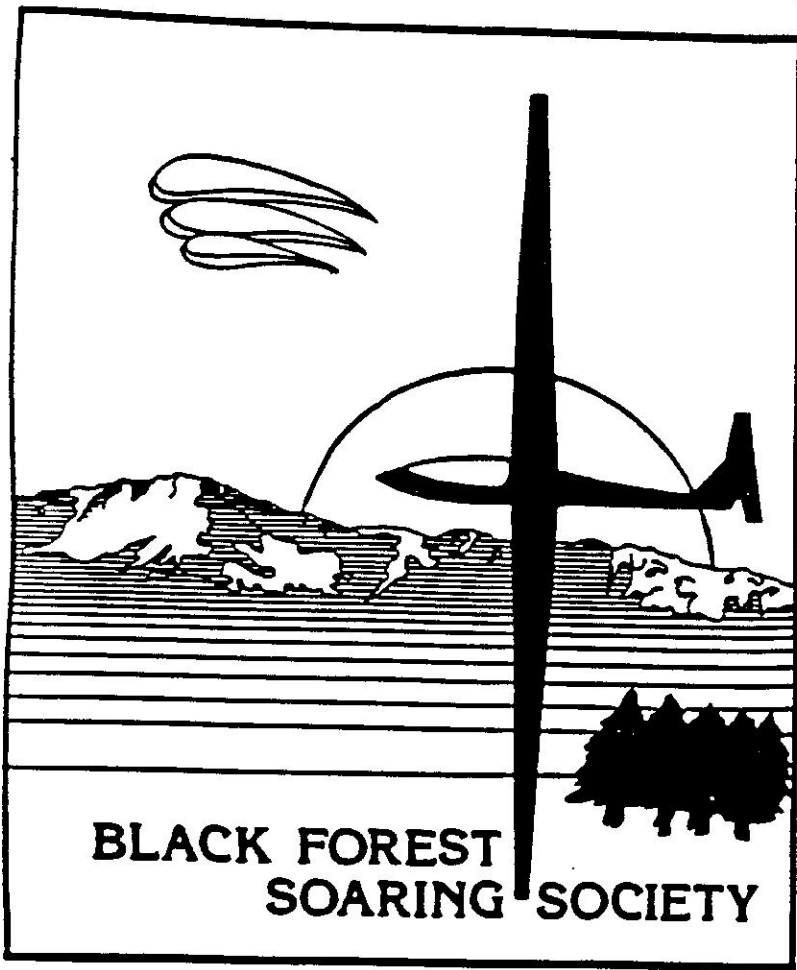
SUMMER HOURS: OPEN THURSDAY THROUGH MONDAY

WEEKDAYS 9:00 AM - 5:00 PM

WEEKENDS 8:00 AM - 7:00 PM

WINTER HOURS: OPEN FRIDAY THROUGH MONDAY

8:30 AM - 5:00 PM

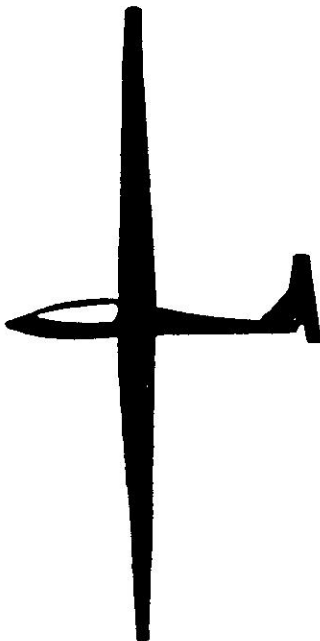


# AIRWORTHY

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  
24568 David C. Johnson Loop  
Elders, Colorado 80108**



1120  
Saman/Wells, Richard/Phyllis  
PO BOX 10078  
COLORADO SPRING, CO 80935-0078