

# AIRWORTHY



**THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY**

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 Elbert, CO 80106  
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**REMEMBER!**

**BFSS MONTHLY MEMBERSHIP MEETING**

SATURDAY, June 8th, 1996 , 7PM, Kelly Air Park

**COMING EVENTS**

<u>DATE &amp; TIME</u>	<u>PLACE</u>	<u>AGENDA</u>
June 3rd, 5pm	Kelly Air Park	BFSS Board Meeting
June 8th, 7pm	Kelly Air Park	June Membership Meeting
June 29-July 7	Parowan, Utah	First Annual Soaring Camp Contact Walt Lafford
July 17-24	Owl Canyon	CAP Encampment Contact John Campbell
Aug. 24th, 5pm	Kelly Air Park	Kolstad Dinner
Aug. 31-Sep 2nd	Owl Canyon	Rocky Mtn. Soaring Contest
Sep. 20-22, 1996	Creede, CO	BFSS Soaring Camp

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**KOLSTAD DINNER**

Please note that this year's Kolstad Dinner has been scheduled for August 24th. The dinner is a fund raiser for the Kolstad Junior Soaring Awards and Scholarship, and is a great way to have fun and donate to a worthy cause. So, please mark August 24th on your calendar. Hope to see you there!

**BFSS TWO WEEK SUSPENSION**

Due to numerous tow plane violations the BFSS operation at Kelly Air Park will be shut down from June 1st to June 15th. The tow plane was observed several times spiralling down to pattern altitude instead of performing a 45-degree entry into the pattern. This is a violation of Kelly field rules.

There were 8 violations in all; if all violations had been taken into account BFSS could have been shut down for the rest of the summer.

The good thing about all this: there were no violations by gliders or glider pilots. That's the good news, so let's keep the discipline up!

### TREASURER'S REPORT

The financial summary for April 1996 is as follows:

Cash Balance	\$ 7,941
Bank Loan Liability	\$42,946
Total Liabilities	\$52,641
Equity	\$43,173

### MEMBER ACCOMPLISHMENTS

Evidently no one did anything important flying-wise this month, or the Editor would have heard of it. However, a number of non-flying things were done this month, so on to them:

Many thanks to John Goodlette for providing the new carpet in the clubhouse. It looks great!. We've gotten nothing but rave reviews about the look and feel of the new rug, except of course the comments from the two cats, who think it smells funny. Fortunately neither cat has yet to add their own funny smells to it.

SO, don't forget to wipe your feet before you enter the clubhouse. In fact, take off your shoes before you walk in. Oh, what the heck. Why don't we all just stay outside and fly, and let the carpet stay clean?

Again, many thanks to John!

Has anyone noticed the brand spanking new Weather Wizard III in the clubhouse? Thanks to Jim Schwerin, who donated the Wizard, we now have accurate wind speed AND direction. YES! No longer do we have to announce, "The wind is drying the spit on the left side of my finger at 55 knots". We can say, "Uh, niner-two bravo, the wind is two niner two at two niner", or something else very air-traffic-controller-ish. Cool! Also, many thanks to Jim Pattee and Rob Schutte, who installed the Wizard, and did it without getting the carpet dirty. Good job!

### BFSS MEMBERSHIP MEETING

Once again this month's membership meeting column is devoted to the Safety Briefing required for pilots flying out of Kelly Air Park. The two week suspension only serves to accentuate how important knowledge of the safety and flying procedures are at Kelly. Please review the procedures each time you go flying. If you have any questions about any of the procedures, contact any instructor or view the safety briefing video available at the front desk.

### LINE DUTY ROSTER

Despite the best efforts of Nate Shaumburg, Line Duty Roster Head Honcho, the response to last month's volunteer drive was somewhat less than overwhelming. We need volunteers to fill the multitude of available spots. Since the Avalanche are now a cinch to win the Stanley Cup, you can tear yourself away from ESPN and start doing something REALLY fun!

Here is the current Line Crew Roster:

4th Thursday - Harry Shaumburg  
 All Fridays and Mondays - Vince VanVorst  
 1st Saturday - Ron Berge  
 1st Sunday - Alex Schlipf  
 2nd Saturday - Harry and Nate Shaumburg  
 2nd Sunday - Dave Rolley and Wade Gariner  
 3rd Saturday - Alex Schlipf  
 3rd Sunday - Alex Schlipf  
 4th Saturday - Istvan Hipszky  
 4th Sunday - Walt 'Spin' Weaver  
 5th Saturday - Bill Gerblick and Vince VanVorst  
 5th Sunday - Paul Richards

### DONATE THOSE OLD RAGS

This is another holdover from last month. I noticed last weekend that Airport Manager Joel was using HIS OWN old underwear to clean the canopy on the Blanik. Do you want Joel using his underwear on YOUR canopy? Please donate ANY old, clean rags to BSS/SBF. If we get enough old underwear, we'll have a contest!

### OVERHEARD

Eleven-year-old Breezy Sanchez sits at the controls of her aircraft, calm and relaxed.

"The most important thing about being a pilot is keeping your cool," she confides. "You need to concentrate. See, I just hit a building, but I didn't panic."

Indeed, she watches philosophically as her aircraft breaks apart and crashes.

*Rocky Mountain News, March 8, 1996*

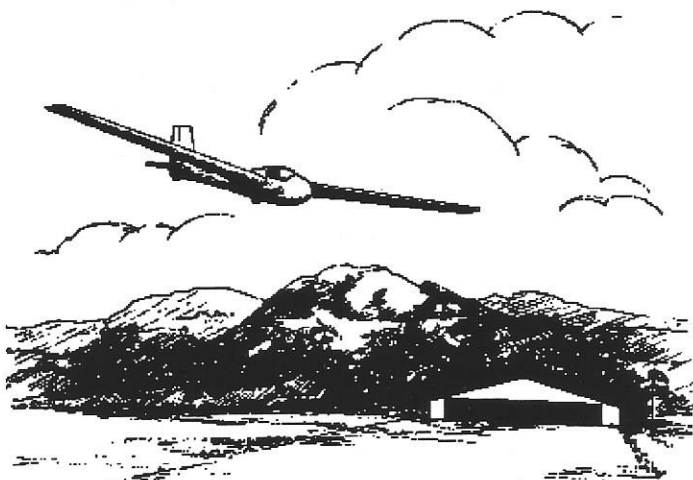
### PROPOSED ROUTE CHANGE

The FAA is in the process of changing the route for aircraft between Colorado Springs and DIA. The Denver Terminal Radar Approach Control (TRACON) and the Colorado Springs Air Traffic Control Tower (ATCT) realize the concern created by high performance aircraft in the vicinity

of Kelly Airpark operating at altitudes which are also utilized by sailplanes. The current route for aircraft from COS to DIA is the COS 345 radial to intercept the FQF 173 radial. However, COS ATCT can vector the aircraft in a 6-mile wide corridor which effectively straddles Kelly airpark. This route is used for large twin-engine turboprops and jets at 11,000 and 12,000 MSL. Single-engine propeller aircraft are routed via V81 at 10,000 MSL.

The proposed change would route the turboprop and jet aircraft along the PUB 338 radial to intercept the FQF 173 radial, which moves the route .92 nautical or 1 statute mile east of Kelly Air Park. The aircraft may be vectored on or east of this radial but should not be west of it under normal conditions. These aircraft will still be at 11,000 or 12,000 MSL or higher in some cases. Unusual circumstances such as weather or traffic may cause the aircraft to deviate from this route, but COS ATCT and Denver TRACON have been briefed on the traffic in the vicinity of Kelly Air Park and will avoid the area as much as possible. Single engine propeller aircraft will not be assigned V81, but may be routed anywhere east of V81 with the intent to remain clear of the Kelly Air Park area as much as feasible. This change will take place June 20, 1996 if all goes as intended, and it will be a 180-day test.

The two facilities involved will continue to review possible route changes. The reason the route was not moved further east is due to noise concerns over the Elizabeth area and traffic concerns further east. If you have any questions or comments please contact Ben Kelly or Joel Flamenbaum locally, or call Paul Janak at 303-840-7307 or John Haman at 303-342-1584. Thank you for your cooperation.



**If God had meant for man to fly,  
He'd have given him more money.**

## 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.

## ATTENTION LOT OWNERS AND PILOTS

Used hangar building for sale or trade for or towards glider, etc. American Steel building, with a free span of 100ft. Four main trusses, purlins, metal roof, and three side walls. No door. Seller can obtain a used bi-fold door. Build a 100ft. by 60 ft. or 100 ft. by 80 ft. hangar.

**\$16,000** cash or trade.

Location: Westcliffe. Building is in disassembled condition. Contact: Mr. Ed Thornton at (719)783-3061 (evenings)

## ATTENTION GLIDER PILOTS

A limited number of shares are available for sale in an almost new Blanik L-23 sailplane located at Silverwest airport near Westcliffe, Colorado's premier wave soaring location in the stunningly scenic Wet Mountain valley. Westcliffe also has outstanding thermal soaring conditions, and is becoming renowned for badge and exceptional just-for-fun flights. The L-23 is fully equipped with oxygen, pressure oxygen masks with integrated microphones, intercom, and high quality radio.

**Price: \$1,000 per share.**

Contact: Mr. Ed Thornton at (719)783-3061 (evenings)

Postal Address: Westcliffe Wave, Inc.,  
P.O. Box 877  
Westcliffe, CO 81252

Here's this month's For Your Health Column  
This month's topic: Should I fly my glider if I have a cold?

Answer: A cold, with the typical runny nose and stuffy sinuses can be quite a problem. This goes for allergic problems, also. The sinuses and middle ear can trap low pressure air on ascent, which is not a problem. The problem comes on descent. The low pressure in the affected cavities cannot be neutralized and the difference in pressure can cause intense pain and a chance for incapacitation, or at least a major distraction. The pain will increase with descent and can cause damage to the middle ear or sinuses with dysfunction and bleeding. The pressure differential can also cause an entity called "alternobaric vertigo", which is caused by a pressure differential between the middle ears and can create tremendous vertigo, nausea, and represents a major cause of incapacitation.

Okay, that's the down side. These problems are not often experienced. If you wanted to be 100% safe, you would not fly with rhinitis/sinusitis symptoms. Everyone has flown with minor symptoms though. By this I mean "minor Symptoms". That means no problems on the drive to the gliderport by just going up and down hills and having your ears bothering you. Also it is a given that you feel like flying anyway.

Using medications such as neosynephrine, afrin, and sudaphed usually cause no problem. These are decongestants and simply shrink the mucous membranes and allow the sinuses and nasal cavities to drain. They are helpful in preventing sinus blocks. The use of topical decongestant drops and sprays are usually recommended on descent to open the cavities and allow the low pressure air to equalize. Antihistamines such as benadryl, actifed, etc. are over the counter and are usually very sedating. Avoid most over the counter cold and allergy remedies with antihistamines. They can impair you mentally. Newer nonsedating antihistamines, such as seldane and claritin, are recognized safe by the FAA if no untoward effects are noticed on the ground a few days prior. These drugs can help shrink mucous membranes and decrease mucous production. The nonsedating antihistamines can be sold as a combination, which is good too. These drugs are given only by prescription and are expensive. It is better and in all cases, smarter, to fly unmedicated if possible. If you choose to do so, though, give it a long, hard thought about how wise it is to do this. FAR part 61.53 applies to glider pilots. It states: "no person may act as pilot-in-command, or in any other capacity as a required pilot flight crewmember while he has a known medical deficiency, that would make him unable to meet the requirements for his current medical certificate." It is also just plain common sense to follow this one. You owe it to yourself and the other people that your piloting can affect.

*by Dick Garrison, M.D.*





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## 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**

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

Note: The views in this newsletter are the opinion of the Black Forest Soaring Society and not Kelly Air Park and Kelly Air Park owners.