



AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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BADGE FLYING AND CROSS COUNTRY CLASSES

On Saturday, February 10th, we had the first of a series of talks getting us ready for the soaring season. Mark Palmer talked to a nearly full house on the subject of preparing for badge and cross-country flying. The session went well, and was informative to both the experienced and the anxious-to-become experienced. Butch Rhodes videotaped the session for those who could not attend. The tape should be available at the operations building soon.

Our session for March 10th will be presented by Arleen Coleson. She will introduce the FAI badge series and discuss the progression and requirements. Arleen regularly speaks at SSA conventions and at club meetings. Her presentations are interesting and informative. We hope to see you there, participating in the discussion! The session will begin at 4 PM, followed by the general membership meeting at 5 PM.

On April 14th, our class will be on crewing. This class is important for both crews and pilots to attend. A crew is only as good as its instructor, who is the pilot. We will be led in a discussion by Milt Johnson, and then will actually disassemble and trailer a glider. If you ever want to do cross-country flying, you must have assembly/disassembly experience with the glider you will use - so, we hope to see you at 1:30 PM on April 14th for this ½-day session.
- Joe Berger.

GENERAL MEMBERSHIP MEETING FEBRUARY 10TH

The meeting started almost promptly at 5 PM, with Jay Cruce giving the Treasurer's Report. Jay is working on a multi-year projection for the club. There were several discussions encouraging members to bring friends and acquaintances out for introductory rides and generally helping to spread the word about soaring.

Alice reported that the next Winch Day will be March 3d, with Colorado Soaring Association bringing their winch. We will also invite High Flights members to join us. High Flights operates out of Meadowlake Airport east of Colorado Springs.

Also in the works is a Friendship Meet on April 28/29 between High Flights and BFSS members. The Friendship Meet encourages participation by pilots new to cross-country flying. This year we will be hosting this event. Alice announced that anyone interested in assisting as crew, line or gate should let her know.

There is a cross-country sign-up sheet for anyone interested in being contacted regarding the planned activities, including classes and seminars.

When coming to fly, crew or work the line, Alice asked that you be prepared for mud by wearing boots. The warm weather this past week resulted in some areas of the ramp getting messy although conditions are certainly improved over last year!

Joe Berger announced that Milt Johnson has resigned as a Board Member of BFSS. He said, "We appreciate Milt's involvement in club activities, and although he will no longer be a board member, his involvement with us seems to be as strong as ever." The board has appointed Joe Cullen to the vacant position to complete Milt's

term. Joe has been very active in the club in the last year, and will help us be more responsive to the needs of our new pilots.

The work party day set for Saturday February 24th was discussed. Hans Arnold will lead the effort to build the handicapped restroom facility. Milt Johnson will be leading the effort to complete the electrical work in hanger #3. Other efforts include general cleanup of the grounds (weather permitting) and hanger repairs.

A report was given by Joe Berger on a planning meeting for the Governor's Banquet. The banquet will be held at the Lowry AFB Officer's Club on March 31st. The cost is \$17 per person for a meal with a choice of steak or chicken. Cocktails are at 6:30, with dinner being served at 7:30 PM. There will be several awards presented, both serious and not-so-serious. Arleen Coleson needs checks in hand by March 15th to provide guest lists for Lowry AFB.

During the planning meeting, a discussion regarding the Kolstad Scholarship Fund resulted in the group encouraging all the clubs to host a fund-raising event for the Scholarship Fund sometime during the soaring season.

Some suggestions were made by club members as to what type fund raiser we might undertake. The calendar group will finalize and advertise this. Several upcoming events were discussed, including SSI's designated Soaring week (first week in June), The Friendship Meet (April 28/29), The Fourth Annual Owl

Canyon to Omaha Race (May 19th & 20th). Everyone is encouraged to join in the fun and participate as pilot, crew, event staff or spectator.

Mark Palmer talked about the Owl Canyon to Omaha Race to be held on May 19th - 20th (or, in case of weather, July 21st - 22d). He says anyone interested in flying, crewing or assisting at the gate or such, should call him for more information. All participation is welcomed.

Georgia Berger reported that general soaring and instructional video tapes, including the cross-country and badge flying tapes, are available for viewing once a VCR is obtained. Donations to the VCR fund may be made to the Treasurer. Excess funds will be used to purchase stackable chairs which will seat us for general meetings, classes and seminars.

Alice solicited volunteers to staff a booth at Chapel Hills Mall February 23 - 25 for the RV and Recreation show. Bob Simon, Jim Walker and John Goodlette volunteered. Last year's show proved to be a very good PR tool for BFSS, with a lot of questions asked, and interest shown in soaring.

The possibility of having the 17th Annual Barnaby Lecture Series in Colorado Springs or Denver was discussed. This is a distinguished lecturer on soaring who speaks at an annual event where the SSA Board, local dignitaries, and especially pilots attend a semi-formal dinner and lecture. It is great publicity for soaring in the local area which hosts it.

The membership meeting adjourned at 6:10 PM.

- Joe Berger.

FROM THE MANAGEMENT:

Every year about this time we take a hard look at the operation and try to find new ways to both increase our revenues and reduce our expenses. I would like to share some possible ways that all of us as club members can help do this.

REDUCING EXPENSES:

1. Credit Cards - MasterCard and Visa can be used to pay for flying charges. It is important to note, however, that Soar Black Forest is charged 3.5% of all purchases for this service. Instead of adding a surcharge to all credit card purchases, I would rather ask all club members to **AVOID** using MasterCard and Visa unless absolutely necessary, to help keep our costs (and ultimately, our rates) down.

2. Cash flow is always a concern. Just like your family dentist, we expect charges to be paid after each day's flying. Any other arrangements must be cleared with Alice first. If we have to bill you, not only does it cause cash flow problems, but there is time and money involved in the billing and record keeping. Hanger tenants - please pay for hanger charges before the end of the month so we can avoid having to bill you.

3. Line crew and pilot efficiency - remember that whenever the towplane engine is running, we are paying for it. Please make every effort to get checklists, hookup, etc., done in a **SAFE**, yet **EFFICIENT** manner to reduce ground idling time. This will also mean we can get a few more tows in at the end of the day!

INCREASING REVENUE:

Club members! We need YOU to help promote the gliderport! Talk it up to friends, family and especially to co-workers. I'll be glad to provide you with brochures to take to work and hand out. Our goal is to increase our introductory rides and students. If you have other **LOW COST** marketing ideas, please share them with me.

Winch Day! Saturday, March 3d. Pilot's meeting at 8 AM. As before, first come, first fly. \$10 per flight. We will do as many as possible during the day. And a hearty "THANK YOU" to The Colorado Soaring Association for bringing the winch again!

JUNIOR CLUB MEMBERS - Are

you interested in participating in our June or July youth Camps? Ask Alice about details and club member rates.

LINE CREW VOLUNTEERS AND PILOTS - - Please bring your MUD BOOTS if you are flying or working line this spring. It's that time of year!

CROSS COUNTRY SOARING - Have you always envied the Mike Evans' and Dave Leonards who take off in the late morning and disappear for hours at a time? Well, here is your chance to learn all about the joys of cross country soaring. Below is the tentative schedule of events to come. If you wish to take rental sailplanes cross country, you **MUST** complete all of those marked with a *. However, everyone is welcome and encouraged to attend these sessions, even if you haven't soloed or aren't sure if you're ready for cross country.

Saturday, March 10, 4 PM. Seminar - FAI requirements for Silver Badge by Arleen Coleson, SSA Badge and Record Coordinator.

Sat - Sun, April 7 - 8. Bronze Badge weekend - written test, dual and solo spot landings. *Bronze Badge required for cross country flying.

Saturday, April 14th, 1:30 PM. Seminar - Disassembly and crewing by Milt Johnson. We plan to de-rig the 1-34 and check out the trailer. *Experience in disassembly, assembly and trailering required for cross country flying.

Saturday, April 28th, 8 AM. *Ground instruction session #1 on cross country flying by Mike Evans. High Flights/BFSS Friendship Meet (PM).

Saturday, May 5th, 8 AM. *Ground instruction session #2 on cross country flying by Mike Evans.

Saturday, May 12th. *Cross country checkout flights with Mike Evans - may be extended to other days as

necessary to fly with everyone interested.

REMINDER TO PILOTS: Your checkout in ANY sailplane is not complete unless your instructor has **SIGNED YOUR LOGBOOK**. This includes licensed pilots checking out in single seaters. Please make sure this insurance requirement is complied with before you fly.

Please do not leave your canopy open when away from the cockpit (such as during pre-flight). Also, do not leave any sailplane unattended unless it is tied down with all controls locked.
- Alice Palmer.

REGION NINE ELECTION

As you know, the SSA Board decided to void the Region Nine portion of the recent elections. A new election for Region Nine only has been scheduled for March. Nominations were due in by February 9th; ballots will be mailed directly to all Region Nine voters on February 28th; ballots must be mailed with a postmark not later than March 15th; and the results will be announced on March 30th.

Since there is only one seat representing our opinions, the effort is being made to place a person on the board who is dedicated to the idea that clubs, glider FBO's and grass roots glider pilots are where the future strength and growth potential of our sport lies, and will try to redirect SSA emphasis toward these groups, rather than its perceived emphasis on national and international competition.

Milt Johnson, for health reasons, has decided that he cannot serve in this capacity, and therefore, will not be on your ballot.

Jim Day, of The Alamogordo Soaring Club, has been nominated to SSA for this reason. He is an experienced cross country pilot, being the first to do a 1000K flight in the Rocky Mountain region. (see "Soaring", April 1989).

You are encouraged to vote and return your ballot promptly.

ANNUAL FLIGHT REVIEW

There has been considerable confusion about the new Annual Flight Review requirements for glider pilots. To attempt resolution, I called numerous "authorities", finally ending up with Nancy LaRiviere, FAA Flight Standards Office in Denver. Nancy is a 1-26 owner, an active glider pilot, ex-glider FBO, and editor of the Women Soaring Pilot's newsletter. Here's the word, straight from the "horse's mouth":

FAR 61.56d(2) "Each glider-rated private pilot who has logged fewer than 400 hours of pilot time as a pilot must have complied with the flight review requirements of this section since the beginning of the 12th calendar month before the month in which the pilot acts as pilot-in-command of a glider. The flight review required by this paragraph consists of a minimum of:

(i) Three instructional flights in a glider, each of which includes a 360-degree turn, and one hour of ground instruction; OR
(ii) one hour of flight instruction and one hour of ground instruction.

(3) ---- each non-instrument-rated private pilot, who has logged less than 400 hours of flight time as a pilot and who satisfactorily completes a flight review on or before August 30, 1989, may act as pilot-in-command of an aircraft until the 24th month after the month in which that review was completed.

(e) A person who ---"(paraphrase: is required to have an AFR but has passed an FAA flight check after 30 August 89 does not need the AFR until a year after that successful check).

(f) The requirements of this section may be accomplished in combination with ---other applicable recency requirements at the discretion of the instructor."

INTERPRETATION:

At the risk of seeming presumptuous in telling you something you have undoubtedly already figured out, here's what our FAA folks say the above (probably) means:

a. If you have more than 400 hours of total pilot time (student, dual, PIC, etc.) OR a commercial pilot or instrument pilot rating, forget the AFR. The continuing BFR rules apply to you.

b. If you are "eligible" for an AFR, but had a BFR before 31 August 89, you do not need an AFR until the normal two-year expiration of that BFR.

c. In the past, an FAA flight check (getting or upgrading your rating, for example) has counted as a BFR and has been good for two years. I was told that such a flight check received before 31 August 89 is still good for two years for every pilot; that one after that date counts as an AFR for those pilots who require AFR's (i.e. is good for one year for them). It is still good for two years for pilots who have over 400 hours or a commercial or instrument rating.

d. We got a licensed interpreter from the United Nations to explain the wonderful "gobble-de-gook" about "--- since the beginning of the twelfth calendar month--" before the first full moon-- or whatever it says. Surprisingly, it boils down to giving us 13 months between AFR's. Example: Take your AFR on 1 March 90 - you can act as PIC through 31 Mar 91. Once again, I'm quoting "higher authority". If you get a different interpretation somewhere - please let us all know!!

e. The only good news, you can combine the AFR with other training activities - for example, in High Flights it will be combined with "C" and Bronze Badge work for those who are working toward them; X/C seminars and other useful "growth" activities for others.

The most important thing, and this is, of course, unchanged from virtually forever, YOU must know your status in this regard. No one else (club, FBO, wife, boss) is required to keep track for you and probably in most cases, no one does! If you do not have EVERYTHING current when you fly, you are illegal - your life insurance is probably void and insurance on the glider is certainly void. In other words, if you have an accident and survive, you

buy the glider and could lose everything you own in lawsuits. If you do not survive, your heirs might lose everything. Pay particular attention to BFR/AFR requirements, FAA flight physical (for tow pilots), 90 day currency, and any required log book sign-off.

The requirements of the drug-testing program??? AAARRRGGG-HHH!!! Who knows? Much more and I'll start looking for my old golph clubs!

- Lew Neyland.

"THANK YOU" DEPARTMENT!

Jim Phoenix - For repairing trim panels in the 2-33's.

Joe Cullen - For volunteer work above and beyond the call.

Bob Geppert - For helping us sort out our telephone problems.

Tom Eggers - For installing telephone lines.

Neil Green - For organizing the line crew system.

Bill Patterson - For helping us sort out our taxes.

And to everyone who works on the line every month.

And a special thanks to Milt Johnson. Not only has he gotten our tractor starter fixed and hanger 3 wired, but just by being a very dedicated and involved member of BFSS, willing to do what had to be done to make things better. We're sorry that he felt it necessary to resign from the Board of Directors, and we'll miss him there. But he will, no doubt, be very much in evidence around the gliderport, giving us all a hand when we need one. Thanks, Milt!

MEMBER ACCOMPLISHMENTS

We have a new junior member in Brian Yoshimoto, 18930 Augusta Dr, Monument, CO 80132. He accomplished his first solo this past January! Congratulations, Brian!

We also welcome Kim Schilling, 218 E. Willamette, Colorado Springs, CO 80903. Kim, who has had a long-time interest in soaring, saw our display at the RV show

at Chapel Hills Mall last year. She took an intro ride with Bob Penkhus and shortly thereafter, became a most enthusiastic student. Late news is that Kim completed her first solo on February 25th!

We also had another first solo on that same weekend. Adam Puening has recently joined BFSS as a junior member, and he completed his milestone solo on February 24th.

Our congratulation to all of these members. Personal growth and club growth seem to go hand-in-hand, don't they?

COMING EVENTS

March 3, 8 AM: Winch Day.

March 10, 3 PM: BFSS Board Meeting.

4 PM: Badge Requirements seminar.

5 PM: Membership meeting.

March 17: Boy Scouts/merit badge day.

March 31, 6:30 PM: Governor's Banquet, Lowry AFB.

April 7-8: Bronze Badge Weekend.

April 14, 1:30 PM: Disassembly & Crewing Seminar.

April 28, 8 AM: Ground Instruction Session #1.

April 28-29: Friendship Meet.

May 5, 8 AM. Ground Instruction session #2.

May 12: Cross country checkouts.

May 19-20 - Owl Canyon to Omaha race.

June 23 - 30: Taos Soaring Fiesta. (tentative).

FRIENDSHIP MEET

Tentative Dates: April 28-29.

Last May 6th, High Flights hosted the first of what we hope will become a regular "Rite of Spring" - a High Flights/Black Forest get together called the "Friendship Meet". We lucked out and had absolutely perfect weather and everyone had a grand time.

The format was simple - a low-key mini-contest and a picnic. Pilots were divided into two groups; those who did not have their silver badge, and those who

did. The first group were assigned a speed run of Meadowlake/Black Forest/Meadowlake, while the others were given an FAI 100 kilometer speed triangle task. 1-26's competed head-to-head, while the other a/c types were handicapped using the CH89 handicap system.

Families were invited (and many came) - pop and snacks were available all afternoon, an air-ground radio with loudspeaker was set up, and the short close-in tasks kept everyone within radio range. Pilots were ENCOURAGED to be talkative on the radio so that families and spectators could "sweat it out" with the pilots and crews. That feature was a big hit.

Flying was followed by a great pot-luck picnic. Overall, the reaction of both pilots and families was "LET'S DO THIS AGAIN!". So - planning has started for the Black Forest Soaring Society to host the next Friendship Meet at Black Forest on April 28-29. Be there!

- Lew Neyland.

NOTES AND STUFF

We have been reminded that credits for the fun Christmas Party at the Noel Hughes home were incomplete. Marilyn Arnold was one of "Santa's Helpers", and "Sylvia Navarette" was really Sylvia Ortega and Hilda Navarette. Our apologies for not getting it right the first time. At any rate, it was a great party, and we can hardly wait until next year!

GOVERNOR'S BANQUET

Remember that reservations and check for the Governor's Banquet, at Lowry AFB on March 31st, must be in the hands of Arleen Coleson not later than March 15th.

FOR SALE

H-301b Libelle (ZI). Good instruments, oxygen, trailer (with new running gear). Excellent for cross-country and fun competition flying. Call Dave Leonard (303) 688-6648.

NOTES AND STUFF (CON'T)

If you've been at the gliderport recently, you've surely noticed that we have only one tow vehicle operational. The International is terminally ill, and we need another vehicle to take its place. If you have any suggestions, or have a vehicle to offer, please see Alice Palmer or Joe Berger.

There has been some confusion regarding the use of the field by private owners. We are NOT restricting private owners from flying! Please be aware, though, that until Tow 1 is back on line, we will have some tow delays. Your patience is appreciated.

Important reminder for Line Crew volunteers and pilots giving rides to friends and family. PLEASE, PLEASE, DO NOT allow passengers to walk to and from the office by themselves. Make sure the car driver gives them a ride. OUR LIABILITY COVERAGE DEPENDS ON THIS!

- Alice Palmer

GRACE MAYFIELD SPEAKING MARCH 24

March is Colorado Women's History Month, and in honor of extraordinary Colorado women, a series of talks will be given at Best Book Buys in Aurora. One of the featured speakers is Colorado Aviatix Grace Mayfield. An innovator and pioneer in aerospace education for high school students, her accomplishments are many. From being a pilot in the W.A.S.P. to skydiving, her experience is varied. On March 24th at 2 PM, she will talk about "The History of Women in Colorado Aviation", as well as share her experiences and accomplishments with us in what is certain to be a fascinating talk!

Best Book Buys is at 10800 E. Jewell Avenue in Aurora. the admission is free, but space is limited, so please RSVP (303) 337-0333.

KOLSTAD JUNIOR SOARING AWARD

Earlier in this issue of "AIRWORTHY", mention was made of the Kolstad Junior Soaring Awards. The Kolstad Junior Awards were established in 1968, shortly after the completion of the fine soaring experience of Paul Kenneth Kolstad. In his short life, Paul earned the Gold Badge (#288) with two diamonds. He was a member of a soaring family active in the Colorado Soaring Association at Black Forest Gliderport and The Soaring Society of America.

Any member of the SSA who is between the ages of 14 and 20, inclusive, and holds the Century Award for his or her cross country soaring flight, or has completed the Silver Badge, is eligible to apply for the Annual Kolstad Junior Soaring Scholarship. Credited to the college of his/her choice, the grant is now \$1000. For eligibility information, see Alice Palmer. (Alice, incidentally, was the 1980 recipient of the Scholarship.)

BARNABY LECTURE

At the last membership meeting, the annual Barnaby Lecture Series was discussed. These lectures were named for the late Captain Ralph S. Barnaby, USN, who, in 1929, broke Orville Wright's soaring record with a 15 minute, 6 second flight on Cape Cod, MA. Captain Barnaby was an ardent supporter of soaring, who passed away in 1988.

The 16th annual Barnaby Lecture, on September 9th, 1989, was given by William S. Ivans, La Jolla, CA, at the National Soaring Museum Expansion Dedication Banquet.

There has been some discussion within the Colorado soaring community about having the next in the Barnaby Lecture Series in Colorado.

TAOS SOARING FIESTA

Organizers Richard Gray and

Fred Lidinsky are trying to put together the Taos Soaring Fiesta from June 23d to 30th. The deadline for entry is March 25th. If you are interested in participating, you should contact Alice Palmer or Joe Berger soon.

1990 SSA CONVENTION

As we climbed through the fog and snowshowers over Denver, I could finally relax and look forward to the SSA Convention. The last few days before any trip always seem to be hectic ones for me - getting last minute details worked out at the glider port, worrying about blizzard forecasts along the front range, wondering what critical items I would forget to pack.

All that was behind me, though, and after an uneventful flight, we landed in rainshowers in Indianapolis, a pleasant change from the cold snow we had in Denver. My main purpose in attending this convention was to find out what Soar Black Forest would have to do to comply with the new FAA drug testing regulations. Fortunately, there are always many more pleasant experiences to draw a soaring pilot to the convention each year!

This year's convention was organized by the Central Indiana Soaring Society, whose members could be seen everywhere, making sure the convention ran smoothly. And it did! The hard work and dedication of this club was obvious.

The exhibits, booths, and many seminars were located in the Hoosier Convention Center, right across from the hotel where most of us stayed. This huge facility was an inviting place to spend hours roaming the exhibit hall, looking at sailplanes ranging from a 1-26 to a Nimbus 3, and from a beautiful 1938 Minimoa to a brand new DG-500/M motorglider. The exhibitors included many commercial operations, parachute companies, instrument manufacturers and other merchandise distributors. Here's the perfect place to find that special gift for the hard-to-please soaring pilot (or for yourself).

After a five-hour meeting on drug-testing (ugh - do I get some kind of badge for that?), I was ready to have some fun. Some of the interesting talks I was able to hear included Major Jim Payne's talk on "Spinning the ASK-21"; Jim Hard on "Long Trips in Low L/D Ships" (I can't wait to get into my 1-26 and try "Jim's Laws"), and Laszlo Horvath on "Aerobatics".

Unfortunately, there are always conflicts, and there were many talks that I just couldn't attend. Trish Durbin has endeavored to answer the burning question we all have: "Is There Sex After Soaring?" After rave reviews at last year's convention in L.A., she was asked to give her talk a second time, and was invited to Indianapolis for a repeat performance. I sure hope this will be a yearly event, because next year I'm going to hear it!

One of the highlights of the convention was the Saturday Night Banquet where we were entertained by Ed Kilbourne, who sings a great selection of songs that appeal to those of us who enjoy having our feet off the ground most of the time.

If you've never been to an SSA Convention before, I highly recommend them! For years, I could never find the time or the money to get to a convention. Then I became manager of a soaring operation and decided that I really should go. It's an opportunity to shake hands with all those soaring "names" you read about in the magazine; people like Paul and Ginny Schweizer, Doris Grove, Helmut Reichmann, Dick Johnson and all the other people who make our sport so special. It's also a chance to keep up on the latest issues affecting our sport, and to learn a few new techniques to improve your skills as a pilot.

Next year's SSA convention will be in Albuquerque, New Mexico on February 21 - 23. Hope to see you there!

- Alice Palmer.

This month's safety article

was written by Rich Carr and originally appeared in The Colorado Soaring Association's "Birdseed".

THREE STRIKES AND YOU'LL AUGER

(The day of winching we had on November 11th was a success by anybody's measure - Seven solos in a day is certainly a record for this group. Now that we're getting more active with winching, it's a good time to relate a story that illustrates that the line between "safe" and "unsafe" isn't always where we think it is. This story isn't meant to suggest that winching is unsafe; a good argument can be made that it's safer and easier than aerotow, but it has a different set of hazards for which good judgement takes time to develop.

This is a true story, though subject to my own bias. The names have been changed because lawyers have to make a living.)

One fine January day about six years ago, the Northern Colorado Soaring Society decided to put the mild weather to good use and go winching. They called up Farmer Bigg in Biggsville and got permission to use his pasture. They got out the hammers and loaded up the 2-33 on the trailer, and persuaded Chip to come out and instruct. They convened in Biggsville early Saturday, and the subsequent operation was a marvel of skill and teamwork. This inspired the group to come back the next day and do it all over again. The ship was tied down for the night in a gully where it would be sheltered from the wind, and everyone went home for the night.

On Sunday, the pilots arrived soon after the sun and prepared for another day of flying. During the "prayer meeting", someone mentioned that the frost should be removed from the 2-33, which prompted some obligatory jokes about the 2-33's laminar airfoil. Since no convenient method for removing all the frost was available, the group decided that wiping down the leading edge with a glove was good enough, and anyway, Chip and

Dale could be test pilots for the first launch.

The ship was staged. Chip and Dale got in and prepared to be flung aloft. "Wing up, Flag up!", said student Dale. The leader rope came to life, moving down the runway in fits. Someone noticed that the flag was flopping in the direction of the winch - a tailwind. The club has a simple rule about this - Don't take off with a tailwind. But the ship was ready to go, and the tailwind wasn't all that strong. "Wave the flag!" The ship started slowly, but soon reached flying speed and began to climb.

As a student, Dale was still having trouble with the faith aspect of flying. Unlike a seasoned pilot who has forgotten that airplanes aren't supposed to fly, he was convinced that the laws of aerodynamics could be revoked at any time. So when the airspeed on this launch failed to reach the solid 50 MPH that he had become accustomed to, his faith faltered and he leveled the ship. In the back seat, Chip's faith was unflinching. "Let's signal for more speed!", he said, and soon he had the glider wallowing around on the end of the wire like a tired trout. Satisfied that the message was sent, Chip began to climb again.

As a seasoned pilot yourself, you've probably been counting the strikes. You know, three strikes and you're out. When things start going wrong, take the hint and don't fly.

When you're ground-launching, you only get one strike, and Chip and Dale now had three. Strike one was the frost on the wings; strike two was the tailwind; and strike three was the low airspeed. At 30 feet above the ground, Chip and Dale were out. Recognizing a deteriorating situation, Chip lowered the nose. In it's weakened state, the ship had had enough, and it refused to take on the tasks of pitching down, gaining airspeed and flaring with just 30 feet of altitude. It just managed the first task, and struck the ground on the skid. Chip and Dale made a good landing - they were able to walk

away from it, about 500 feet down the runway, and about an inch shorter than when they got in. The 2-33 didn't fly again for three months.

The club convened an accident review committee. The committee concluded the primary cause of the accident was the pilot's failure to maintain adequate airspeed. Contributing factors were the tailwind, frost on the wings, and excessive maneuvering at low altitude. Potential contributing factors were a strong wind gradient and a weak winch.

So read the winch manual, and think about it. Think about what might go wrong, and when, and what you'll do about it. And remember to keep track of the strikes against you, or you'll be counting them at the Auger Inn.

- Rich Carr.

The following article appeared in the newsletter of the Soaring Society of Boulder a couple of months ago. What with the summer soaring season approaching, it has some relevancy for all of us.

SUNNY SIDE UP

Why would a glider pilot ever take an action which would reduce his or her options? Very early on in my pilot training, I was told "KEEP YOUR OPTIONS OPEN!". This makes good sense when flying a glider, since sometimes a pilot may need to change his or her intended course of action in order to be in a safer position. The pilot who flies into situations with few options has been placed into a inherently more dangerous position. I was flying 1-34 BC out of Black Forest this past summer and got into a dangerous low option situation. Winds were 15 knots out of the SE. I launched and was soon climbing out over the airport. Workable lift was found between 9,000 and 12,000 feet. I headed NW to look for my first turnpoint, an auto raceway on the map that locals had verified did indeed exist. Considerable time was spent in the

vicinity of Castle Rock looking for the turnpoint. (It was not an oval-type track as depicted on the sectional.) Pilots in Boulder were heard over the radio struggling with what was beginning to look like a poor day. About the time I decided to head back to Black Forest, the lift became scratchy and harder to work. I was low enough to have my choice of fields narrowed down to one (which looked OK). I was now at 7000 feet, which also happens to be the elevation of Black Forest. This spooked me a bit. It appeared that I still had several hundred feet before needing to go into a pattern, yet I was flying at what in my mind was ground level.

The good Lord provided a thermal over the field that spirited the 1-34 back to a decent height even though I was flying much too fast to climb very well. (When closer to the terrain, I prefer to fly faster.) At this point, I caught a bad case of GET HOME-ITIS. The winds had increased to 25 knots on the ground and were blowing 40 knots at the altitude I was working (9-12). The mighty 1-34 would climb easily in the thermals that were sloped away from the field, but had a difficult time penetrating back into the headwind. I was able to slowly make progress by flying 70 - 80 knots between thermals. I know more than once, unable to penetrate far enough, I climbed in the thermal I had just left.

I finally made it to a point where the viz wheel indicated final glide. The airport was in sight, and a feeling of relief came over me as I had been flying hard all afternoon. The 1-34 did not seem to be penetrating well. I increased the speed a bit and watched the vario peg down. At this point, I really should have 1) stopped to look for lift, or 2) picked out the best looking field and made an off-field landing. Instead, I REDUCED MY OPTIONS and decided to make a straight-in approach.

The final glide looked fine to the ground crew, although I was a bit nervous, as the spoilers were

never opened and the main wheel just made the end of the paved runway. "So what's the big deal?", you say. The big deal is if sink had been greater than it was, I would not have made a safe landing. (this type of situation is similar to the "no spoilers approaches" which, when taught in Boulder, put both pilot and student at extreme risk.)

There are power lines at the north end of Black Forest, which I flew over in this incident. They were part of the field check. They were on the map of the airport. And, I even drove down to look at the wires before flying. I DID NOT SEE THEM WHEN LANDING! I was looking at the end of the runway with tunnel vision.

When a pilot reduces his options, stress increases, which makes proper decision-making much more difficult.

- Peter Conti.

SUMMER YOUTH CAMP

Remember that we are planning to run two youth camps this summer. We still need volunteers to provide room and board and some transportation for one or more students for approximately ten days each. The tentative dates are:

June 17 - 27.

July 15 - 25.

If you would like to sponsor a youth camper, please call Alice Palmer at the gliderport.

VCR DONATIONS NEEDED

We are still soliciting donations with which to buy a VCR for the gliderport. We have several soaring videotapes available, but cannot use them as our old VCR has reached the end of its working days. A VCR with the tapes would have been a useful tool at our display at the RV show in Chapel Hills Mall, too. It's amazing how a soaring video draws a crowd! You can help by donating the amount of money you would pay to rent a video at your local video store. Simply add it to your monthly dues and send it in.

WE, THE PEOPLE

by GEORGIA BERGER

Each month, Georgia Berger interviews members of the Black Forest Soaring Society. Along with photos of the subject, this presents a means of becoming acquainted with our fellow club members and soaring enthusiasts. Be prepared to be interviewed, and introduce yourself to those you've met through "WE, THE PEOPLE".

MARCIA ANDERSON

One of the few female glider pilots we see at SBF, it was really fun interviewing Marcia. She has a private glider rating and is working on commercial. Her goal is to be CFI certified and become a part-time instructor. The hold-up? Well, work! Marcia made a career change from private and state mental health counseling to territory sales manager five years ago. She now works with people in a more positive light. The extensive travel, though, is what cuts into her recreational time. Visiting distributors of Robinson Brick, she trains and motivates sales



people and develops new territories. This requires two to ten day trips in the midwest and western states for about 40 weeks per year.

The benefits of the travel - visiting friends all over the country and checking out other soaring locations occasionally - do not outweigh the disadvantages. She misses being able to spend time with her hobbies, soaring and motorcycle riding. The cycling became an interest after riding with friends in 1984. She took a National Motorcycle Safety Foundation class and has taken two summer motorcycling vacations on her Kawasaki ZL600.

Soaring came into her life similarly - friends took her to the old Black Forest in 1980. She took a mini course and was sold! She went to the World Soaring championships in 1983 and worked while on vacation. Soaring pilots are "easy to get to know and eager to share their experiences", she says of her enjoyable encounter with international pilots.

Marcia is available to speak at clubs and interested groups about "the joys of soaring". Having flown in Caddo Mills, Texas; Boulder; and Lagoon, California, she has interesting experiences to tell. Introduce yourself to this enthusiastic pilot!

LINE CREW ROSTER - MARCH 1990

March Line Crew Chief - Hans Arnold
(303) 841-5126

<u>MARCH</u>	<u>8:30 - 12:30</u>	<u>12:30 - 4:30</u>
Sat, 3d	*Donald Bocast (719) 471-4018	*Robert Blankley (719) 471-4308
Sun, 4th	*George Brennan (303) 794-7541	*R. Brinkworth (303) 648-3332
Sat, 10th	*Carl Brown (303) 752-3237	*Howard Burr (719) 632-5933
Sun, 11th	*Dale Calender (303) 798-6137	*John Carrol (303) 698-2267
Sat, 17th	*Bruce Carter (719) 495-0006	*Drew Chithea (303) 751-7499
Sun, 18th	*D.R. Clausen (303) 659-5758	*Steve Clayton (303) 369-0540
Sat, 24th	*Chris Crowl (303) 660-9374	*Jay Cruce (303) 759-4338
Sun, 25th	*Val Csatar (303) 988-7452	*George Davies (303) 755-2177
Sat, 31st	*George Franklin (303) 721-1027	*Tom Freeman (719) 495-3300

* Assigned

Please see "Briefing Sheet For Line Crews" before reporting for line crew duty.

Questions should be directed to Joe Berger, (303) 646-4486, or Neil Green, (719) 579-0963.

LINE CREW ROSTER - APRIL 1990

April Line Crew Chief: Andrew McWhorter
(303) 979-5431

<u>APRIL</u>	<u>8:30 - 12:30</u>	<u>12:30 - 4:30</u>
Sun, 1st	Steve McLellon (303) 841-7450	Dana Patton (303) 424-4554
Sat, 7th	*Dave Allen (719) 481-4574	*M.K. Brouillette (303) 697-4671
Sun, 8th	*Daniel Carter (719) 496-0006	*Don Derry (719) 495-2191
Sat, 14th	*Brian Diehl (303) 841-5572	Beat Wackernagel (719) 576-2382
Sun, 15th	*Robert Edson (303) 841-0663	*Tom Eggers (719) 495-9055
Sat, 21st	*Ken Ekman (719) 472-4777	*Ken Ernandes (719) 380-0767
Sun, 22d	*Mike Evans (719) 687-0788	*C. Falkenmeyer (719) 495-2648
Sat, 28th	*Judson Fancher (719) 472-4311	*Alan Fick (719) 598-6242
Sun, 29th	*Lindsay Fischer (719) 634-1787	*Ian Flesher (719) 598-9172