

AIRWORTHY



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

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

A SIGN OF THE TIMES

by Bruce Carter

Last October, a local business that provides services to conventions and gatherings at local hotels such as the Broadmoor contacted us. They had some customers who thought it would be fun to go for rides in a glider, and had heard about a group called the Black Forest Soaring Society. Were we interested in giving rides? Did we have people qualified to give safe rides?

Well, I think most of you know that those Intro Rides were great successes. And we find ourselves receiving further requests for Intro Ride sessions for visitors to conventions in Colorado Springs.

The question that I've been chewing on, though, is "How did that "convention services" company come to hear about us in the first place? The BFSS hasn't advertised for quite a while, yet we still seem to be making some distinct albeit small name for ourselves. And there seems to be a portion of the general population who are interested in our sport.

So I've frequently pondered as to how we could further spread word about who we are and what we do-and what we offer. And, of course, I wanted to do it in a very [Caution! Hackneyed phrase comes next] "cost-effective" way.

For a number of years now, I've had the distinct honor and privilege of occasionally working as both announcer and actor in radio theater productions at a very unique radio station in Colorado Springs. A station to

which, I'm sure, many of y'all occasionally set your trusty digital tuners. (I fought for a new way to say "turn your dials," but nothing sounded right.) The station is KCME, FM88.7, in Colorado Springs.

Known very accurately and enthusiastically as "The Cultural Voice of the Pikes Peak Region," KCME is a rare jewel. First, and foremost, KCME broadcasts classical music and jazz (America's very own "classical" music, by virtue of the formal meaning of the term "classical" with regard to music)-solely-24 hours each and every day. The station also airs selected popular music and performance arts review programs such as "ArtsPeak for Southern Colorado" and "Adventures with Karl Haas."

And, for more than 20 years now, KCME has owed its very existence to the community it serves. This station is supported entirely- and solely-by its "listener members" and business underwriters, "keepers of the flame" so to speak. KCME has no affiliation or subscription to National Public Radio or Public Radio International.

One aspect of this radio station's successful operations that finally somehow broke into my brain's frontal lobes, withered though they may seem at times, and forced a couple of synapses to slam shut is that point about being entirely community supported. "O.K." I said to myself, "If there are folks out there who will continually support such a radio station, then arguably, why shouldn't a goodly portion of those listeners find a, hopefully, similar interest in our somewhat unique sport?"

Anyway, to make a somewhat sizeable Airworthy editorial somewhat more manageable, I proposed to my fellow members on the BFSS Board of Directors that we, the Society, underwrite a special, short program aired on KCME entitled "StarDate," produced by the astronomical observatory at the University of Texas at Austin. StarDate is broadcast four times each day and, as "exclusive underwriter" (meaning we pay for KCME's subscription to StarDate) the BFSS benefits from eight "reads" (a.k.a. spot announcements) each

day-0605, 1200, 2200 and midnight, local times.

Now here's a crucial factor, Fellow Glider-Drivers. The demographics for KCME's listening audience, as found in their long-term Arbitron listener surveys, are tailor-made for an activity like ours. Their listeners come from a wide variety of professions and occupations, incomes, dozens of lifestyle factors, and recreation choices. Oh yes, there's one more survey factor that really caught my attention. The average daily listening time for the some 40,000 known listeners to KCME in "southern Colorado" is [...belts and shoulder harnesses securely fastened, please!] no less than 7 1/2 hours each day. Seems there's no "station surfing" amongst these folks.

So, the final point is that we've decided to underwrite StarDate on KCME for a few months beginning in March as an initial effort at "spreading the word" about our little "member society" that dances the skies on laughter-silvered winds, wheeling, soaring, and swinging around up there in the sunlit silence.

What's it cost? Exclusive underwriting for StarDate is ours for only \$300 per month. Four Intro Rides in a month-only around one each weekend-will cover the cost for eight reminders each and every day to a very distinct portion of southern Colorado's population.

We are also upgrading our telephone answering machine resources, perhaps adding an "800" number, and disciplining ourselves to routinely monitor for calls from interested listeners so we can respond directly back within 24 hours. After all that, I suspect, we will find ourselves somewhat busier giving Intro Rides. And, as we have seen more than once in awhile in the past, we'll have opportunities to welcome new members.

In the meantime...FLY SAFE!

Bruce Carter
your BFSS President

Minutes
BFSS Board of Directors meeting
12 January 2000
Sheri's Restaurant in Parker

Meeting called to order at 6:30pm

Claudio Abreu, Hans & Marilyn Arnold, and Bill Gerblick in attendance.

Minutes from previous meeting read, discussed and approved.

Treasurer's report:

Club currently has \$2900 in cash reserves thanks to the new loan. We have already needed to dip into the reserve because no flying occurred in December so, no revenue. Checking account has approximately \$200 after bills were paid for the month. Ben Kelly has been repaid for outstanding money owed from several years ago (\$3927). We thank Ben for being so understanding over these last few tough financial years for the club.

November saw a positive income of \$1900. December saw a negative cash flow of \$2162. The last quarter of 1999 saw a positive total income of \$500 for the club. We will probably go through our remaining cash reserve to make it through the winter months.

Club still needs 10 tows per weekend to break even financially. Our insurance payments now exceed our loan payment per month. A review of our current insurance coverage is underway to be sure we do not have duplicate or excessive coverage.

With Winch launching season upon us it was decided that the pre-paid automatic \$28 Tow fee may be applied to Winch launches but only up to the "actual" amount incurred, the balance may be credited further if another tow(Winch/Aero) occurs in the same month. (Example: I take one winch launch in January. \$8 is charged and so I use \$8 of my \$28 pre-paid Tow fee to cover it. I then take a 2000' aero tow in January and \$20 of the \$28 charge is covered by my remaining pre-

paid Tow fee so I owe \$8 cash for my aero tow.) Remember - Use it or lose it.

Kelly Airpark HOA is having their meeting at the BFSS clubhouse on January 22 at 2pm. We hope to present a "First Right Of Refusal" and a letter outlining the new "Associate Membership" category for Lot Owners at that meeting. Our monthly membership meeting will follow at 5pm.

The new proposed Airpark Operating Procedures were discussed. KAP HOA wants our input on these at the January 22nd meeting. Hans will represent the club at that meeting since, as a lot owner, we also have a vote in HOA matters.

Meeting adjourned at 9:55pm.

Minutes submitted by
Bill Gerblick
Secretary, BFSS

Gossip, Hearsay and Rumors:

A group did decide to get together to do some winch tows on New Year's day. First flights of the new millenium and all . **John Campbell** did instruction duty, and your editor even managed to get her BFR renewed. The day started out sunny and pleasant, then crosswinds and overcast set in and it became darned nippy. **Dan Marotta** did most of the winch driving, and was starting **Bruce Carter's** winch driver checkout when Bruce thoroughly snarled the cable, forcing an early end to the day. (In Bruce's defense, there was some muttering about the brake not working . .)

We just received an email from **Dave Rolley**, indicating that he is ensconced in Washington, D.C. for what I hope is a lucrative (and entertaining) six-month consulting job. As Dave says ". . .other than weekends here and there, it looks like I'll be in Denver for the last 2 weeks in May. Jenny is getting married in August (8/12) so I should be there then. And the Denver control line contest is over Labor Day, since I'm the

contest director, I'll probably be there for that."

"Right now it doesn't look like a good soaring season for me... (and Charlie and I just did a lot of work on the LAK trailer to make the glider easier to rig.) Maybe I can manage a few landouts in September and October. :):)"

We have a new member! **Rich Culbertson** joined the club last weekend. Rich has apparently taken a few flights with us before, and is a high-time hang glider pilot. Also heard that there was a **Chris Crowl** sighting.

Is anyone from the Club going to the **SSA Convention** in Albuquerque? Dave and I will be there (well, since his parents live near Moriarty, we don't have to worry about hotel bills). I have been to two conventions, one in Los Angeles, the other in Reno. Quite a lot of fun, a good way to get immersed in soaring for a few days and get revved up for summer. Also lots of opportunities to spend more money than you had intended in the Vendor's room. Drool over the latest glass from Germany (hey, the economy is good, right?) Expect a full report and photos upon our return.

Apparently these conventions have been great money makers for the Clubs that host them (I believe the profit to the club who hosted last year was in the neighborhood of \$35K. Nice neighborhood.) Since these DO make money if done right, of course, the SSA is looking at running them itself, and keeping the change.

Parachutes . . .

If you were getting your parachute repacked by Jim Hutchinson at **Performance Outdoor** in Denver, well, you need to find a new rigger. **John Campbell**, my favorite unwitting newsletter contributor, reports that he was told that Jim Hutchinson of Performance Outdoor recently moved to Grand Junction to concentrate on "skycoaster" Amusement Park harnesses. Jim sold the Denver (400 S. Lipan) "PO" business to his assistant, J.J. Johnson, but

J.J. has come across an offer he can't refuse as a full-time rigger at a monster Skydiving center in Florida.

Mile High Gliding has found another rigger: his name is **H. Walter Green**, he says he's a regular sport skydiver at Mile-Hi Skydiving Center in Longmont and he has been around long enough to appreciate the round emergency rigs that pilots wear. He's also an attorney with an office in Lakewood (just W. of Simms & Colfax). (303)237-2719 (W). (303)278-2242 (H) Walter is proposing to buy Performance Outdoor business and offering emergency parachute repack services (\$45 each) in the Denver area.

The deal has not gone through, yet, but with a week to work with, Walter says he can get your chute repacked as of now (drop off on Fri, pick up on Fri.). Walter is looking for permanent space to relocate "PO". He likes the idea of Boulder because he lives in Golden, his wife works in Broomfield, and he jumps in Longmont.

Soaring Society of Boulder reports that they are using **Bill Jackson** (303-665-7617) in Lafayette to do their chutes.

Reporting from Owl Canyon has turned up a few other potential contacts:

Cass Seymore is working at Calhan under the name of Skydive United. He actually worked part time for Performance Outdoors and did much of the work. Phone is (719) 347-2277, pager (719) 475-4878.

He has a number of drop-off points to make it easier to get your chute packed, but he does ask that you call him ahead of time to make sure the chute gets picked up. First, you can give it to him at Longmont Airport. Give your chute to Mary at the Mile Hi Skydiving manifest desk, specifying that it is for Cass. Usually open Wed-Sun.

His pickup at in Denver is at Centennial Airport, Aspen Flying Club, East Terminal. Go south to the tower, around the tower and east to the last building in the row. Enter the southeast corner of the building, ask for Larry or Katie at the counter. M-F 8-5.

And finally, there is a Cass drop at Jeffco Airport at Hi Winds Aviation. Take Highway 36 to Broomfield exit south to Innerlocken Loop west onto 120th past the fire station toward Stevens Aviation. The two hangars east of Stevens are Hi Winds hangars. Enter the office and ask for Dave Boes.

Now, dear Readers, this is all information for advisory purposes only, and I have not researched the credentials or competence of any of these people. During my California days, **Allen Silver** was the guy who did my chutes, and there are probably not many people more knowledgeable about the sport parachute business. He recommended Jim Hutchinson to me when I came out here. I will attempt to contact him with this list of names to see if he's familiar with any of them. This after having heard horror stories (Alex Burnette in Nevada changed riggers, and the new guy told him that the old guy had mis-rigged it so that it could not open, and a couple more from Mr. Silver himself). I just don't like to mess around with riggers I don't know well.

Back from the Ice

by Hans Arnold

Looking in my logbook, I found that my last flight in 1999 was on November 7. So on January 8, 2000, with a few withdrawal symptoms from lack of soaring, I strapped my Libelle on for a flight. Yes, I hoped to stay up, but expected otherwise. On my second flight, there was just a hint of wave.

Normally, I do not skip two months of flying. But during the end of the last year, I took some time off to travel to Antarctica. It was a trip of a lifetime. I never before saw so much ice. It has a miraculous blue color, which is a full substitute for the lack of green vegetation. Besides the penguins, whales, and seals, which we sighted, the wandering albatross of 11 feet wingspan and an aspect ratio of 8 may be noteworthy. I was able to observe his soaring from the boat on which I traveled. During the crossing of the Drake

Passage, I saw him soaring along the crests of waves, almost touching the water with the wingtip. With incredible skill, he can take advantage of every little air current generated by the usually large waves and of the wind sheer in which he climbs up to 30 feet high. There is hardly any wing stroke to keep him flying. He soars not cross-country, but cross-ocean, and even cross-world, and comes only to land after two years or so for breeding. I wonder what he could teach us about soaring, if we were able to communicate.

As I am back now, I will continue to pursue my own attempts of soaring, and I started yesterday. Although on the second flight, I encountered sporadic lift and sink, I was unable to stay up, and the flight became an exercise of minimum sink speed. But on the way back home from the airport, the wave was cooking. So I had missed my chance. I know that eventually I will contact the wave. I am looking forward to it. Are you prepared for the wave?

Minutes

**BFSS Board of Directors
Special Meeting
1 February 2000
Castle Cafe, Castle Rock**

Meeting called to order at 6:45pm
Bruce, Claudio, Hans and Bill in attendance.
Special meeting called to discuss BFSS
Soaring Operations.

Hans prepared the agenda for the nights discussions. A great many issues were discussed with a summary as follows:

Current status:

Dysfunctional equipment:

The hangar doors need to be greased soon. No person or aircraft should be under the doors while they are in motion.

The tractor needs fuel system work. Hans and Bruce will try to do the work some time this week.

The golf cart has a dead radio battery due to the radio being left on overnight-repeatedly. Battery should be checked for proper water level, then recharged. If the battery works, then a note should be placed in golf cart to remind people to turn off the radio and put the battery on charge. If battery is still dead, another battery should be obtained ASAP. (Note: All equipment should be double checked that all switches are OFF following use by any member - this includes the tow plane which had a dead battery in January due to the Master switch being left on.)

Insufficient ground crew:

We need to have the desk covered on every Saturday regardless of flying conditions. This is important to establish a consistent presence at the field so phone calls can be taken and calls returned to help schedule rides, instructors, etc. Bill will try to organize with help from the membership.

Tow pilots:

Insurance for tow plane was discussed. New policy was acquired through Costello, since Avemco no longer will insure aircraft used in commercial operations. Policy requirements are such that some of our current tow pilots no longer meet insurance requirements. Bill will follow up with insurance company to see what might be done.

Scheduling:

Tow pilot scheduling will be handled by Hans Arnold. Instructor scheduling will be handled by Bruce Carter.

Retain gliders on leaseback:

Hans has proposed that the lease currently used to obtain gliders for lease-back be revised. Hans will propose changes based on his personal experience from past lease-backs he has been a party to.

Advertise Instruction/Rides:

Newspaper - Bruce will follow up with the Colorado Springs Gazette. Internet - Bill will work this issue. Radio - Bruce will follow up with KCME 88.7 in C. Springs.

Promote Introductory flights:

This would require someone to organize a commercial pilot and schedule the ride itself

for all our Intro rides. Also need to get more young people interested in the sport through intro rides.

Organize Club activities:

More camps are needed with better pre-camp coordination. More events at the field that can include the other Lot Owners and attract them to want to fly more with us.

Meeting adjourned at 9:30pm.

Minutes submitted by Bill Gerblich,
Secretary, BFSS

Minutes BFSS Board of Directors meeting 8 February Pino's in Castle Rock

Meeting called to order at 7:25pm

Bruce, Claudio, Hans and Bill in attendance.

Meeting started with Bruce bringing us up to date on his idea for a fund raising method he has been considering: Bruce followed up with radio station KCME 88.7 in Colorado Springs per our last meeting. He related the demographics of the listeners to the radio station, which were impressive. The cost to the club to advertise/sponsor a radio show is \$300 per month which gets us eight "Reads" a day, 7 days a week which works out to \$1.25 per Ad/"Read". A popular radio show called "Stardate" is without a current sponsor, we will try to acquire the sponsorship of this show.

Next, we need to get a better answering machine or service for the club phone. (Bill will check on a machine vs. US West voice messaging.) Following this we need to line up volunteers so that the messages are checked on a DAILY basis once our radio show sponsorship starts. (Bill will try to line up volunteers.) We also need a coordinator for each month to bring the ride requests that the volunteers respond to, together with a day that has a tow pilot and commercial pilot and ground support person. Suggested that we try to pre-schedule one or possibly two Saturdays per month for this ride activity. This makes scheduling everything easier and

our limited volunteer resources might be able to handle this level of activity at first.

What is needed to make this work: We plan to choose two Saturdays per month on which all rides will be scheduled. We need seven volunteers to check for messages on the Club machine. Each person will check messages on a particular day. "Potential rides" should be called back within 24 hours by the volunteer that got the message, after which the ride is tentatively scheduled for the next designated Saturday 'ride day.' Get contact info from "potential ride" in case we cancel on that day due to weather, etc. The volunteer then communicates this information to that month's coordinator. Since no "hard" scheduling is done, no money is taken until the ride occurs at the field.

We need a coordinator for each month who will receive the ride info from the volunteers (possibly email would work well here) and then contacts the scheduled Ride pilot to let them know what to expect that day. Also follow up to be sure the tow pilot and ground crew will show. Will call the potential ride back only if a problem exists.

Bruce will line up commercial pilots to be the Ride pilots. Hans will line up the tow pilots. Still need someone to be/line-up ground crew for those Saturdays we do rides.

Coordinators so far are:
March - Claudio
April - Hans
May - Bill

This has a large potential to make the club good money if we keep the scheduling simple and have the three necessary people at the field for the two Saturdays a month we envision needing at first.

The Board voted to move forward on this plan and to try to bring it all together starting in March. \$300 will be paid to Radio Station KCME to start our sponsorship of Stardate.

Meeting adjourned at 9:30pm.
Minutes submitted by Bill Gerblick,
Secretary, BFSS

Boulder Airport Vandalism Update by John Campbell

(Editor's note: John gave me this relatively long answer to my question regarding his availability for instruction while Mile High Gliding was out of service. He acted surprised when I said it was going in the newsletter .. hey we editor types print what we get our grubby mitts on)

The Mile High Gliding 2-33 is back in action, the other should be up Friday (and this before we could even ask BFSS to perhaps loan a complete 2-33 canopy or DSC to advance us the replacement blank they received a while back for a 2-33 needing work--DeSanti is on the case (this ship was donated-! by a DSC member going inactive)). The 2-32 should be flying Saturday, too. It's the Grob that's going to be out of action another week or so. The repair shop is a bit backed up and we're getting other cosmetic work done besides the canopies while we have the excuse. The leaseback Pegasus was fine, and sheltered in its trailer. The towplanes were fine.

Among other Boulder news, MHG is leading an effort, shared with Soaring Society of Boulder, to install a quiet prop on all the Pawnees at the field. There are now two PA-25s owned by MHG (one is down for major repairs over the winter, it was bought for a song as a 'project'). SSB has concluded a deal to get one of their own, to put them back in the towing business along with having their (nosed-over) SuperCub '85F' repaired. DSC, whose SuperCub '53Z' was stolen from the airport last summer, is looking to buy a Pawnee as well, going perhaps for choice # 2 or #3 on the SSB list (SSB's Mike Exner and John Seaborn did extensive research and evaluation, shopping for Pawnees). By the way, the asking price for flyable Pawnees is still hovering near \$30,000 while SuperCubs have become collector items, going for up to \$70,000 (perhaps this is why 53Z was stolen). MHG has determined the proper prop for low noise on a Pawnee. It's a wooden, 4-bladed prop built by Hoffman in Germany. MHG ordered one (\$5,000) and has it in their

hangar at Boulder. Trouble is, there is not yet a USA STC to install it legally (Calistoga and Casear Creek have STCs for a different Hoffman prop, for which 15 years of trials have since shown are not the correct props). Yours truly is spending some of his time petitioning the FAA at various levels and trying to get a new STC based on reciprocity (UK and Sweden have approvals for this prop on the Pawnee). Stay tuned, soon every soaring club in America will want one of these props for their Pawnees. Noise complainers are on the rise and the Hoffman reduces 1,000' overflight peak noise from 80dB to 68dB (adding a \$3,000 German muffler can realize noise levels as low 60dB).

Speaking of noise complaints, a tenant of one of the Boulder trailer courts two miles south of the airport has taken on a life mission of complaining about the airport. Mixing in some envy ("it's not fair that you get to play with your expensive toys") and socialism ("the space would be better used for low cost housing") with environmentalism ("the wildlife are bothered"), but mainly personal inconvenience ("my concentration is ruined every time an airplane flies overhead"), she calls the Airport Manager's office or the City's legal counsel almost every weekend. Furthermore, she is bringing in a petition to the Boulder City Council, asking for the airport to be closed (the town has a policy of hearing periodic action requests from "the public"). We don't think she has the proverbial snowball's chance to get the airport closed, but what makes the idea less than ridiculous is that, in the "People's Republic of Boulder", most citizens, it is fair to say, do not like the presence of the airport for environmental reasons. In fact, we believe that the City Council would like to get rid of the airport were it not for the industrial and economic impact and the fact that the runways were built with federal funds. Is the writing on the wall as in Germany? Over there, you have to launch by winch or motorglider because the townspeople demand it (and this in a country where many are aware of the nation's gliding "heritage").

Anyway, on the flying front, there have been quite a few days with decent wave at Boulder. Several times, Denver Center has

refused to open the Arapahoe Peaks Soaring Area because of high traffic into Kremmling and Eagle (for instance, on President's Day weekend, a record ski period, they said "don't ask, ain't no way we can let you up now"). The trouble is that the existing wave window extends back past the Continental Divide beyond Lake Grandby. They only need the back half of that area for descending traffic, they say, and glider pilots have little need for it. SSB needs to hurry up and redraft the agreement to subdivide the space into an East and West half.

Let me suggest to BFSS, in this the Spring 2000 sailplane buying season, to press members for leaseback positions. Consumer confidence is high, many incomes are up, even new sailplanes seem reasonably priced to many (and, of course, they are a stable investment). There is an SZD Junior (nearly new) for sale in TN at a very attractive price. Someone should snap it up. An L-23 could be considered (heck Civil Air Patrol has ordered 20 nationwide). An L-33, Russia, or PW-5 would make motivating additions. Glass ships are not out of the question given the BFSS luxury of having hangars.

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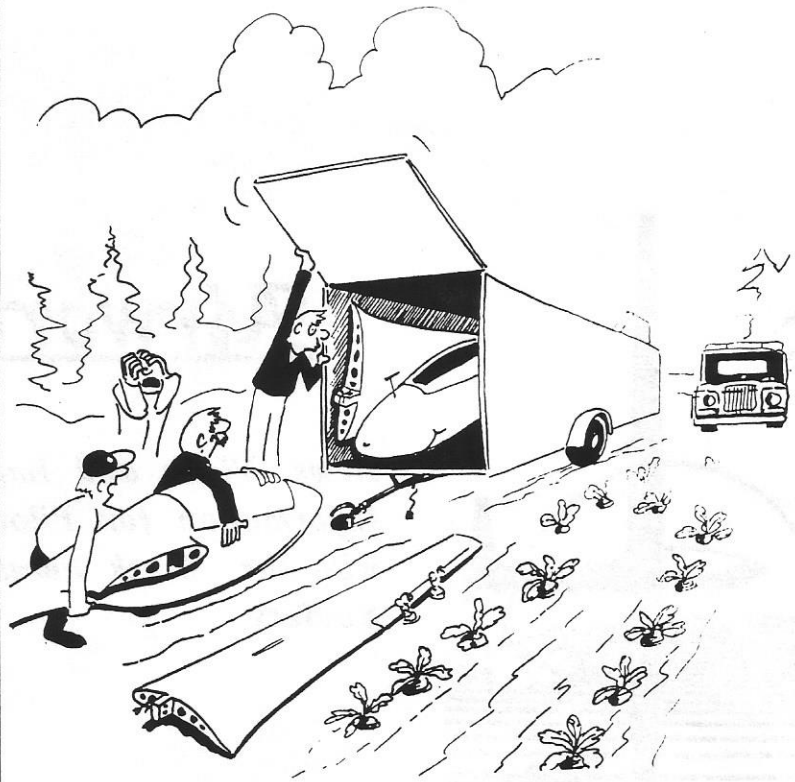
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MARSHALLER SIGNALS (Or, what your Line Person is really trying to tell you!)

Hand raised, thumbs up



Judging by your abilities, this is the sum total of your intelligence quotient.

Arm held out, hand below waist level, thumb turned down



Permit me to express my opinion of your skills in maneuvering your aircraft around our airport.

Either arm and hand level with shoulder, hand moving across throat, palm downward. The hand is moved sideways with the arm remaining bent.



Pilots with your abilities should seriously consider rapid horizontal neck movements with a sharp object.

Arms crossed above the head, palms facing forward.



This is the position you will find yourself in if you ever return to this field.