



# AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

VOLUME X , NUMBER 5

NOVEMBER 1995

**REMEMBER !**  
**BFSS MONTHLY MEMBERSHIP MEETING**  
 SATURDAY, NOVEMBER 11, 1995, 5 PM, GLIDERPORT

### GENERAL MEMBERSHIP MEETING

The BFSS General Membership Meeting began at 5 PM on October 14th at Kelly Air Park. Seven members were in attendance, with Hans Arnold acting as Chairman, Tim Wood Secretary.

The approval of minutes from the last General Meeting of Members was deferred.

The Chairman introduced the new officers of the Society, as appointed by the newly elected Board of Directors at its meeting on October 12th, 1995:

Bill Gerblick, President  
 Tom Eggers, Vice President  
 John Goodlette, Treasurer  
 Tim Wood, Secretary

The Treasurer made his report on the financial state of the Society at the end of September. He reported that the Kolstad Fund had received over \$1400 net in the recent collection. The cash balance stood at \$15,438; the bank loan was \$45,497; and the total equity was \$51,068. Net cash inflow on the year-to-date was \$3642, which was \$4995 below budget. This was partly due to weather-related reduced flying and higher than budget costs. Mark Palmer proposed that the financial statements be accepted. The motion was seconded by Joe Baer and approved unanimously.

Alice Palmer's article on the Kolstad Award in the October issue of Soaring was briefly discussed. It was commented that it (the article) was very well written and she was congratulated for it.

Mark Palmer informed members that a mediation settlement had been reached with Ben Kelly and the Home

Owners Association. He highlighted some key provisions, including:

- o The transfer to Ben Kelly from the Society of responsibility for common area maintenance, including runways. The Society agreed to pay Mr. Kelly \$18,000, with cash payments of \$7000 now, \$4000 by January 31, 1996, and \$7000 to be paid out of tow fees at \$1 per tow.

- o The ending of the requirement for the gliding operation to remain open for at least four days per week year-round.

- o A new four-person Liaison Committee between BFSS and the Homeowners Association. BFSS members on this committee are Walt Lafford and Mark Palmer.

- o The new powers of Ben Kelly to judge fitness of the field for flight operations in wet weather.

- o Efforts to improve relations with the Homeowners Association in the future including four days per year when glider operations will be suspended and static displays will be set up for visitors.

- o BFSS to place and pay for

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an ad in "Soaring", advertising lots for sale at the Air Park.

Proposed by John Goodlette and seconded by Tim Wood, a resolution was made to accept the mediated settlement without change. After full discussion, the resolution was unanimously supported by all members present in person, and represented by proxy.

A related motion was then proposed by John Goodlette and seconded by Mark Palmer: "That the 'Group of Four' be empowered to serve as a permanent committee for the purpose of reaching agreement on field rules, radio procedures and other things of an operational and safety nature. That the BFSS representatives to the 'Group of Four' shall be Walt Lafford and Mark Palmer, who shall continue in this capacity indefinitely. They are empowered to act for the Society after consultation with the appropriate club members."

A full discussion was held about this resolution, including a strong concern by one member that these powers were too sweeping, and that the regular committees and officers of the Society might not have an adequate say on important matters handled by this group.

The resolution was passed with one member abstaining and no opposing votes.

There was a discussion of the need for more line crew volunteers. All members present were asked to ask other members to participate.

There being no further business, the meeting was

adjourned.  
- Tim Wood, Secretary.

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#### THE "PREZ" SEZ:

What's going on? An election has occurred, the Board of Directors for the next year has been chosen, the officers appointed. A new agreement has been worked out by which BFSS will live and operate at Kelly Air Park. The "Group of Four" has been chosen and these folks will direct the future issues that concern Kelly Air Park. And I would like to say that a lot of people worked hard to bring about these very important events. So, THANK YOU to all involved. The names that have been brought to my attention are Ben Kelly, Bob Lees, Mark Palmer and Walt Lafford. I know there are others. Thanks to them as well.

As I write this, a much-improved runway is being installed. I think this is going to be great for all users of Kelly Air Park. I can hardly wait to try out a landing and maybe even a takeoff.

The end of the year is quickly approaching and we need to get some issues cleaned up, so come to the last two membership meetings and help us do it. Lastly, my thanks to my predecessor, Tom Eggers. I have only been in his shoes two weeks and I can only say "Thanks for all the work you did as President of BFSS".

- Bill Gerblick, President.

#### COMING EVENTS

- Nov 7 - 7 PM - BFSS Board Meeting, Gliderport.
- Nov 11 - 5 PM - General Membership Meeting, Gliderport.
- Nov 18-19 - BFSS Wave Camp, Westcliffe, CO.
- Dec 5 - 7 PM - BFSS Board Meeting, Gliderport.
- Dec 9 - BFSS Christmas Party, Location TBA.
- Jan 9 - 7 PM - BFSS Board Meeting, Gliderport.
- Jan 13 - 5 PM - General Membership Meeting, Gliderport.
- Feb 6 - 7 PM - BFSS Board Meeting, Gliderport.
- Feb 10 - 5 PM - General Membership Meeting, Gliderport.

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#### MEMBERSHIP UPDATE

Please make the following changes to your BFSS membership roster.

Donald R. Hopkins  
3699 S. Zeno Way  
Aurora, CO 80013  
(H)(303) 690-4453  
(W)(303) 348-3616

Richard Lesnick  
10120 S. Silver Maple Circle  
Highland Ranch, CO 80126  
(H)

Joel Flamenbaum  
5 Citation Drive  
Henrietta, NY 14467  
(H)(716) 359-3921

Mark Palmer  
(W)(303) 971-3002

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#### MEMBER ACCOMPLISHMENTS

A great father-and-son

achievement! Nate Schaumberg made his first solo flight on Sunday, October 8 (Alice Palmer was his instructor), and Harry Schaumberg received his glider rating on Friday, October 13th - that's Friday, the 13th!

Also, Walt Lafford and Dave Leonard finished 2d and 3d in CSA's Labor Day contest.

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### WE GET LETTERS

Black Forest Soaring Society  
24566 David C. Johnson Loop  
Elbert, CO 80106  
October 26, 1995

As you know, we have reached settlement of all disputes with Ben Kelly and the Kelly Air Park Homeowners Association. Once the parties started discussions, the walls between us came down quickly when each side saw the real issues.

We need as a club to carefully consider our future at Kelly Air Park. As Mark Palmer said, for years Ben Kelly has received what he perceives only as demands from BFSS and we the same from him. Over time, the situation grew more and more hostile as each side became more distant from the other.

I cannot overly stress to you that from what I saw in the litigation process, even in the heat of confrontation, Ben Kelly is a real gentleman. The situation between BFSS and Ben Kelly has grown worse over time because the development hasn't worked out as planned and the sides have become too polarized from each other. Any spirit of cooperation has been negated by demands that each side perceives as adverse to their interest.

There is no question that we have a new day at Kelly Air Park that the Air Park needs to accomplish its goals. The funding must come from somewhere to maintain operations and improvements.

However, we must remember that BFSS owes a great deal to Ben Kelly. He, after all, gave us our lot without cost which enabled BFSS to relocate and get started. He deserves our respect and appreciation. I have observed first hand, as did members of your board and mediation team comprised of Mark Palmer and Walt Lafford, that cordiality on our part will go a long way with Ben to restore our relations.

- Bob Lees.

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### FLY-IN REVIEW: SILVER HEELS GLIDERPORT

In early October, Alice and I had the chance to visit Denver Soaring Council's Silver Heels Gliderport, outside of Como, Colorado. DSC had invited all the clubs to come and visit and have a barbecue, and in the true spirit of Colorado clubs, almost no one showed up. Alice and I, along with Jim Schwerin, were the BFSS contingent.

Silver Heels is billed as the world's highest gliderport, and at 9600 feet, I don't doubt it. Leadville airport, just over the hill, is higher, but at 9900 feet, not by much. Despite the altitude, Silver Heels has a lot going for it. It is located in the heart of South Park just north of Fairplay. It's on the east side of highway 285 and has the traditional dirt road leading to the field. The setting is spectacular with snow-capped mountains all around and Mt.

Evans to the north.

Three runways have been graded and rolled, but the field is flat enough that you can land just about any direction in an emergency. Keep in mind that while the field is flat, it's not necessarily smooth - the field is mostly clumps of buffalo grass and the occasional chuck hole. There is a 200+ foot hill on the west side of the field. It doesn't really interfere with the flying operations and it would make a great site for RC model flying (Jim Schwerin and I are already planning to come back with our RC gliders).

The facilities at Silver Heels are primitive. There's a port-a-potty and a wind sock. Alice and I thought far enough ahead to bring chairs. It was a chilly day and it was windy; the wind made the experience pretty tough going. Long term plans call for a hanger and a club house. However, if you want to win friends fast, go and visit in a motorhome.

The flying is superb. Rather than having to fight your way to the mountains, you're already there. To the west is Silver Heels Mountain and a ridge beyond that is the Climax mine. Breckenridge is to the northwest. There are a number of ridges going north/south and some southeast/northwest. So Silver Heels has the potential for thermal, ridge and wave on the same day. The day we were there was mostly thermal and wave mixed with lots of rotor. The flying, we're told, tends to start late but go late. DSC has a fabulous wave window, almost 250 square miles, that stretches from Fairplay to Climax mine to Breckenridge to Kenosha



Pass and back. The boundaries start a half mile west of the field so there are no long tows to the wave area.

Right now DSC is leasing a 235 Pawnee which did very well on the day we were there (temps in the 50s, strong winds down the runway), but even that will become more marginal on warm summer days. DSC also has a winch and with their wide-open field conjures up visions of a Colorado Winch Off. We could get their winch, our winch, CSA's and perhaps Doug Curry's and go for it side by side (better than watching tractor pulls!. The club can lay out 6000 feet of cable at a time so good high starts are possible. Density altitude will definitely be a factor in the summer affecting the tow-planes, winches and gliders.

DSC doesn't have a clubhouse but they rent facilities nearby for their weekend barbecues and overnights (we had a barbecue at the Indian Mountain Ski Lodge). There is a small B&B type hotel in Como and Fairplay is only ten miles away.

Silver Heels is a diamond in the rough but it's a wonderful place to fly. The club is small but very friendly and welcomes visitors with open arms. They are open almost every weekend, but to be sure you might want to talk with Fred Pool (303) 794-3186 or Rob and Karin Hanbury (303) 670-9638. Alice and I plan to return with Go Fast and do some heavy duty winching!

I give it 4 out of five stars - great field, flying and friendly club, but the sparse facilities make this a tough one for a family outing.

To get to Silver Heels:

from Denver, take highway 285 to Kenosha Pass. Just before the town of Como, you'll see "Colorado State Gliderport" signs pointing to the left (east). Go east on Indian Hills Road about 1.5 miles and turn right on the dirt road. You go down a gully and around and there you are - look for the trailers and the port-a-potty. From Colorado Springs take Highway 24 to the intersection of Highway 285 and go north just past Como.

- Mark Palmer.

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### Safety Column

...You are probably wondering how your newly appointed Safety Coordinator is going to tackle his job. I'll let you in on a secret: So am I...

I view the job as evolutionary. There are two things I am certain about: (1) Safety does not simply happen by itself and (2) Safety cannot be imposed from above. From these two axioms I deduce that safety can only come from the will of the membership to make it happen. I need your inputs!

Yes, there are some established safety procedures - by tradition or in writing - which the members and staff are expected to follow; and we may, occasionally, add to these if appropriate. But that is a very minor part. The essence of safety has to be safety-consciousness - and that can only exist as a culture leading to a self-imposed discipline.

Perhaps the most powerful way to enhance and maintain safety is discussion among members in all phases of soaring activity. If you

spot what might be an unsafe condition in another person's operation (rigging, moving a ship, take-off, thermalling, landing etc.), alert him/her to it in a non-challenging manner. If another person alerts you to such a perception, take it in the spirit in which the comment is offered. Don't jump down her/his throat. Yes, I know that we are all prone to sense adversarial relationships where none exist, and that our first reaction to critique is to reject unsolicited comments. Don't! Instead, say "thank you", count to ten and re-play what you just heard. Maybe, just maybe, you have heard something that is useful toward making your soaring safer. If not, there's no harm done. If yes, you have just taken a positive step toward greater safety.

Coping with crises is certainly spectacular, and makes for great stories afterwards. In my view, however, the essence of safety is the prevention of crises, by taking timely, appropriate actions to avoid (or resolve) situations which have the potential of leading to crises. And that is an on-going task for each and every one of us.

I am very dependent on every one of you: I need to hear your views on safety, on what you think can or should be done, as well your perceptions on what I am doing and how I am going about it. To this end there's a "Safety Coordinator" pigeonhole in the office. Please use it!

I will continue to spend some of my time at the gliderport observing and - where necessary - commenting directly on what I believe may be unsafe situations or

practices; and also discussing safety issues with all comers.

\* \* \*

Effective the beginning of August, we decided to stop using chain-links for towing gliders equipped with Tost tow releases. They are to be towed with Tost double rings, which were purchased for this purpose - despite their substantial cost. This will prevent possible malfunctions of the backward-release mechanism of some Tost tow releases in case of grossly excessive slack in, or overrunning the tow-rope. We will continue to use chain-links in ground operations.

We have, however, encountered an annoying problem: Because these rings were not spliced, but looped, to their weak links, we have already lost a couple of them. Please inspect weak links before use, and make sure you only use those which have the rings spliced into them. Tost double rings cost as much as a month's membership in BFSS. We can't afford to lose them.

\* \* \*

The use of cut-off plastic oil containers (or similar devices) to protect weak links is not without hazard: On a recent flight, the glider pilot was forced to prematurely release from tow (at about 600 ft. AGL) because his airspeed read between 0 and 20 knots. Immediately after release, airspeed reading returned to normal. The cause: A cut-off oil container obstructing the airflow to the pitot which - in some gliders, such as Salto and Libelle - is mounted within the tow-hook. If your glider has such a tow-hook/pitot arrangement, insist - and verify - that

any possible obstructing device be removed from the tow-rope and weak-link before hook-up.

\* \* \*

I have heard about problems occurring when using Nelson Flowmeters in conjunction with oxygen regulators delivering an output pressure of 70 psi (e.g., Puritan-Zep or Puritan Bennett and similar regulators) - specifically, of the Tygon tubing (between the regulator and the Flow-meter) bursting in flight or detaching itself from the connector, resulting in a loud noise followed by a non-functioning oxygen system.

Needless to say, if this happens to you, you should (for your own safety) immediately descend to 14,000 ft. or below and, within 30 minutes, to 12,500 ft. or below (FAR § 91.211).

There have also been rumors that Nelson Flowmeters are not designed to operate at this input pressure.

I have discussed this with Jerry Nelson of Nelson Aircraft Co. (the manufacturer of the Flowmeter). He assures me that Nelson Flowmeters are tested to safely operate above 70 psi. Regarding the tubing, he states that there is significant variability in Tygon tubing, so that some production batches may not safely withstand 70 psi. However, Norton Performance Plastics Corporation (the manufacturer of Tygon) also produces another type of tubing, called Tygothane, which has a burst-strength of 350 psi, and which is therefore quite safe at 70 psi operating pressure.

If this situation concerns you, then I suggest that you contact Nelson Aircraft Co. (800-552-8065) to

ask for replacement tubing and replacement Detiker hose-clamps. Jerry Nelson has assured me that he stands ready to help.

Note that the Puritan Bennett 173701 connector, which plugs into the regulator, has no barbs on the stem over which the tubing fits. Therefore the clamp which holds the tubing to the connector needs to be clinched particularly tightly.

- Joe Baer, BFSS Safety Coordinator.

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### THE WASSERKUPPE REALLY EXISTS!

I recently found myself in the right place (Germany) and with the time to pay a visit to the most famous place in soaring, the Wasserkuppe. Located deep in the Rhön mountains and at an elevation of some 950 meters, the Wasserkuppe is the site of many of the early experiments in the sport of gliding and soaring. Many of the early records were set in the region, as well as many of the developments in the art of glider design.

We arrived in a nearby town, Fulda, in mid-afternoon on an overcast day. After locating a hotel, we drove to the Wasserkuppe for a look around. Unfortunately, what was an overcast day at lower elevations was a completely socked in day at 950 meters. Following a narrow, twisting mountain road in visibility which was sometimes less than 75 meters was a bit of a challenge - as a matter of fact, we drove past the site, completely missing a couple of large bus-filled parking lots and several large buildings in the gloom.

When we realized our



*Note that the museum building, less than 50 feet behind the sign, is partially obscured by fog. Great flying weather!*

error, we returned, parked the car, and groped our way to a well-stocked gift shop(!), a couple of large hanger-like buildings housing the flight school, and a museum. The most interesting of the visible buildings, the museum, houses a collection of twenty or so of the most historic aircraft in soaring - from a replica of Otto Lilienthal's first successful glider, through early primary machines, gliders developed to demonstrate soaring as an olympic sport at the 1936 games, and on to a couple of more modern types. Also included are exhibits dedicated to the life of Lilienthal, and several of the major German soaring pioneers, such as Heini Dittmar and Hanna Reitsch. Also to be seen was a collection of models of the famous German gliders. Although we had forgotten the camera, we asked about taking photos, and decided to return the next morning for a "photo op", and hoping for better weather.

The following morning was much clearer at lower elevations, but as we reached the heights of the Rhön, we again found visibility down

to almost nothing - much like upslope in our own front range. We did take a few photos of the interior of the museum. Unfortunately, because of the dense fog, we weren't able to photograph any of the historic Wasserkuppe soaring field, and couldn't see the famous eagle monument associated with the site. Also missed was a visit to nearby Poppenhausen, location of the famous Schleicher sailplane factory. Even if time had allowed, we would have had to make an appointment for a visit.

Oh, well, it would have been nice to have seen more of this historic site, and even better to fly there, but some things are not meant to be. Kevin Weeks, of the Week's Aviation Museum in Florida, had been there for the previous eleven days, and had managed only two flights!

Should your path ever take you to central Germany, schedule a visit to the Wasserkuppe - the museum alone is worth the time, and who knows, the weather may even cooperate.

- Bob Simon.

#### FOR SALE

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 \$36,000. Call Jim at (719) 630-2277 days or (719) 685-9609 evenings.

- Jim Schwerin.

#### HELP WANTED

I have again found myself over-committed, and wanting to escape from some of my obligations. Since I have been editor of "AIRWORTHY" since August 1989, it seems this is one of the commitments that I should end. Therefore, I have decided that I will resign the editorship of "AIRWORTHY" as of the end of 1995. It seems time for a new "look", a new approach to reporting on the activities of the Black Forest Soaring Society and its members.

That being said, BFSS now needs someone to step forward to take over this duty. The requirements for the job are simple - some time each month to assemble items of interest, put them in some sort of order, and see to the printing, assembly and mailing of the resulting newsletter. Access to a computer or word processing device is helpful but not essential. Here is an opportunity for you to be in the know about BFSS activities, meet new people, and have a fun time, all at once. If you are interested in taking on this challenge, call Bill Gerblick today - he'll be glad you did - and so will you! - Bob Simon.



# 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 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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LEGAL COUNCIL	BOB LEES	(303) 694-6513	(303) 292-1020

### 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 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

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