

AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

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APRIL 1991

MEMBERSHIP MEETING MARCH 9, 1991

We finally got to hear Bill Stewart's presentation about safety from the tow-pilot's point of view at the March 9th meeting. Bill is one of our more safety-conscious members, and he made three main points.

1. Each of us should be very familiar with the various proper ground signals to be used as communication between glider and tow plane. Those of us who are acting as line crew must be alert to mistakes before they create hazardous situations, and correct other people's erroneous procedures.

2. An unapproved signal has been adopted by the Black Forest Soaring Society as well as a number of other clubs. If the tow plane pilot observes anything wrong with the glider (spoilers deployed, etc.) he will **RAPIDLY** fan his rudder. As a glider pilot, you should be alert for this

signal, and immediately investigate the reason for it. We expect this signal to be added to other authorized signals eventually.

3. The season is rapidly approaching when our locale has a density-altitude problem. Long take-off rolls will become necessary as summer approaches. Be alert! - If the towplane is not airborne by time it reaches the second taxiway (in either direction), either the tow plane or the glider **MUST** release. We may have white stripes painted across the runway at the no-go points before long. Remember to maintain the glider position behind the tow plane and keep the glider low on take-off.

Bill also urged all glider pilots to review both ground and in-flight signals frequently, so as to be intimately familiar with them. As a review, he asked what several signals meant, and got a very hesitant response from the audience. A word to the wise!

Because of a lack of BFSS officers to conduct a meeting, there was no formal membership meeting on this date. An informal discussion followed, which brought out the following points: the second tow plane should be on line by the end of March. The State Governor's Banquet is tentatively scheduled for April 20th. The hangers have been named for Black Forest soaring pioneers - Hanger #1 for Bob Knapp; #2 for Brad Bradley; and #3 for John Hoag. There were no unusual expenses for the month and Jim Slovick reported that February 1991 showed the most tows ever for a February! Three new members were added to the club roster. Those names and addresses will appear elsewhere in this newsletter. The informal meeting broke up about 6 PM.

THE "PREZ" SAYS:

The weathermen are predicting an early and dry spring this year, if March precipitation (or lack thereof) is any indication. For soaring pilots, this means an outstanding April and May prospect for beautiful soaring weather. Now is the time to get on the schedule for the required biennial or club check-out to be able to take advantage of soon-to-come outrageous conditions. My check ride is this coming weekend, conditions permitting. We've already seen high cumulus clouds here in the east, whose bases seem to be above 15,000 feet (Tuesdays and Wednesdays, of course). As soon as March winds abate into April with its more humid and warmer conditions, the high cumulus will be regular visitors in our deep blue skies, welcoming anxious glider pilots who have had at least a month more of winter than is comfortable. So - get ready, get those flying skills polished up, do some line crew work and watch other pilot's skills, and join us in the promising early spring conditions.

Don't forget the guys and gals over in the Persian Gulf. They still need our encouragement with news and trivia from home - most of all, our sincerest appreciation for their continuing job well done. Their job will most likely continue for some time to come. Please write and support our troops
- Joe Berger

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COLORADO GOVERNOR'S BANQUET

By now, you should have the announcement and reservation form for the Colorado State Governor's Banquet and Seminar. It will be held on Saturday, April 20th at the Holiday Inn at I-70 and Indiana in Golden. There are seminars on cross-country flying, safety, parachute use and auto towing, beginning at 1 PM. Dinner is at 6:30, with a program to follow. Cost is \$22 per person and reservations, with checks, should be sent to Arleen Coleson, PO Box 625, Englewood, CO 80151. For information, call (303) 757-7214. Reservations **MUST** be received not later than April 13th! See you there!

NOTICE - CROSS-COUNTRY SEMINAR DATES CHANGED

The cross-country seminar which was originally scheduled for April 20th has been changed.

The NEW DATE is Saturday, April 27th. Mike Evans will present the ground work starting at 9 AM until completed. Flight time from then until closing should be arranged with the flight desk for that day and for Sunday April 28th, if required. Please register at the flight desk.

MEMBER ACCOMPLISHMENTS

Congratulations to Hans Arnold on being a published author! His article about his introduction to the Black Forest Glider Port, which appeared in the March issue of SOARING, was very interesting. We hope it will introduce more people to the fact that soaring hasn't disappeared from the Pikes Peak region.

The BFR ground school presented by Dick Seaman on February 23d was attended by Jim Walker, George Franklin, Bill Stansbeary, Lindsay Fischer, and Chris Crowl.

All subsequently completed the written exam, and Jim and Lindsay later finished the flight portion of the BFR. Hank Bartlett, a power pilot who teaches a flight class at Air Academy High School, also sat in on the ground school class.

The ground school held for the FAA private pilot exam recently, was passed by Bob Kolker, Hugh DeVries, Larry Harvey, Dick Rapp, Lou Spomer, Alan Lotka, Jim Raefert, and Dale Calandar. "A" Badges were also awarded to Bob Kolker and Randy Frank.

March 10th was a great wave day! Hans Arnold, Neil Green, Paul Richards and Walt Lafford all reached Gold altitude. Hans Arnold's application has been approved while the others are pending.

The Bronze Badge Seminar presented by Alice Palmer on March 23d was attended by Adam Puening and Mark Palmer, who both passed the written exam.

"THANK YOU" DEPARTMENT

Hans Arnold - line crew 1/21/91.
Bob Kolker - line crew - 2/23/91.
Jason Beihner - line crew 2/23/91.
Adam Puening - line crew 3/2/91.
Kelly Swift - line crew 3/7/91.
Joe Cullen - line crew 3/8/91.
Pere Davison - line crew 3/9/91.
Steve Willey - line crew 3/9/91.
Val Dean - line crew 3/10/91.
Hans Arnold - line crew 3/10/91.
Peter Bovington - line crew 3/17/91.
Val Dean - line crew 3/17/91.
Bruce Carter - line crew 3/17/91.
Bob Kolker - Line crew 3/17/91.
Neil Green - line crew 3/17/91.
Walt Lafford - line crew 3/23/91.
Larry Harvey - line crew 3/23/91.
Joe Cullen - car work 3/1/91.
George Franklin - car work 3/2/91.
Pere Davison - intro pilot 3/9/91.
Val Dean - intro pilot 3/10/91.
Dave Leonard - intro pilot 3/17/91.
Jim Walker - naming hangers 3/3/91.
John Krogstad - naming hangers ".
Dick Seaman - BFR Seminar 3/23/91.
Alice Palmer - Bronze Badge 3/23/91.

Also to Bill Stewart and Al Fick for time and effort in helping Jensen Aviation get our other tow plane rebuilt.

ATTENTION: STUDENT PILOTS

GROUND SCHOOL

**SOAR BLACK FOREST INSTRUCTORS
WILL PRESENT A GROUND SCHOOL**

**IN PREPARATION FOR THE
FAA WRITTEN EXAM**

AT THE BLACK FOREST GLIDERPORT

EVERY SATURDAY 8 - 11 AM

APRIL 6 THROUGH MAY 18

\$50 FEE FOR MATERIALS AND EXPENSES

(Includes FAA exam fee)

FOR MORE INFORMATION, CALL (303) 648-3623

Also, thanks to Dick Seaman for helping out with his tow plane while the new one was being rebuilt.

COMING EVENTS

- Apr 13 - 3 PM - BFSS Board meeting.
- 4 PM - Seminar.
- 5 PM - BFSS membership meeting.
- Apr 20 - 1 PM - Governor's Seminar and Banquet.
- Apr 27 - 9 AM Cross-country seminar.
- May 11 - BFSS monthly meeting.
- May 24-27 - HFSC soaring camp, Westcliffe, CO.
- Jun 1 - Friendship meet - BFGP.
- Jun 8 - BFSS monthly meeting.
- Jun 15-22 - Taos Soaring Fiesta.
- Jun 29 - SBF Celebration and Appreciation Day.
- Jul 4-7 - HFSC soaring camp - Salida, CO.
- Jul 13 - BFSS monthly meeting.
- Sep 13-16 - HFSC soaring camp - Creede, CO.

WE GET LETTERS -

Dear Alice:

Thank you very much for your kind note, informing me of my good luck in winning the 2000 foot tow. Unfortunately, I am, as you know, a couple of thousand miles away from BFSS/BFGP, and not as frequent a visitor as I would wish to be. Under these circumstances, I would feel like a hog if I were to simply sit on the prize.

If there is a deserving under-18-years-old pilot of limited means who flies (or gets instruction) regularly at the glider port, I would like to donate the tow to him/her. Otherwise, I would like to toss it back into the BFSS kitty, which, I know, can use every penny.

Thanks again,
Best regards,
Joseph Baer.

NOTES AND STUFF

With the coming of spring and (hopefully) good soaring weather, Soar Black Forest is now open Thursday through Monday, regular hours.

Thanks to those who installed the french drain on the south side of Brad's hanger. The floor has remained dry all winter.

Soar Black Forest will close early on Saturday, April 20th, for the Colorado State Governor's Banquet. The last tow of the day will be at 1 PM, and we expect to be gone by 2 PM!

A new towplane (a rebuilt 180 super Cub, N3182Z, from Jensen Aircraft) arrived Saturday, March 23d for testing. After a few further modifications and alterations, it will be working for us full time.

Chuck Baynton has a new offering at Gove Community School (adult learning) in Denver. He plans to teach an "Introduction to the Sport of Soaring" beginning April 22.
- Dave Plunkett.

HIGH FLIGHTS MEMORIAL DAY CAMP

WHEN: Mid-day Friday, May 24 through mid-day, Monday May 27, 1991.

WHERE: Silver-West Airpost, Westcliffe, CO.

CAMP RESERVATIONS: Mail deposit and make reservations with Ray Marvin, HFSC President, 2781 S. Garfield, Denver, CO 80210 (303) 756-7589.

HOUSING: Contact Alan Butler, (719) 783-9115, or any motel there.

MORE STUFF: Insurance agents and lawyers - BAH!! Can't live with them, and apparently can't live without them! The latest complication with our insurer (Carroll and Associates) is that the tow plane insurance and tow pilot coverage is ONLY applicable if we are towing High Flights club members. Fortunately, HFSC has, in its by-laws, an "Associate Membership" class, which can be issued for a short period such as a camp - or when you

come to visit us at Meadow Lake. So here's what we'll have to do:

To get a tow at our camps, everyone will have to be a member of HFSC. Non-members will be able to join as ASSOCIATE MEMBERS for the duration of the camp for a small fee of \$15. That entitles you to all the amenities of membership (except voting) including, of course, joining in, as always, in all the FUN stuff like Happy Hour and the barbecue, etc., and the "privilege" of helping chase tow ropes, run wings, and standing around very officially with your hands in your pockets like the rest of us! Tow fees will be the same for all members.

Everyone except regular members will also be required to help defray the cost of getting an extra tow plane and pilot to the camp since HFSC regular members only need one. We don't want to find ourselves with a whole bunch of unexpected (but welcome) extra sailplanes and only one tug like last year, so - from all non-regular members, we are requiring advanced registration with a NON-REFUNDABLE \$50 deposit per aircraft, ALL of which will apply against your tow bill if you fly, but which will be non-refundable unless you cancel before May 1. This money is to help insure that the HFSC members don't get stuck with a big tow plane ferry bill if something happens and folks don't show up. Fair enough?

I have been getting calls from all over the western US from pilots asking to bring gliders to the camp. We'll have to cut off registration at some point - around 20 gliders, we presently think. HFSC will have nine, which means that the remaining slots will fill fairly rapidly. Registrations will be cut off based upon the date that your deposit check is received. A word to the wise!

The above guidelines supersede any and all words you may have heard prior to March 25th from any source (including me). If you have any questions call Lew Neyland (719) 632-1202 or Ray Marvin, (303) 756-7589.

- Lew Neyland.

ALERT FOR OTHER 1991 HFSC CAMPS

HFSC members especially welcome our BFSS neighbors to our other camps, too, so here's info for your summer planning. The same rules apply about temporary ASSOCIATE MEMBERSHIP and pre-registration with \$50 non-refundable deposit will apply as described above relating to the Westcliffe camp.

Once again, total numbers of sailplanes that can be accommodated will determine the cut-off line. For example, those who have been to Creede will remember the very restricted area for staging sailplanes. Here are the dates and locations:

SALIDA AIRPORT: Mid-day July 4 thru mid-day July 7, 1991.

CREEDE (Mineral County Airport): Mid-day September 13 thru mid-day September 16, 1991.

If you have any questions, call Lew Neyland (719) 632-1202, or Milt Johnson, (719) 471-4883.
- Lew Neyland.

TOWS BY HFSC AT MEADOWLAKE

Reference the new externally-imposed membership/tow rules discussed above, and for your future planning. If, for some reason, you need a tow at HFSC's home base, Meadowlake airport, you can get a one-day ASSOCIATE MEMBERSHIP on-the-spot for the horrendous charge of \$1 - then pay the regular member rate for a tow (presently \$5 hookup and \$3 per thousand). This continues the long-standing policy of HFSC/ BFSS reciprocity on tows, i.e., each provides the other's members the occasional tow at their regular member's rate. Of course, the HFSC/ BFSS agreement continues to provide that a successful (1-26) flight to Meadowlake to get the WOMBAT trophy gets a FREE tow to start home and vice-versa for flights to Black Forest.
- Lew Neyland.

SOME IMPRESSIONS FROM THE 1990 SSA CONVENTION AT ALBUQUERQUE

It's fun to go to an event like the convention, but when you get "tasked" to write a report on what you saw, the work begins! !

agreed to try to put something together on it, if other people would help, and fortunately, they did. Mark and Alice Palmer (BFSS) and George Moore (HFSC) provided a lot of fine "words", so I've combined them in this report, and added a few of my own. Hopefully, together we will give you a feel for what you missed.

MARK AND ALICE: "Alice and I arrived on Thursday and hurried, of course, to the exhibition hall to check out the new goodies. There was distressingly little in the way of new (and affordable) sailplanes - most glass currently costs over \$60,000 delivered. Our 1-26 looks better every day. Glaser-Dirks had a DG-600 on display. Aland Adams from CSA showed his LS-6A, Apleby had a Zuni and a Mesclero, and there was a gorgeous Baby Albatross (I think) with incredible wood work. The "new" ship was the Polish Puchatek, a truly horrible-looking two-seater with poor quality workmanship. We were unimpressed." (Lew: My impression was a little different - looking at it as a club trainer, I saw it as strong, spartan, and functional, and probably better from the instructor's point of view than our venerable 2-33's. I didn't hear a price, but expect it was too expensive for what you get.)

GEORGE: "The SSA Convention gave me a chance to take a few days out of my hectic schedule and immerse myself in soaring and be around people who truly love our sport. In addition to seeing many old friends, I met lots of new people and got the chance to hear and see some of the individuals whose articles and exploits we read about so often in SOARING. As a 1-26 owner, I really got a kick out of the 1-26 breakfast (my first). As much as I like the kind of people that the sport of soaring attracts, I have never met a more warm, cordial and enthusiastic group of pilots than those who fly our humble bird. It's a nice way to spend time with these people."

MARK AND ALICE: "Friday morning, of course, was the 1-26 breakfast. It was a wonderful gathering, and it was fun to meet old friends and make new ones. Lew introduced his new glide calculator and spoke about the 1-26 Badge and

Record Camp scheduled in June. Carl Herold spoke about (the new) "WORLD BADGE" CONCEPT."

LEW: "SSA Board action later approved the "WORLD BADGE" for implementation in June 1991. Full details will be out in SOARING ASAP, but in a nut-shell, to achieve that badge (which will be a "world" ring to mount around your Gold Badge), you must fly a cumulative cross-country distance of 40,000 KM. There will be "achievement markers" along the way, and flight documentation will be virtually nil, strictly an honor system. It can be a "lifetime" goal, but, as Mark has pointed out, you need to be pretty young if you're going to do it in a 1-26! It's conceived as a program to keep folks interested who have already "done everything" - gotten all the badges, 1000 KM diplome, etc."

MARK AND ALICE: "We spent most of our time at the seminars. Alice spent all of Friday (Feb 22)) at the Commercial Operators Forum; she is now their newsletter editor." (My sympathy, Alice - Ed.)

GEORGE: "I attended 12 of the seminars. I was impressed with most of the speakers, and the talks were both educational and entertaining. A couple regarding new equipment seemed a little like sales pitches, but that was to be expected."

MARK AND ALICE: "The 'Restoring Antique Sailplanes' seminar by Frank Kelsey and George Apleby was great - they spoke about what to look for in older sailplanes, how to repair them and what techniques to use. George Thelen gave a seminar on glass ships and moisture. After listening to him and seeing his photos, we're glad we have an all-metal 1-26!"

GEORGE: I was particularly impressed by George Thelen's talk on moisture damage to composite sailplanes. His comment was that with the current rate of foreign exchange, very few new ships would be imported for the foreseeable future, and, with no active US manufacturers, the fleet we now have is what we have to fly. To make matters worse, many of the composite ships in the fleet are showing their age in the form of crazing and other gel-coat defects. He (Thelen) is actively trying to develop resurfacing techniques that may be used to

extend the life of the fleet. The problem is that the surface contour is controlled by the factory mold and is imparted to the gel-coat, not the underlying structural fabric. When the gel-coat is removed, it is difficult to re-attain the proper airfoil contours. To further complicate matters, the crazing generally goes down into the fabric, and even if the gel-coat is stripped and replaced, the underlying fine cracks will propagate to the surface in a few years. Another disturbing revelation was that composite manufacturers are financially driven to use less durable gel-coats because of the difficulty (cost) of sanding and finishing known more durable materials. At the risk of sounding smug, I came away with a great feeling of relief that I own an old metal and fabric glider."

MARK AND ALICE: "Derek Piggot, the guru of soaring instructors, talked about keeping students challenged without pushing them past their limits. Derek is always great to listen to. Many years ago, he appeared at the (old) Black Forest and I got to spend the day with him - he's a very intelligent, caring man."

GEORGE: "After hearing Derek Piggot's talk on prevention of stall and spin accidents, I regretted not hearing his earlier lecture on instructing. His British wit and mannerisms just added to his discussion. One interesting observation was that (possibly) the reason glider pilots tend to skid in turns on final was that we are generally used to using lots of rudder when thermalling at low speed. In the pattern, we are flying somewhat faster, the rudder is more effective, hence we may tend to "over-rudder", resulting in a skidding turn."

Billy Hill's talk on getting into competition soaring was great. My only problem (Lew: "Shared by a lot of us") was that he seemed to consider occasional midairs as a normal occupational hazard of competition flying. I haven't flown in serious competition yet, but this attitude seems a little intense and intimidating to me! Again, I'm glad to fly the 1-26 where courtesy and sportsmanship are considered as important as win-

ning."

MARK AND ALICE: "The FAA Regulatory Seminar went very well this year, mainly because they didn't spring any bad news. It looks as if the drug testing requirements will be modified in our favor, and the Annual Flight Review will likely be dropped (it's presently held in abeyance pending review).

Arleen Coleson gave an excellent overview of badge and record processing along with a test of everybody's knowledge. She also introduced Jackie Payne's new Badge and Record Book, which has everything you'll ever need to know to process a badge or record flight."

LEW: "She also introduced Jackie and her great book at the Women's Soaring Pilots and the 1-26 breakfasts, and perhaps other places I didn't attend. The book fills a real need and Jackie's 200 copies were gone in no time! The good news is that she's doing a second printing in early May - I urge everyone to grab a copy."

MARK AND ALICE: "One of the best seminars was Dave Ellis' on variometers in their many forms and how to trouble-shoot them. It was very informative and gave me some areas to check on our vario system."

Phil Boyer of AOPA spoke at the general membership meeting, covering many items of concern to both general aviation and soaring. I wish the meeting had been better attended."

GEORGE: "The final awards banquet was very enjoyable. The speaker was the pilot of the Canadian Boeing 767 that ran out of fuel and landed dead-stick on an abandoned RCAF airbase. He and his co-pilot (who also spoke briefly) used their previous gliding experience that day. Yes, a 767 will slip!"

LEW: "Several much-deserved SSA awards were presented at the banquet. You'll read about them in SCARING, however, I was particularly gratified that SSA FINALLY publicly recognized Jo Ann Shaw's many soaring achievements over the years, including her latest women's World Record, this one a Distance to Goal set last season. It was great to see Jim Hard get an SSA Exceptional Achievement Award too, for his "Longest pure thermal

flight EVER MADE in a 1-26 east of the Mississippi - 413 miles from Minneapolis last year."

GEORGE: "My only really negative feeling about the convention was the seeming lack of concern displayed by the soaring leadership (?) about the future of our sport. One reason we have a shrinking sailplane fleet is that we do not have enough active participants to provide the demand for enough new ships to allow economy of scale in production. I didn't hear any discussion (LEW: Except at the bar) of how we can bring and keep people interested in the sport. It says something that the only growing organization in the US soaring community is the 1-26 Association."

LEW: "Nor was there even any public admission that we need more people in soaring! Note that during the 1987 to 1990 period, while the SSA membership declined, the 1-26 Association reversed a long downward trend and increased paid membership by over 500%, and it still continues to grow, although at a slower rate."

I think the Albuquerque Soaring Club and particularly Convention Chairman Don Kawa! did an outstanding job. Of the other three conventions Dorothy and I have attended, we agree that this was the best organized and definitely was the most fun! Hotel accommodations were great (two whole non-smoking floors!) and the staff made people feel welcome. Not surprisingly, the hotel dining room food was typically "hotel" quality - pseudo French named items with ersatz french seasonings. This in a city famous for its superb southwestern food?! Fortunately, we were spared much of the hotel food, thanks to the hospitality of many locals, especially including Luan and John Walker (who are out-of-state HFSC members) who led us to the "real stuff."

All-in-all, if you didn't attend, you missed a great get-together and we all came away fired up for the 1991 soaring season.

- Lew Neyland.

(Ed. note: We thank Lew for gathering up the material for this report and submitting it for publication. It's obvious that there was a lot to be learned from this convention.)

WAVE SUNDAY

Neil Green

I rolled out of bed at about 6:30 March 10 and something told me I'd better call the wave report. The weather briefer said the outlook was excellent with the trend improving. That's all I had to hear. Usually I'd listen to the forecast in its entirety, but I just hung up, not wanting to waste time.

I was greeted at the gliderport by a wind sock at full attention from the west. I quickly found Dave Plunkett, who said that he had sent Phil wave sniffing in Tow #2, and that he had in fact found rotor over the gliderport, and 5 knot lift over route 83. After taking a convincing dual flight in a 2-33, Dave decided it was time to call Denver Center and asked if the high altitude window could be opened.

I quickly grabbed a barograph and asked Val Dean to be my official observer, which he did without hesitation. As I drove over to the Walker hangar to get my 1-26 ready, I thought back to September when I first called Lew Neyland to ask for help in making a wave flight this winter. I had told him of my two major concerns. One was the hostility of the environment, especially in regards to cold, but more so in regards to oxygen. The second was the distance from the gliderport to the Rampart mountains.

Lew had advised me that the best source for preparing oneself for wave flying was Mark Palmer's monograph and that I should simply memorize it. He also pointed out that on any day one was looking for wave over the Ramparts there would be a strong west wind and given even the poor L/D of a 1-26 there should be no problem getting back given the proper altitude. I asked him a 100 more questions which he answered patiently. When I asked him what he thought of the Denver FSS wave forecast, he pointed out that he had written the com-

puter program they use himself and in fact felt it was valid.

As I sat on the runway headed south, Hans Arnold and I heard Extra Nice switching to 124.1 to ask Denver for clearance into the windows. The tow plane pulled up and Phil stated that this was the day we've all been waiting for. The crosswind had been up to 24 knots but was now easing to 18. I knew that my plane and skills would be at the limit for this strong a crosswind. Hans ran my upwind wing very low and I started my roll with full opposite rudder. Even so, my ship completely weathervaned into the wind!. My hand was on the tow release but my heart was up there in the wave with Extra Nice. It was a 100 feet or so until I got enough rudder authority to get in behind the tow plane. I was later glad to hear that after my launch Dick Seaman had volunteered to bring Tow 1 up and make all further tows that day to the west.

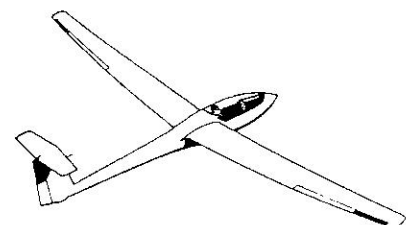
The flight to the Ramparts was classic. Once we broke ground we were immediately in up rotor with gusts to 10 knots just at the south end of the gliderport. It was a good feeling, this was unmistakable rotor, and where there's rotor there should be wave! Keeping the tow plane in view occupied my fullest attention. As we crossed route 83 heading west the rotor broke to smooth secondary and we quickly went from 10,000 to 13,000 msl. As we reached the half-way point between 83 and I-25, the laminar-smooth lift changed to laminar-smooth down, slowly increasing to 600 feet a minute down. I relayed this information back to Black Forest and Dave suggested that we speed up. I rocked my wings and Phil responded. We were back down to 11,000 msl when we hit rotor again. As we neared I-25 the rotor evolved to more up gusts than down and as we crossed I-25 almost due west of the gliderport we hit smooth primary wave indicating 8 knots up.

I released at 13,200 msl into the wind and the tow plane

quickly cleared way. Our ground speed on the way over had been incredibly slow and I knew that I would have to keep my nose down into the wind to maintain ground position. As I picked out forward and lateral ground points my vario quickly pegged. My altimeter quickly wound up to 15,500 msl before I remembered I needed to notch. I notched straight into the wind with full spoiler to 15,000 msl. I was pleased that I was able to lose altitude in this incredible lift. I began to explore south to position myself under window #4. Denver center responded quickly to my anxious plea to get clearance into the window.

My climb to 27,400 msl was mostly in 3 to 5 knot lift, often smooth, but occasionally bumpy. Most of my effort was directed at not getting blown out the back of the window. I had to maintain 60 to 80 knots IAS just to maintain zero ground speed. Denver advised me that there was other glider traffic in window 4 and I open to flight level 330. I never saw them.

Something happened to me at 25,000 msl. I had a brief moment of free floating anxiety. I began to hyperventilate. I think it was just the novelty of being this high! A quick check of my oxygen pressure, blinker, and bail-out bottle showed everything was in order. I slowed my breathing down and continued to enjoy the outstanding view from the Spanish Peaks to well beyond the great divide. At 27,400 msl, I had rediscovered some 5 knot lift over the Rampart reservoir but my oxygen was indicating 500 to 600 lbs and I knew that it was time to head down.



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"AIRWORTHY" is published monthly for Black Forest Soaring Society members and lot owners at Black Forest Gliderpark and contains notices of the Society's business meetings. Newsletter exchange with other soaring clubs in Colorado is encouraged. Direct all correspondence to:

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STATEMENT OF PURPOSE

The purpose of the BLACK FOREST SOARING SOCIETY, a not-for-profit corporation, is to provide the location, equipment, and know-how to guarantee the safest, most enjoyable soaring experience possible; to provide the opportunity for the education and training of sailplane pilots; and the advancement and development of their piloting skills and judgement. The creation of SOAR BLACK FOREST as a commercial soaring operation provides the resources to achieve that goal, gives BFSS members a base of operations for continued personal achievements and future group projects, and provides access for the general public to the world of soaring.

BLACK FOREST GLIDERPARK

Black Forest Gliderpark is a subdivision of individually owned residential lots with a common area dedicated for use as a private airpark. Lot owners comprise the Homeowners Association which governs the use of the common area. BFSS owns one lot and maintains its property, buildings and equipment for use by members, lot owners, invited guests and customers of Soar Black Forest.

SOAR BLACK FOREST

Soar Black Forest is a subsidiary corporation of the Black Forest Soaring Society. Its sole purpose is to operate the commercial glider facility at Black Forest Gliderpark. All use of facilities, aircraft and instructors must be scheduled through Soar Black Forest.

OPERATIONS MANAGER: DAVID PLUNKETT PHONE: (303) 648-3623
BUSINESS MANAGER: JIM SLOVICK PHONE: (303) 648-3623

SUMMER HOURS: OPEN THURSDAY THROUGH MONDAY

WEEKDAYS 9:00 AM - 5:00 PM

WEEKENDS 8:00 AM - 7:00 PM

WINTER HOURS: OPEN FRIDAY THROUGH MONDAY

8:30 AM - 5:00 PM

Below are the 1990 end-of-year balance sheet and 1990 cash flow statement to show the overall health of the club. Following the statements is a brief discussion of the results.

BFSS CASH FLOW STATEMENT
1/1/90 Through 12/31/90

BFSS BALANCE SHEET
As of 12/31/90

<u>CATEGORY DESCRIPTION</u>	<u>1/1/90-12/31/90</u>	<u>ACCOUNT</u>	<u>BALANCE</u>
<u>INFLOWS</u>		<u>ASSETS</u>	
Donations	630.67	Cash & bank accounts	
Dues	23,000.20	Kiowa checking	2,450.93
Interest	432.82	Kiowa savings	<u>12,988.50</u>
Misc income	1,942.14	TOTAL CASH AND BANK ACCOUNTS	\$15,439.43
New member fees	2,200.00		
Premises lease	7,200.00	Other assets net of depreciation	
Sailplane lease	<u>7,042.58</u>	Buildings	78,709.00
TOTAL INFLOWS	\$42,448.41	Equipment	2,627.75
		Land - lot 8	1.00
		Loan to SBFI	10,000.00
		Sailplanes	3,954.00
		Stock in Soar Black Forest (100% Ownership of SBF)	2,000.00
<u>OUTFLOWS</u>		Stock in Tow Black Forest (1 share in Tow Black Forest)	1,000.00
Accounting	175.00	TOTAL OTHER ASSETS	<u>\$98,291.75</u>
Airworthy	1,560.73	TOTAL ASSETS	\$113,731.18
Bank charges	26.34		
Insurance	5,102.00	LIABILITIES AND EQUITY	
Junior tows	570.80	LIABILITIES	
Misc expenses	1,590.99	Other liabilities	
Office supplies	253.82	Goodlette loan	10,504.00
Postage	459.89	Hoyle loan	3,582.66
Repairs	3,018.34	Kiowa State Bank loan	61,619.18
Tax - Elbert	3,165.80	Knauer loan	<u>3,582.66</u>
Telephone	145.52	TOTAL OTHER LIABILITIES	\$79,289.25
Equipment	1,101.75	TOTAL LIABILITIES	79,2889.25
Loan to SBFI	10,000.00		
Loan interest	8,930.78	TOTAL LIABILITIES & EQUITY	\$113,731.18
Loan principal payments			
Goodlette loan	2,662.00		
Hoyle loan	1,352.14		
Kiowa State Bank loan	1,959.50		
Knauer loan	<u>1,352.14</u>		
TOTAL OUTFLOWS	\$43,391.54		
OVERALL TOTAL	-\$943.13		

INCOME:

The membership remained steady, with dues collections amounting to \$23,000 - about the same as 1989. Sailplane and premises leases total \$14,242 - also about the same as 1989. New member initiation fees were double 1989 at \$2,200. Miscellaneous income is from sources such as social events and junk sales, and is offset by the expenses from these events shown as miscellaneous expenses. Overall total inflows of \$42,448 is up by \$4000 over 1989.

OUTFLOW:

The biggest outflows were our loan to Soar Black Forest of \$10,000 and loan principal payments of \$7289 with interest payments of \$8930. The other significant outflows were insurance and taxes. As mentioned in the income portion, the miscellaneous items were offset by miscellaneous income.

SUMMARY:

1990 was a financially stable year for the Black Forest Soaring Society. The net cash flow loss of \$943 keeps the club in a sound financial position. From a profit and loss perspective, the club made a profit of about \$10,300, similar to 1989, with net assets increased by that amount in 1989.

The exciting news is that Soar Black Forest was able to break even in 1990 and is starting 1991 with a bang. Consequently, it should not need as large a working capital loan in 1991 as in 1990. It is even possible that no additional loans will need to be made to Soar Black Forest in 1991. This circumstance will provide the club with additional cash to pay down the outstanding loan balances and achieve a stronger financial position for future growth. - Jay Cruce, Treasurer

The following is a consolidated balance sheet and income statement of the club and the commercial operation.

BALANCE SHEET

<u>ASSETS</u>	<u>BFSS</u>	<u>SBF</u>	<u>ELIMINATIONS</u>	<u>CONSOLIDATED</u>
Cash	\$15,439	\$9,189		\$24,628
Supplies and other current assets	-	1,743		1,743
Building, land & sailplanes	85,964			85,964
Loan to Soar Black Forest	10,000		(\$10,000)	
Stock in Tow 2	1,000			1,000
Stock in Soar Black Forest	<u>2,000</u>		<u>(2,000)</u>	
TOTAL ASSETS	\$114,403	\$10,932	(\$12,000)	\$113,335
<u>LIABILITY AND EQUITY</u>				
Accounts Payable		\$7,584		7,584
Loan from BFSS		10,000	(\$10,000)	
Notes Payable	79,289			79,289
Common stock		2,000	(2,000)	
Equity (deficit)	<u>35,114</u>	<u>(12,185)</u>		<u>22,929</u>
TOTAL LIABILITY AND EQUITY	\$114,403	\$10,932	(\$12,000)	\$113,335

INCOME STATEMENT

FOR THE YEAR ENDED DECEMBER 31, 1990

Flight operations		\$116,092		\$116,092
Merchandise sales & other income		25,744		25,744
Dues and donations	\$24,031			24,031
New member fees	2,200			2,200
Premises lease income	7,200		(\$7,200)	
Sailplane lease income	7,043		(7,043)	
Other income	<u>2,374</u>			<u>2,374</u>
TOTAL INCOME	\$42,848	\$141,836	(\$14,243)	\$170,441
<u>EXPENSES</u>				
Payroll		\$43,259		\$43,259
Glider lease expense		22,047	(\$7,043)	15,004
Tow plane lease expense		37,136		37,136
Depreciation	\$ 7,558			7,558
Insurance	5,102			5,102
Real estate taxes	3,166			3,166
Interest expense	8,931			8,931
Other expenses	7,684	32,328		40,012
Premises lease expenses		<u>7,200</u>	<u>(7,200)</u>	
TOTAL EXPENSES	\$32,441	\$141,970	(\$14,243)	\$160,168
NET INCOME (LOSS)	\$10407	(\$134)		\$10,273

NOTE: The eliminations above are necessary to reflect inter-company transactions that do not affect the combined total.

Jim Slovick, Business Manager