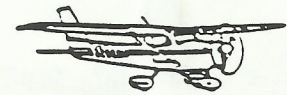


AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

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KOLSTAD MEMORIAL SCHOLARSHIP DINNER/FUNDRAISER

Each year, The Black Forest Soaring Society makes a contribution to the Paul Kolstad Memorial Scholarship Fund. It has been a tradition to raise money via a barbecue held at the gliderport. Originally, Ken Kolstad was the chef, and his specialty was "Cornell Chicken", a wonderful recipe which was very popular with all who sampled it. A green bean casserole was also a part of the traditional menu. In recent years, we have let Ken retire from cooking and other club members have done the honors.

Last, year Joe and Georgia Berger brought their culinary skills to bear, along with help from several more club members, and we managed to raise enough money to pay for supplies and still make a donation of \$1000 to the Scholarship Fund!

This year we will follow much the same plan, albeit with a change in the chef team (however,

THANK

YOU

ALL

The WSPA volunteers did a magnificent job of making the WSPA Seminar a never-to-be forgotten success! Thank you one and all! There will be a report in the next issue of "AIRWORTHY".
-Phyllis Wells.

"Cornell Chicken" may make a re-appearance). The barbecue will be held on Saturday, August 21st, at 6 PM. The cost will be \$10.00 per person, with a special reduced price for children. There will also be child care available. Make your plans now, and then complete the reservation blank included with this newsletter, return it along with a check for the proper amount to BFSS as soon as possible. The Fundraiser Committee must have your reservation and check not later than Saturday, August 14th, in order to know how many to plan for. As a matter of fact, you can bring the lot to the membership meeting on August 14th and kill two birds with one stone!

The Kolstad Junior Soaring Awards were established in 1968. Any member of the Soaring Society of America who is between the ages of 14 and 20, inclusive, and holds the Century Award for his/her cross-country soaring flight, or has completed the Silver Badge, is eligible to apply for the Annual Kolstad Junior Soaring Scholarship.

The award is currently \$1000, and was won in 1992 by David Graham from the Harris Hill Junior Soaring Pilots, in Elmira, New York. Be at the barbecue and help another young soaring pilot with his/her educational expenses! See you there!

THE "PREZ" SEZ:

WE WAS SKUNKED!

Caesar Flores, Scott Hekkers, Jim Rafert, Kent Ferguson and I took a towplane and a 2-33 to the EAA Fly-in in Greeley the weekend of June 27th. We wanted to give rides and make some money, but all we sold was one lousy T-shirt. We talked about glider flying with lots of people, and lots of kids sat in the cockpit, but nobody was willing to pay \$60 for a ride. We thought that, in a strongly aviation-oriented crowd, there would be lots of people interested in doing something different, but we had no takers at all! None, zero, zip! My worst predictions weren't that bad!

The question is why? One slightly antique 2-33 didn't stand out from the antique airplanes? Would the Blanik or the Twin Astir have been a better choice? Were too many people already flying their own plane, and simply weren't interested in being a passenger? Were the attendees more interested in looking than in flying? Perhaps there was too much else going on and we got lost in the shuffle.

What should we do the next time? Perhaps displaying a glider and selling gift certificates would have better results. That worked fairly well at Buckingham Mall. Are there other places where sell-

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ing rides would work? Enquiring minds want to know!

- Tom Eggers, President.

JULY TREASURER'S REPORT

Since there will be no Board meeting in July, enclosed are the financial reports for June. The summary follows:

Cash Balance	\$20,812
Funded Liabilities	
WSPA Seminar	(\$10,260)
Willey Memorial	(\$ 2,237)
Available for Operations	\$8,315
Kiowa Bank Loan	\$54,398

I was travelling most of June and I did not send the bank payment that I had planned to send before the end of June. So you will see there was no loan interest shown for June. I paid it early in July and I plan to pay another payment in July. Therefore, there will be a double payment shown for the July report. The big expense for June was Elbert County taxes, as expected.

Sailplane leases are still running behind. With Tow One back in service, I hope July will show a rebound.

Looking at the year-to-date budget report, revenues are almost on plan, with dues receipts (mostly from last year's recovery in January) more than offsetting the under-run in sailplane leases. Expenses, on the other hand would be in line except for the unexpected expense in refurbishing 966. Note that since I am paying the bank loan ahead, the loan interest will normally be ahead of plan.

Finally, \$345.60 was contributed to retiring the bank loan in June, bringing the total for the year to \$1250.60. One member, Lou Spomer, was responsible for the majority of the contribution in June, as noted in Airworthy.
- John Goodlette, Treasurer.

COMING EVENTS

Aug 14 - 9 AM - BFSS Board meeting.
Aug 14 - 5 PM - BFSS General membership meeting.

Aug 14 - 2d Annual Black Forest Downhill Dash.
Aug 21 - 6 PM - Kolstad Scholarship Fundraiser barbecue.
Sep 10 - 9 AM - BFSS Board meeting.
Sep 10 - 5 PM - BFSS General Membership meeting.
Sep 10-13 - High Flights Camp at Creede.
Sep 18 - BFSS Annual Meeting - location TBA.
Sep 18-19 - BFSS Mountain Flying Camp at Creede.
Sep 25-26 - Denver International Airshow, Denver International Airport.
Oct 1-3 - Rocky Mt Airfair, Colorado Convention Center, Denver.
Oct 9 - 9 AM - BFSS Board meeting.
Oct 9 - 5 PM - BFSS General Membership meeting.
Oct 16 - Denver International Fly-in.
Nov 13 - 9 AM - BFSS Board meeting.
Nov 13 - 5 PM - BFSS General Membership meeting.

MEMBER ACCOMPLISHMENTS

Dan Marotta - 417.5 miles; BFSS,, Salida, Antero Reservoir, Canon City, Silver West, Greenhorn Mtn, Kiowa, BFSS, 7/10.
Cherri Wheeler - "A" & "B" Badges, 7/22.

MEMBERSHIP UPDATE

Please make the following changes in your membership roster.

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Littleton, CO
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(W)(303) 794-1585

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(H)(719) 592-0477
(W)(719) 528-4640

David Wheeler
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Colorado Springs, CO 80904
(H)(719) 520-1874
(W)(719) 576-2874

Shawn Curry
(H)(303) 3931359

"THANK YOU" DEPARTMENT

Bob Nichols - mowing, 6/26.
Bob Nichols, Ron Berge, Jim Pattee, Stacie Boyers - windsock repair, 6/26.
Scott Hekkers, Tom Eggers, Jim Raffert. - Greeley Airshow.
Robert Barnsbee - gardening, 6/27.
Tom Eggers - Hanger 3 upgrade, 6/27.
Joe Berger - mower repair, 6/28.
Shane Schutte - line crew, 7/1.
Robert Barnsbee - line vrew, 7/2.
Joe Vernier, Tom Eggers, Ron Berge, Rhona MacBeth, Carl Brownd, Larry Harvey - WSPA prep, 7/3.
Dick Seaman - New gliderport sign.
Russ Anthony, Ron Berge - Running Creek windsock installation, 7/10.
Bob Simon - mowing, 7/11.

GET OUT THE VOTE!

There is an election scheduled for a Region 9 (Colorado, Arizona, New Mexico, Utah and Wyoming) SSA Director. If you have not yet received a ballot (SSA members only), it will be in your mailbox soon.

The candidates are Aland Adams from Colorado Soaring Association and Billy Hill from Albuquerque, New Mexico.

Along with your ballot, there will be a brief biographical sketch on each candidate. read them carefully, and VOTE! The best way to have some influence on the direction of SSA is to assist the candidate of your choice. Don't wait!

THE BLANIK IS READY!

Our L-13 Blanik is ready to fly. It is available for rental, spin training, dual cross-country instruction, etc. Call the gliderport to receive it for your check-ride soon!

- Dave Plunkett, Manager.



This was taken going through 18,000'. The heading is WSW. Note the vario at the bottom!
Mark Palmer, 1-26E, N606GF, June 6,, 1993. (The blob in the upper right is a close up and personal view of Mark's thumb! - Ed.)

WINCHES AND WAVES IN WESTCLIFFE A TRUE STORY

The Wet Mountain Valley has always been a special place. It's as near to a Shangri-La as you'll find in the southwest - a high, lush mountain valley surrounded by deserts and prairie. Certainly driving south from Colorado Springs or up from Alamosa, you would never suspect that such a wonderful place existed.

And so, to Shangri-La we went in early June, a group of us trying out the logistics of using the winch there; practicing for the Women's Soaring Seminar. There were eight of us - Alice and me, Curt Cole from CSA, Kathy Taylor from Boulder and her friend, whose name escapes me, Walt and Linda Lafford and Dan Marotta.

It was not the best weekend as far as the weather was concerned. The wind was strong from the southwest, and our first winch attempt on Saturday ended in a four-hour snarl. We were attempting to snap Go Fast and me to the south. Because of some concern for the proximity of the road, the winch was about 50 yards east of the runway, in the scrub. I sat about 4000 feet away on the runway. When we started, the line jerked

and snagged, and I wasn't getting any speed; I popped off only a few seconds into the launch. Apparently, Walt and Dan didn't hear my call; the next thing they knew, the line was wrapping around the axle. So we spent four hours cutting a few hundred feet of wire off in two-foot chunks.

By the time we were ready again, the winds were even stronger from the southwest. We had found (with native help) the mowed and rolled east-west runway. We tried another snap from there but the winch coughed and choked. Go Fast made only 500 hundred feet and we landed on the main runway. Seems as if the winch did not like the high density altitude.

That night the group decided to make another attempt early Sunday morning. We hoped to get a couple of snaps in early so we wouldn't interfere with Lew Neyland's 500-mile camp. None of us was thinking about wave.

When we arrived the next morning, our hopes were dashed by strong, gusty southwest winds - a repeat of the day before. While we were waiting for the winds to subside (in Colorado?) Kathy accepted a ride from High Flights in their Blanik. There was wave, they thought.

It seemed as if the Blanik was barely off tow before they were calling down; "Open the window! Going through 17!" Alice said to me, "Why don't you take a tow?" So I did - a wave pilot who hadn't flown the wave for a while.

I fully expected to just stay around 18,000 or so, maybe fly up and down the valley a bit, so I didn't take the barograph or the bailout bottle, even though Alice asked. I was, as usual, in a hurry.

It was only 9:30 when I waggled the rudder and Go Fast and I followed the towplane aloft. We made one big 270° turn, punching through the lift and sink and some very strong rotor. By the time we were over the field we were at 11,000 feet, but the turbulence suddenly subsided and the air became very smooth. This was a clue. I punched off and turned into the wind.

The varios screamed!

I'd never seen such strong lift in all my years of wave flying. The needles of both varios slammed up against the stops. I could feel the acceleration upward! I frantically called down to confirm the window was open, then called Denver Center. They cleared me to 350 just as I went through

18,000.

The strong lift never let up and I just sat there, parked over the field while I climbed. The group below watched me as I shrank from sight. Within twenty minutes of takeoff, I was through 24,000 feet and still going. I didn't have the barograph, but I did have my cameras, so I started snapping pictures of the altimeter, (see the photos on the wall in the office - [and above - Ed.]). Above 28,000 the lift began to slack off, but I think it was more that I was drifting out of position rather than the lift slowing down. I could still look out the left side and see the airport below me. Denver Center was very cooperative and seemed unruffled by my intrusion. They lost contact with the Blanik at one point and asked me to relay. As I approached 30,000, they asked if I could hold my altitude for a while - they wanted to let a couple of airliners by underneath me (I couldn't help but grin at that. Can you imagine the Captain, "Ladies and gentlemen, we are being vectored beneath the glider you can see out the left windows...").

Once above 30,000, I began to regret that I hadn't taken the barograph OR the bailout bottle. I knew I shouldn't go any further without a backup. 35,000 was tempting, but... I took another picture at 33,650, announced my intentions to Center and started down. It was exactly 40 minutes since I had left the ground. I was still getting just under 500 feet a minute when I left - if I'd brought the bottle and the barograph, I knew I could have broken 35,000 and maybe even 40,000!

My next mistake was deciding to drift downwind to the sink and then punch upwind to the field. In retrospect, I should have gone upwind toward the Sangres and then descended. Instead, I made a quick 360, but the winds were so strong that Canon City was closer than Westcliffe when I rolled out. I started the longest part of the flight, fighting the headwinds and finally the rotor. For about five minutes, I was uncertain if I could

tor at about 15,000 feet and it was some of roughest I'd ever been in. I was pitched and thrown around and several times, had no control. I wished I had taken out the turn-point cameras.

I finally made it back to the field at about 12,000 feet. I went west for a few minutes and was in wave again. I had the brakes out and finally turned back into the rotor and sink and landed in what was probably a 30-knot crosswind. The entire flight had lasted one hour and five minutes!

Westcliffe showed me what it can do that day. I learned not to be in a hurry and ALWAYS have the barograph and bailout bottle ready. These kinds of conditions may not happen every day at Westcliffe, but they happen often enough that you need to be prepared.

If you sit down and analyze my flight, I AVERAGED over 630 feet per minute on the climb. Not bad, not bad at all. The climb was so fast that I didn't even get cold - at the top of the climb, it was only 20° outside - didn't even need the gloves and hat that Walt had loaned me.

So I came away very happy and pleased. Westcliffe had lived up to its reputation for fantastic conditions. And the next time I go to Shangri-La, I'll be ready.
- Mark Palmer.

VOLUNTEER LINE CREW SCHEDULE

Personnel assignments for August follow:
Anthony, Russ: Aug 1, early shift.
Berge, Ron: Aug 7, early shift.
Bocast, Don: Aug 15, early shift.
Calender, Dale: Aug 2.
Cullen, Joe: Aug 6, 13.
Curry, Shawn: Aug 14, late shift.
Dean, Val: Aug 8, early shift.
DeSanti, Mike: Aug 29, late shift.
DeVries, Hugh: Aug 21, late shift.
Fisher, Lloyd: Aug 28, late shift.
Hagood, Carla: Aug 22, early shift.
Hagood, Dave: Aug 22, late shift.
Hekkers, Scott: Aug 9, 12, 23.
Hendershott, Kevin: Aug 1, late shift; Aug 21, early shift.

Hipszky, Skee: Aug 14, early shift.
Houseworth, Bill: Aug 8, late shift.
Krinsky, Kerry: Aug 15, late shift.
Richards, Paul: Aug 29, early shift.
Schwerin, Jim: Aug 5.
Schutte, Rob: Aug 19.
Simon, Bob: Aug 16.
Vernier, Joe: Aug 7, late shift; Aug 28, late shift; Aug 30.
Wells, Phyllis: Aug 26.

Volunteers are still needed for August 20th and 27th.

- Dale Calender, Line Crew Coordinator.

A LITTLE WEATHER GUESSING, PLEASE

In a recent issue of "BIRD-SEED", the official publication of the Colorado Soaring Association, Bill Nesse offered a lengthy discourse on how to decode the Flight Weather Service's Daily Soaring Forecast (#*223). The article gave several examples showing how to work the mathematics involved, and some indicators of thunderstorm probability.

At the end of the article was the following quote:

"A less sophisticated way of judging if a thunderstorm will develop is by checking the dew point. In our neck of the woods, if the dew point in the morning is above 50°, thunderstorms are quite likely; if below 45°, thunderstorms aren't likely. So, if you see lots of dew on glider wings in the early morning, look out!"

We've been observing this "no brainer" thunderstorm prediction theory for about a month, and it seems to work! Please note that this is not a predictor of whether it will rain or not. This seems to work for thunderstorms only. And, as weather prediction is an inexact science at best, it is not infallible, and bears a close relationship to local weather only. For instance, it's quite possible to have only a CU buildup in Colorado Springs, and thunderstorms in Denver, Pueblo or on the eastern plains. Give it a try, and give "AIRWORTHY" some feedback.

AIRWORTHY

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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 Black Forest Gliderpark and contains notices of the Society's business meetings. Newsletter exchange with other soaring clubs in Colorado is encouraged. Non-members subscription to "AIRWORTHY" is \$10/year. Direct all correspondence to :

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STATEMENT OF PURPOSE

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

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.

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BUSINESS HOURS: OPEN THURSDAY THROUGH MONDAY

8:00 AM - 5:00 PM

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