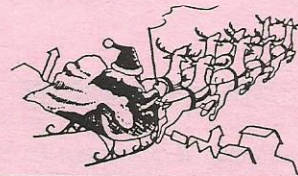




AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

VOLUME V, NUMBER 8

DECEMBER 1990

MINUTES OF THE GENERAL MEMBERSHIP MEETING, NOVEMBER 10TH, 1990

Joseph Berger, President, called the meeting to order at 5:25 PM.

The October minutes were approved as printed in "Airworthy". No Treasurer's report was given as the Treasurer had to leave before the meeting started.

Joe reported that he, Mike Cavanagh, Lindsey Fischer, Dave Leonard and Lou Neyland were at Westcliffe for auto tows. With 3600 feet of rope, there were launches up to 1700 feet, and there was some soaring up to 12,000 feet. Two people had low releases, due to what appeared to be trouble with their Tost tow-hooks. We might consider a similar auto launch arrangement at Black Forest, but with two pulleys due to the much shorter runway.

Aileen Johnson is in charge of the Christmas party. It will be held at the Goodlette

residence on Saturday, December 15th at 6 PM; dinner will begin at 7 PM. It is intended to be a family affair, so there will be entertainment for the kids, and baby sitting will be provided.

Entrees will be provided; members will be asked to bring soups, salads and desserts. The Goodlettes will provide wine and beer. Since there will be carolling, bring your voice, and a musical instrument, if you play one. The cost will be \$5 per adult, \$2.50 for each child under 12.

Georgia Berger reported that the promotional committee is requesting volunteers to man exhibits, display booths and similar activities during 1991. Please call her if you can help.

There may be a wave camp at Westcliffe on the Friday through Sunday after Thanksgiving. If you are interested, call Lou Neyland ([719] 632-1202) or Milt Johnson, ([719] 471-4883).

Dave Plunkett (operations) - Melting snow causes mud which requires LOTS of help to keep things moving: please work at landing near the cross taxiways so less energy and time will be required to move gliders about. The Soar Black Forest Junior Incentive Plan continues: Junior members who help will get a free tow the next month. There is also a "NEW, IMPROVED INCENTIVE PROGRAM": club members who bring in five intro rides will get a free tow, and club members who pay for 15 tows in a three-month period will get their next tow free.

Phil Berggren is a new tow pilot.

Board of directors activities: Brian Broder, who recently soloed, and Istvan Hipszky, have been approved as new members.

The BFSS Board of Directors appoints the Soar Black Forest Directors;

currently, four seats on the SBF BoD have been filled (Bill Houseworth, Jay Cruce, John Goodlette and Val Dean). The BFSS BoD is considering more candidates for the SBF Board.

The BFSS Board is working on programs to better serve and increase the customer base; the limit today is our ability to deliver service.

Joe Berger adjourned the meeting at 6 PM.

- Thomas W. Eggers, Secretary.

1990 CHRISTMAS PARTY

HEAR YE, HEAR YE! The annual Black Forest Soaring Society Christmas party will be held on Saturday, December 15th at the home of John and Jeanette Goodlette, 5715 Chirgiton Road in the Black Forest. See flyer and map which are included in this newsletter (glider pilots are good map readers, right?).

Cost will be \$5.00 per adult, \$2.50 for each child under 12 years of age. This will go to pay for the entree, punch and coffee. Appetizers, salads and desserts are pot-luck (see schedule in the flyer). The Goodlettes have offered to furnish the wine and beer. There will be entertainment for the kids, and baby-sitters will be provided, so bring the family and have a great time. We also plan to sing some Christmas carols, so bring your voice, and a musical instrument, if you have one (guitar, harmonica, horn, etc.). Your check, along with the tear-off coupon, must be returned by December 10th. See you there!

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1990 BARNABY LECTURE

It was a pleasure to see the room nearly full for the 1990 edition of the National Soaring Museum's Barnaby Lecture Series on November 3d. There were many familiar faces present to enjoy the dinner and a very interesting presentation by Dr. Joachim Kuettner. Among the audience were members of the Board of Directors of the National Soaring Museum, including Paul Schweizer.

After dinner, and introductions of several of the soaring community members who were present, Colorado State Governor Mike Cavanaugh introduced Dr. Kuettner. Dr. Kuettner's subject for the evening was "Ultimate Achievements in Soaring Flights Permitted by the Atmosphere". Dr. Kuettner made the presentation far more interesting than the title would indicate by the use of a variety of charts, graphs, and some spectacular photo

graphs of lenticular cloud formations. With his experience in atmospheric research, both as a glider pilot and in other roles, he was able to personalize his presentation and talk in terms which were very familiar to the soaring pilot audience. Essentially, his conclusions were that, given foreseeable technology, the potential for altitude gain will end at around 50,000 - 55,000 feet ASL. However, with proper use of wind direction, wave conditions and optimal atmospheric conditions, a distance flight of 2000 - 2500 kilometers is quite possible.

It was a very interesting evening, and also an opportunity to see many old friends, and make some new ones for all who attended. We look forward to having the Barnaby Lecture Series in our area again soon.

- Bob Simon.

DECEMBER MEMBERSHIP MEETING

NOTICE! THERE WILL BE NO GENERAL MEMBERSHIP MEETING IN DECEMBER! We will see you at the Christmas party instead. The next membership meeting will be at the Black Forest Glider Port on Saturday, January 12th at 5 PM.



COMING EVENTS

- Dec 15 - 6 PM - BFSS Christmas Party at Goodlette's.
- Jan 12 - 5 PM - BFSS membership meeting.
- Feb 9 - 5 PM - BFSS Membership meeting.
- Feb 21-23 - SSA Annual Convention, Albuquerque, NM.
- Feb 21-23 - SSF CFGI Clinic, Albuquerque, NM.
- Feb 22 - 4 PM - SSA Annual Meeting, Albuquerque, NM.
- Mar 9 - 5 PM - BFSS Membership meeting.

"THANK YOU" DEPARTMENT

Line Crew Volunteers - Adam Puening, Aileen Johnson, John Krogstad, Bill Houseworth, Val Dean, Don Bocast, Joe Berger.

Volunteer "Intro" ride pilots - Bill Houseworth, Val Dean, Dave Leonard, Alice Palmer.

Snow removal - Bill Stewart, Al Fink, Val Dean.

Volunteer Tow Pilots - Dick Seaman, Joe Berger.

Hanger Improvements - John Krogstad and Milt Johnson, for signs to put on hangers.

John Blachowski donated a nice couch for the Ops building.

Joe Cullen tuned up the new red VW - now runs fine.

ATTENTION: STUDENT PILOTS

GROUND SCHOOL

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

**IN PREPARATION FOR THE
FAA WRITTEN EXAM
IN DENVER**

ONE EVENING PER WEEK

DURING JANUARY AND FEBRUARY 1991

FEE FOR MATERIALS AND EXPENSES

**FOR MORE INFORMATION, CALL (303) 648-3623
BEFORE DECEMBER 20TH 1990**

Alice Palmer prepared the new price sheet and club member sign-up sheet.

Edy Slovic typed presentations for the Board of Directors Meeting.

WELCOME TO NEW MEMBERS

John Blachowski, 1505 S. University
Denver, CO 80208.

(303)

Brian Broder, PO Box 880702 Steam-
boat Plaza, CO 80488.

(303)

Randy Frank, 6189 Lehman Dr. #105,
Colorado Springs, CO 80918 .

(719) 471-2604.

Istvan "Ski" Hipszky, 5805 Bourke
Dr, Colorado Springs, CO 80919.

(719) 8361.

Please make these additions
to your membership roster, pending
publication of an updated version.

NOVEMBER MEMBERSHIP MEETING

John Lingwall drove up from
Calhan to give a presentation on
parachutes before the general mem-
bership meeting on November 10th.
He started with a half-hour video
tape depicting methods of exiting
aircraft, normal parachute proce-
dures and landing considerations.
He then lead a discussion of para-
chute types, uses, abuses and pre-
cautions. The show concluded with
the pulling of ripcords of two
'chutes, and then the group exam-
ined and compared their materials
and construction.

- David Plunkett.

PILOT INCENTIVE PROGRAMS

Two new pilot incentive
programs were announced at the No-
vember general membership meeting.
One of the major goals of Soar
Black Forest and the Black Forest
Soaring Society is to introduce
more members of the general public
to the world of soaring. To en-
courage more club members to show
their friends and acquaintances
what soaring is all about, Soar

Black Forest is offering a free tow
(3000 ft AGL limit, please) to club
members for every five introductory
ride each one brings in. The re-
cord of rides you have generated
will be kept on your flight card.

Members can also earn a
free tow with our "FREQUENT FLYERS
PROGRAM". If a club member does
more than 15 flights in any three
consecutive calendar months, then
his 16th tow will be free! I ex-
pect there will be a lot of student
pilots taking advantage of this
through the winter months, but ac-
tive licensed pilots will enjoy it
too.

- David Plunkett.

WE GET LETTERS

Dear Ed:

Enclosed is a poem written
by Harry Hamill to commemorate his
first ride in a sailplane. I hope
this makes a "worthy" addition to
your newsletter.

Jim, my
husband,
flies out
of Black
Forest,
and since
the date
of the
flight
depicted in this poem, has become a
conscientious and enthusiastic pi-
lot.

Sincerely,
Patricia G. Robbins

P.S. - Jim has no idea that I am
submitting this poem for publica-
tion.

MY FIRST RIDE IN A SAILPLANE

by Harry Hamill

Last year, you must know
Jim started to go
for lessons
to learn how to fly.

A sailplane was his craft
a choice some might think daft
without an engine
to keep it up in the sky.

I thought it was great
a glider's first rate
a plane of elegance
beauty and quiet.

So we were talking one day
when I happened to say
that sometime
I'd like to try it.

The Spring came and went
and the summer half spent
when he happened
to give me a call.

He said he'd passed his exam
and had his license in hand
Did I want to fly
or was I just trying to stall.

Sure, I replied
I'd love a ride
envisioning a plane that was
aerodynamic and high tech.

But when I saw what we'd fly in
I kind of felt like cryin'
I'd seen better things
come out of a train wreck.

Dented and faded
looking quite jaded
It sure didn't look all that big.

It was an old training plane
with an accurate name
the pilots all called it
the Sky Pig.

Our appointed turn came
and we took off in the plane
towed up into the clear
mountain air.

Things were going just great
Jim's flying first rate
we soared around
without a care.

Soon we began to go down
and close in on the ground
so to the airport
we had to return.

With the runway in sight
I held on tight
as we began
our final turn.



Then Jim uttered a word that I barely heard which made my whole life pass before me.

"Oops" he had said while my heart sank like lead "I don't think this is where that we should be".

It seems he's made a wrong turn I thought we'd crash and burn as we were far from the safe runway surface.

But we made it back on that day and landed OK. Sometimes I wonder if he did it to scare me on purpose.

This poem was written by Harry Hamill. It recounts his first ride in a sailplane piloted by Jim Schwerin, a brand new pilot. Jim is a member of the Black Forest Soaring Society. Harry served as best man at Jim's wedding in August, and read this poem at the wedding rehearsal dinner. It was, of course, very well received by those in attendance. Both Jim and Harry also fly RC gliders.
- Pat.

LIMITS

I should stop going to social gatherings with Bob Simon. Bob always seems to sidle up to me and ask innocently when he is going to be able to publish another wave article for the newsletter? So, here it is.

It is starting to be wave season. The last few weeks have shown some remarkable lennie systems up and down the front range. As if to underscore the weather, earlier this month I was privileged to hear Dr. Joachim Kuettner deliver this year's Barnaby Lecture. It was entitled "Ultimate Achievements in Soaring Flights Permitted by the Atmosphere". It dealt with, obviously, just how high and how far we can expect to fly in sailplanes.

Dr. Kuettner pointed out that there are two basic types of waves - trapped waves and vertical-

ly propagating waves. It might be simpler to think of them as short and long waves. Trapped waves occur when a "small" obstruction intrudes into the airflow and triggers wave action. These trapped waves are limited in height, but produce a number of waves downwind; these are the kinds of waves that produce row after row of lenticular clouds.

Vertically propagating waves, on the other hand, occur when a large object trips the airflow. These waves produce wavelengths of 20 KM (12.5 miles) or more. But more importantly, they tend to produce waves with very high amplitude. These are the kinds of waves to be used for record altitude flights and long cross-countries.

We have examples of each type of wave generating terrain in our own front yard - Pikes Peak is an excellent example of an object that generates vertically propagating waves. The Ramparts often produce trapped waves - which show as



rows of rotor clouds and lennies between them and the field.

Dr. Kuettner appears to have little use for trapped waves. He is more interested in the potential presented by long waves. Very long cross-countries should be possible (over 2000 km) as well as high altitude flights. He believes we may be approaching the limits for absolute altitude flights. There are two barriers to flights above 50,000 feet: those imposed by the tropopause, and physiological limits on the pilot.

The tropopause is one big natural barrier. Above that layer, the winds aloft decrease rapidly, and the resulting wind shear produces strong turbulence. During the Sierra Wave Project, Dr. Kuettner and his companions experienced severe turbulence with rates of climb that varied between 4000 fpm

up and 4000 fpm down in a matter of a couple of minutes. The height of the tropopause varies from day-to-day and under different conditions, but generally it lies in the neighborhood of 50,000 feet. Dr. Kuettner has a interesting chart which shows the profile of the atmosphere on the day of Bob Harris' 49,000 foot flight. On that day, the tropopause was "undefined" for several thousand feet, and thus the usual cut-off or "cap" occurred much higher.

The second limit is physiological. 45,000 feet is usually considered the limit for unpressurized flight. Above that altitude, the body just cannot absorb enough oxygen to function. Both Hickle and Harris have pushed the limit, but prudence indicates that if we want to push past 50,000 feet, we'll need pressure suits or a pressure cabin to do it. Either way involves considerable expense, weight and logistical problems.

Dr. Kuettner does not expect these barriers to stand forever. In fact, he is looking forward to being proved wrong, and he hopes to be around to see it.

Next time: FROM CALIFORNIA TO MISSOURI; The ultimate downwind dash!

- Mark Palmer.

SOARINGS!

THE PERFECT CHRISTMAS GIFT FOR THE SOARING FREAK IN YOUR FAMILY! AND IT'S FREE!

We have a complete set of "SOARING" magazine from 1976 to 1987. Also some complete years between 1979 and 1986 and some partial sets (some missing one month, others more) from 1970 to 1988. Call Mark or Alice Palmer, (303) 795-0515.

IT HAS BEEN A VERY GOOD YEAR FOR YE OLDE EDITOR, "AIRWORTHY", AND THE BLACK FOREST SOARING SOCIETY, AND I HOPE THAT YOU CAN SAY THE SAME. MY VERY BEST WISHES FOR A MERRY CHRISTMAS AND THE UPCOMING NEW YEAR. - Bob Simon, Editor.

WE, THE PEOPLE

by GEORGIA BERGER

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

I hope each of you had an enjoyable Thanksgiving and expressed appreciation for your freedom, opportunities, challenges and loved ones. Our club has much to be thankful for this year. Business for Soar Black Forest in 1990 is up significantly (10%) over 1989. SBF is even beginning to pay the club its rent and looks forward to repaying its debt to the club. This will put both businesses on a more secure footing, and may eventually allow for such things as debt retirement, grounds improvement, etc.

This did not happen overnight, nor is it due to any one effort toward improvement. It all happened gradually because you, the club volunteers and operations staff, have put many, many thousands of hours into projects, logistical support and line crew. For this, we must thank each other and our supporting families.

To take a historical look at how we got this far, we owe a huge debt of gratitude to those who conceived our club and to those who saw to it that the attempt to find a new home did not fail. Considering the current size of our club, the charter member group was small. Each person contributed ideas and time to get going. The club became an official Colorado organization with incorporation papers, bylaws and, later, leases, deed and debt papers.

It seems appropriate to express appreciation to these individuals who truly put their hearts and souls into making the Black Forest Soaring Society and Black Forest Glider Park happen only a little more than four years ago. If you have the opportunity to thank them personally, please do. Meanwhile, from all of us newer members of BFSS, **THANK YOU!**

HARRY BLOUT who was first President, and later, a general manager, was often seen recruiting support and labor, typing newsletters, planning and coordinating.

DICK SEAMAN, as Operations Manager, built the business back after all the "BFGP CLOSES!" headlines. Dick has spent 50 years

around gliders, and his experience, advice and useful donations of time and resources greatly enhanced Wave Flights, BFSS, BFGP, and SBF operations.

FREDO KILLING served as first Treasurer and later as President during the move to the new site. He negotiated a lease to stay at the old site as long as possible, saw that the bookkeeping got done, did financial projections, obtained equipment, dug trenches, did other manual labor and provided food for work parties. During his presidency, he worked through the bureaucracy to get BFGP rezoned, obtain telephones service, and to get our lease agreement for the common area. His efforts and commitment were focused, goal-oriented and highly successful in a very difficult time.

BRUCE CARTER served as Treasurer during the move. He researched and worked hard to ensure not only that finances met expenses, but also that physical tasks got done and line crew was available. He recruited his son, Dan, and some of Dan's friends for line crew. Additionally, he did the PR legwork to get the word out that BFGP still operated.

ARLEEN COLESON served as first President of SBF, once the commercial operation became a separate entity. Her ten years experience managing gliderports in California contributed greatly to getting an efficient operation.

JON STARK, as a lawyer, provided the legal knowledge and did the paperwork to legitimize us. He also was involved in the manual labor, site search and site securing tasks.

Some now-deceased members provided substantial time and energy toward making the operation succeed. Our hangers are named after them: **JOHN HOAG**, **BRAD BRADLEY** and **BOB KNAPP** (who bought a tow plane, leased it back, and flew it during the early days).

Other members, as of June 25th, 1986, served to get the work done at the old gliderport, during the move, at the new site, and/or as board members. Alphabetically,

they are **DAVE ALLEN**, **JOE BERGER**, **CARL BROWND**, **ERIC COLESON**, **GEORGE DAVIES**, **DON DERRY**, **LINDSAY FISCHER**, **TOM FREEMAN**, **DARRYL HICKEY**, **BILL HOUSEWORTH**, **NOEL HUGHES**, **DEBORAH INES**, **DEBORAH JOHNSON**, **MILT JOHNSON**, **LEE KUHLMKE**, **MORGAN LONG**, **LEW NEYLAND**, **RED NOLAND**, **FRANK OHLIN**, **MIKE PACKARD**, **DAVE PLUNKETT**, **BLAKE SKINNER**, **BILL STANSBEARY**, **JON STARK**, **BILL STEWART**, **HOD TAYLOR**, **SCOTT THIEL**, **TOM TUGAN**, **BOB VAN TREESE**, **BEAT WACKERNAGEL**, **JIM WALKER** and **PHYLISS WELLS**. They did such tasks as towing, instructing, paperwork, planning, discussing, and site searching. There were the less glamorous tasks, too, of collecting trash, moving and storing furniture and files, chainsawing a tree, carrying the debris to holes, maintaining equipment, bulldozing, grading, hauling, making phone calls, writing letters, organizing the new facility, trudging to work in the mud, scraping, painting, making signs and serving on committees.

There was, also, the group of 12, (some of whom don't want to be identified), who donated \$1000 each to the club to purchase the club's two sailplanes from Wave Flights.

As job demands, family priorities, and home moves changed their lives, they have passed the torch. Committed soaring enthusiasts are really involved during those periods of their lives when they are able. So, as we will, these original members weave in and out of involvement with this sport. Thanks to them, those of us serving now and in the future will not have to give nearly the effort required previously. When you see our charter members, welcome them as the old family they are, who have generously and with great dedication, guided us to our current status, and challenge us to become the best glider facility in the nation.

(p.s. - This only a highlight of the effort involved "in the beginning". Many others, who joined the club later, have been just as dedicated as these. We are grateful for all of you!).

- Georgia Berger.

Our safety column this month originally appeared in the Caesar Creek Soaring Club newsletter, and was written by Steve Kalt-enbach - Ed.

THE NO COST METHOD TO BECOME A BETTER PILOT

Everyone makes judgmental errors, and we will all continue to make them as long as we make decisions. What everyone's goal should be, then, is to reduce the number of errors we make. This is a very individual thing.

In order to become safer and more competent, you must analyze each flight you make and look for ways you could have used better judgment. Next, you must apply this new wisdom on subsequent flights.

I have seen some approaches this year that have frightened me. One deadly approach that has been made by pilots of varying experience is the very low base/final approach. In at least two cases, I have watched as pilots have just made the field; one after flying a standard pattern (more or less); the other did not have sufficient

altitude to do anything but squeak in on a non-standard base, turn final, and land. The most disturbing fact about these approaches was that in both cases the spoilers were DEPLOYED even though the pilots needed to maximize the glide. (Not a lot of spoiler, mind you, but enough to cause drag when it was least needed.)

Quite possibly, neither pilot realized they had deployed spoilers.

Another point we must be aware of is the presence of a crosswind. We have all had training in crosswind landings, but think for a minute about the effects of that crosswind on the landing pattern. A crosswind will always give you either a headwind or a tailwind on base.

A headwind on base seldom causes a problem. However, tailwinds have caused their share of trouble. With a tailwind, we have a higher ground speed on base. This necessitates initiating the turn to final at a point prior to the normal, no-wind approach. If we do not adequately compensate for this tailwind, we will over shoot final, or have to rack the glider around

in a much steeper than normal angle of bank. An overshoot final can put us in an awkward position, requiring low altitude maneuvering, just to land somewhere on the runway. This low altitude maneuvering robs us of time and altitude as well as preoccupies our mind at a time when we should be concentrating on the landing.

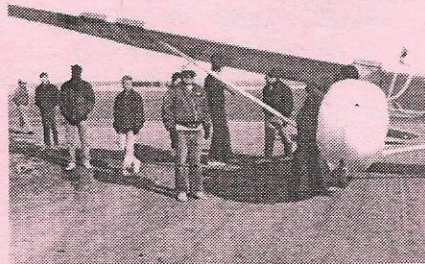
The point to initiate the turn to final cannot be a fixed position on the ground. The point to begin the turn is determined by the aircraft's ground speed and the angle of bank to be used. As such, it will vary with each flight.

As for a steeply-banked turn to final, the steep turn is not in itself dangerous. However, when performed low to the ground, wind gradient or a poorly executed turn can lead to the classic stall/spin that has taken the lives of many.

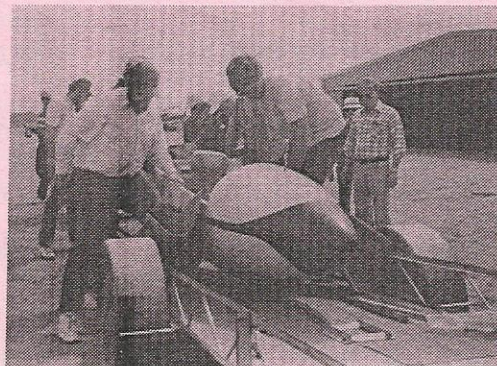
Fortunately, pilots as a whole are very independent thinkers, and can learn much from both the mistakes of others, and their own. So take time to analyze and critique yourself. You'll be a better pilot for it.

- Steve Kalt-enbach.

WE'VE HAD A GOOD YEAR AT THE GLIDERPORT



Winch launch day
March 3d



The dismembering of "XN"



RC gliders ARE fun



Alice's Big Moment

MERRY CHRISTMAS AND HAPPY NEW YEAR!

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 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:

Editor, AIRWORTHY
Black Forest Soaring Society
24566 David C. Johnson Loop
Elbert, CO 80106

BLACK FOREST SOARING SOCIETY OFFICERS

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PRESIDENT	Joseph Berger	(303) 646-4487	(303) 971-6727
VICE PRESIDENT	Neil Green	(719) 579-0963	(719) 579-0963
TREASURER	Jay Cruce	(303) 759-4338	
SECRETARY	Tom Eggers	(719) 495-9055	(719) 548-2244
DIRECTOR-AT-LARGE	John Goodlette	(719) 495-3334	(303) 977-4245
DIRECTOR-AT-LARGE	Dave Leonard	(303) 688-6648	
DIRECTOR-AT-LARGE	Ken Ernandes	(719) 380-0767	

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 gliderport. 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

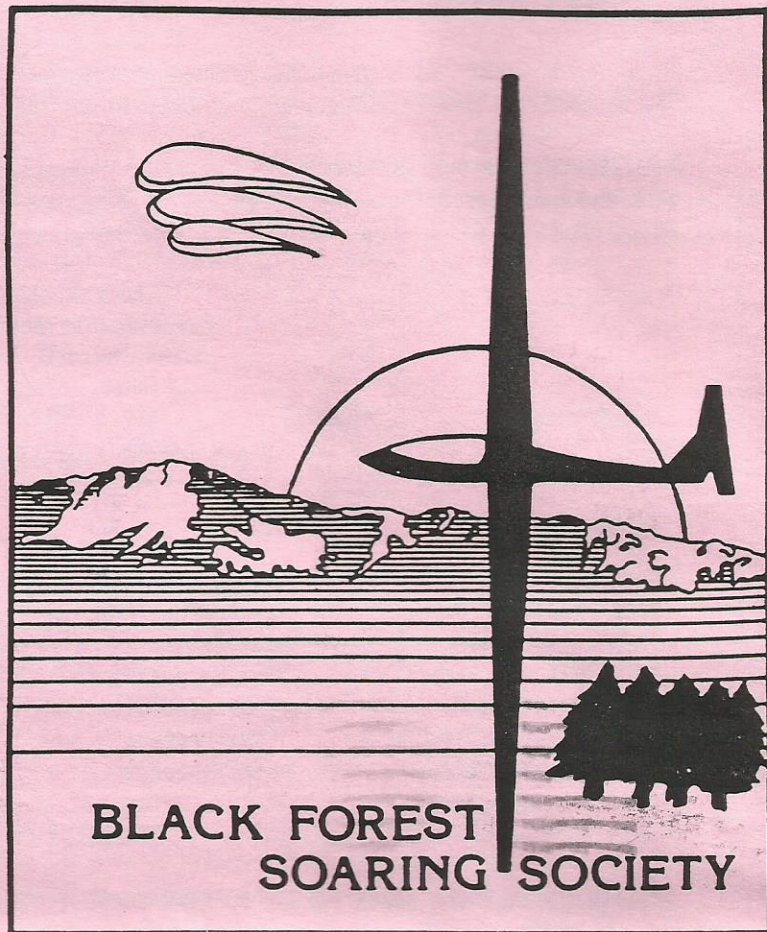
WINTER HOURS: OPEN FRIDAY THROUGH MONDAY

8:30 AM - 5:00 PM

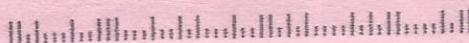
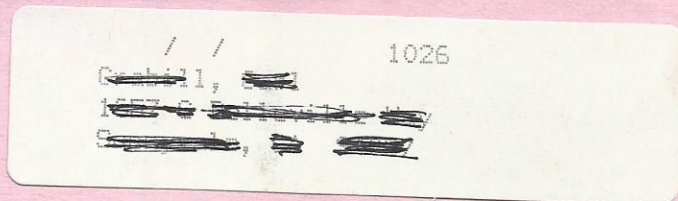
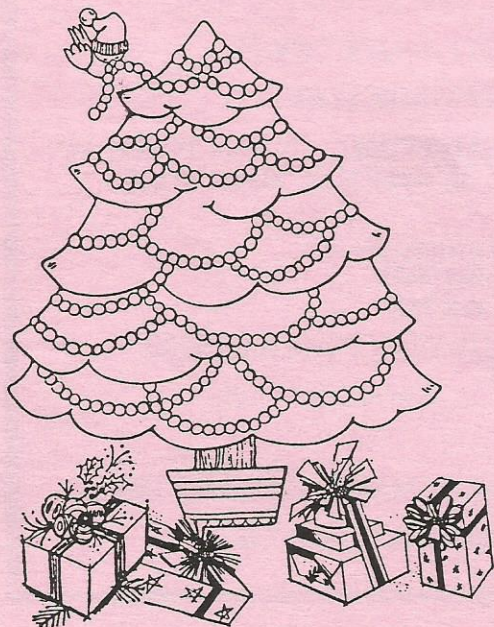
AIRWORTHY

News, Views, and Important Information
For Soaring Pilots Affiliated With

BLACK FOREST SOARING SOCIETY
SOAR BLACK FOREST
BLACK FOREST GLIDER PARK



Black Forest Soaring Society
24588 David C. Johnson Loop
Ebert, Colorado 80108



CHRISTMAS PARTY

Saturday December 15 1990

6 pm

At John and Jeanette Goodlette's house - map on reverse side

Entree, punch and coffee provided - starters, salad, and dessert are pot luck.

Pot luck - last names starting with:

A - E	please bring	chips/veggies/dip
F - P		cookies/dessert
Q - Z		salads

Please return the form below, by December 10, to:

Christmas Party, BFSS, 24566 David C. Johnson Loop, Elbert, CO 80106.

Name:

Number of adults attending =

Number of children under 12 attending =

Please make cheques payable to BFSS - \$5.00 per adult, \$2.50 per child.



John and Jeanette Goodlette
7515 Chirgiton Road
(719) 495-3334

From Colorado Springs and South:
East on Woodman Road to Black Forest Road. From flashing light at Woodman and Black Forest, go 3 miles North on Black Forest to Tobin Road. Right on Tobin 0.8 mile to Chirgiton, right on Chirgiton, take first gateway on right to house.

From the North:
I-25 to Monument and Colorado 105 exit (#161). Colo 105 East 5 miles to Colo 83. South on 83 about 6 miles to Shoup Road. East on Shoup to stoplight at Shoup and Black Forest. South on Black Forest about 3 miles to Tobin Road. Left on Tobin, 0.8 miles to Chirgiton, and first gateway on the right.

