

AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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Elbert, CO 80106

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NOVEMBER BOARD MEETING SUMMARY

On Saturday, November 7th, 1992, the Black Forest Soaring Society Board of Directors meeting was conducted at the Gliderport. Detailed minutes of that meeting will be on file at the gliderport for members' review. This is an abbreviated summary of that meeting.

The first item of business was the review of a memo from Phyllis Wells regarding the 1993 Women Soaring Pilot's (WSPA) Seminar. Phyllis requested the Board reconfirm her understanding on arrangements and commitments. BFSS is to be one of the sponsors of the event and a good portion of the seminar will utilize the operation during July 10-18. The Board re-approved the use of two 2-33s, the use of BFSS volunteers and the winch for the mountain camp at Westcliffe (July 16-17). The Board also restated its unanimous support for the event. Some Board members, however, expressed concern over

closing the operation during the entire event, specifically the weekend of July 10-11. It was agreed that the operation should remain closed to instruction and intros, but the issue of restricting private owners was tabled. It was suggested that this should be left to a full-member vote during the next membership meeting.

A list of agenda items from previous Board meetings was examined, discussed and identified as either pending, ongoing or resolved. Some of the important issues the Board expects to facilitate this year include organizing club files; exploring the acquisition of additional capital equipment (new gliders); establishing a long-range plan for the club; updating the bylaws; and finally settling on membership meeting frequency.

Representing the Black forest Gliderpark Association (BFGA), Mark Palmer updated the Board on the Association's activities. There was considerable discussion regarding the BFGA fee assessment to BFSS, the operation's legal and moral obligations, interpretation of the lease, etc. These issues will take many months to sort through before resolutions can be composed, proposed and adopted. The Board emphasized its commitment to work amicably with the Association. AS BFSS-BFGA liaison, Mark stressed his willingness to act as a sounding board when problems between the lot owners and club members occur. In the meantime, every effort should be made to maintain a friendly neighborhood environment. Some suggested ways toward this end include: being congenial to lot owners, adherence to field procedures and safe practices. When

problems do arise, members should address them calmly on an individual basis or contact Mark. Additionally, it was noted that a special effort will be made to invite lot owners to the December Holiday Party. The Board is also going to study the possibility of re-activating lot sales.

Lastly, the Board discussed making a priority of obtaining a couple of new gliders: one two-place, higher performance glider for wave intros and cross-country flying; and one single-place, higher performance ship to be used for transition to "glass". This proposal will be discussed in detail and voted on at the January 9, 1993 full membership meeting. There is also an additional article about this exciting possibility in this issue of "AIRWORTHY".

The Board is looking forward to seeing the entire BFSS flock at the December 12th Holiday Party!
- Kim Ceres, BFSS Secretary.

BFSS CHRISTMAS PARTY

Just a reminder about the BFSS Christmas Party coming up on Saturday, December 12th at 6 PM. John and Jeanette Goodlette have been kind enough to again offer their home for our party. A map is included in this issue of "AIRWORTHY".

Cost will be \$4.00 per person, not to exceed \$10.00 per family. Send checks to Linda Lafford, 5540 S. Jellison St. Littleton, CO 80123, (303) 973-2387, not later than December 8th.

The theme of the party will be mexican, and we are asking those whose names begin with A-L to bring a dessert or appetizer, those with

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names beginning with M-Z to bring a main dish. There will be chili between appetizers and the main course. Get out your mexican cook-books and let 'er roll! Please call Linda and let her know what you plan to bring.

There will be activities for the kids - a sitter in charge - a piñata, videos and games. And for the adults, renewing acquaintances, hanger flying and carol singing.

Make your plans now to be there! Each year seems to be better than the last. Don't miss it!
- Linda Lafford.

THE "PREZ" SEZ:

I stopped in Flight Operations at the Air Force Academy a few days ago and talked with the Flight Operations chief, Mr. Greg Treviso, and the Airfield Superintendent, MSgt Jerry Miranda. I wanted to learn how the airfield felt about other glider operations unintentionally using their field. They were very pleasant and practical, and said they had been planning to come out and see us at the gliderpark.

They don't want us to use their field intentionally, but they were very understanding about any unintentional use. If one of our gliders is below the calculated glide slope back to Black Forest, they would prefer we use the Academy field rather than land out or try to stretch a glide back to Black Forest. The only hassle will be to sign a "hold the USAF harmless" agreement after the landing. They won't let us air-tow out, so the glider will have to be disassembled and trailered away. They suggested we have a meeting so there is an understanding of the Academy's procedures in case a glider does have to land there.

They showed me a 1901 agreement between Wave Flights, Inc. and the Academy dealing with air tows from the Academy in case of inadvertent landings. They suggested we update it and formalize it again. (Later I talked with Dave Plunkett, and he also believes re-establishing the agreement is a

good idea).

That agreement was the only paper they have concerning BFSS, and they seemed unaware of the wave-window procedures with the FAA that we hold in common. I'll make sure they get a copy of that.

And, finally, they are considering a general aviation fly-in for next may, and were open to the idea of including gliders. Jerry Miranda even suggested they might be able to provide a free tow upon departure.

I wonder if they want to do any winch launches?

- Tom Eggers, President.

COMING EVENTS

- Dec 5, 9 AM - BFSS Board Meeting.
- Dec 12, 6 PM - BFSS Christmas Party, at Goodlette's home.
- Jan 2(?), 9 AM - BFSS Board Meeting.
- Jan 9, 4 PM - BFSS membership Meeting.
- Jan 23, 8 AM - Glider Pilot's Ground School, H/P, Colo Spgs.
- Feb 6, 9 AM - BFSS Board meeting.
- May 29-31 - BFSS Buena Vista Camp.
- Jun 12-13 - BFSS Cross-country Camp at Limon, CO.
- Jul 10-18 - Women's Soaring Pilot's Seminar at Black Forest and Westcliffe.
- Jul 24-25 - BFSS Winch Camp at Westcliffe.
- Aug 14 - 2d Annual Black Forest Downhill Dash.
- Aug 21 - Kolstad Scholarship Fund-raiser.
- Sep 18-19 - BFSS Wave Camp at Creede.
- Oct 8-9 - BFSS Wave Camp at Westcliffe.
- Date TBD (probably in June) - Friendship Meet w/High Flights.

MEMBER ACCOMPLISHMENTS

- Ron Berge - Private Pilot, 10/25.
- Jim Hoffman - 1-26 checkout, 11/13.
- Lloyd Fisher - Comm'l Pilot, 11/14.

"THANK YOU" DEPARTMENT

- Dave Rolley - intro rides, 10/24.
- Joe Berger - tows, 11/15.

Dick Seaman/Phyllis Wells - Delivery of the Krosno from Dallas, 11-16 November.

"OPERATION RAINCHECK"

The Aspen Flying club is making arrangements for a tour of a Route traffic Control Center (ARTCC), which they are calling 'OPERATION RANCHECK'. the date is yet to be determined, so if you are interested in attending, call Sue or Wendell at (303) 799-9794 and leave your name and phone number.

SBF HOLIDAY OPERATING HOURS

Soar Black Forest is planning to be closed December 24 - January 1 except by special arrangements. Check with David Plunkett if you plan to fly during that period.

WESTCLIFFE WAVE CAMP October 1992

I'm glad someone at least got pictures from Westcliffe into the last newsletter. I couldn't seem to get this finished and to Bob in time for the printing deadline.

Over 50 folks associated with the Black Forest Soaring Society descended on Westcliffe, Colorado the weekend of October 10 through 12, 1992. This was Pam's first soaring camp and her first time in the Wet Mountain Valley. Her comment when we came out of the mountains and could see the Valley in the moonlight was "WOW". Perhaps that is the best description of our weekend in Westcliffe.

Our hope was for an early season Wave Camp. Well, the wave couldn't make it (had a prior engagement, don't you know), but the thermals could and they stayed for the weekend. It wasn't a 500 KM cross country weekend. It was, however, a fantastic late fall soaring weekend. Most of the pilots stayed within about 40 miles of the airport. As always, some made it further afield and some not quite so bold only a few miles,

but what a few miles those were!

Saturday started off cool (Pam says COLD!). The sky looked promising and after breakfast we headed south the ten miles to the Silverwest Airport. Sailplanes had already started appearing and the assembly drill had begun. After all of our planning for a mid-field operation and pilot briefing the weekend before at Black Forest, we decided to operate from the north end of the field because Tow Red wasn't quite up to the task of mid-field launches at 8300 ft MSL. Those of us tied down for the mid-field operations got some exercise pushing the gliders to the staging area. There were so many helping hands the task wasn't hard, but a lot of huffing and puffing was heard.

The 2-33 was the first off to start the familiarization flights for those that had never visited Westcliffe before. It didn't take too long until the other sailplanes were staged for launch and the hunt for lift was on.

The terrain around the airport gets high within a short distance. There are 14000 ft peaks 10 miles west and a 11000 ft ridge line seven or eight miles east. The view from the ground is that the gliders are extremely low when they have the field made and are, in fact, at a safe altitude. The view from the cockpit is just as confusing. The altimeter says 10300 ft (2000 ft above the airport) and the airport is right THERE, an easy glide into the pattern, but the ground seem so close. Flying in the mountains is definitely different.

The Saturday takeoffs just beg to be described. Silverwest has a gravel/dirt runway. Most of the gravel had already packed up and headed to southern New Mexico for the winter so the dirt was left to hold down the fort. I must say that it gave a valiant try, but the prop blast from the mighty tugs was just too much. The takeoffs could, at best, be described as IFR (I Follow Rope). The only problem with that picture is most of us couldn't see the rope. The dust storm only lasted a few seconds for the pilots, but the ground crew and

spectators got a steady diet the whole day.

When I got off tow, Dave Wyatt (580) shared his thermal with me. Once we had a little altitude, we turned east toward the radio towers. Dave decided that the conditions didn't favor his 1-26, at least on that try. I pressed on. I spent most of the day rock polishing and counting the growth rings on tree stumps in the hills about 10 miles east of the airport. After an hour and a half, I finally found a thermal at the end of a small ridge line that I centered for 6+ knots on the averager and rode it to 16000 ft. Once I got up high, Jim Schwerin (1Q) and Val Dean (BD) found me and we tried a run up to the town of Westcliffe. Jim and Val lost interest along the way and decided to cross the valley to the Sangre de Cristo Mountains. I found a thermal and stayed there waiting to see how they did. They made it across and back. That meant I just had to give it a shot.

Found myself polishing rocks in the ridge lift again. Only this time 10 miles west of the airport. I managed to hang on for quite a while. On my way back across the valley, I heard Ray Kile (W6) talking, to me (Y7). He said something about being westbound at my 5 o'clock. Since I was eastbound and that would make us tail to tail, the statement didn't make much sense. Turned out Ray was talking to Curt Cole (R5). Curt has a beautiful Ka-6R with a red tail. A lot of folks confused the two red-tailed birds that weekend. Once I made it back to the east side of the valley, it was time to head for the airport. Guess I can't complain about a three and a quarter hour flight in October.

Saturday night we split into two groups. One group went to the restaurant in woods for steaks and the other went to the community center in the condo complex for a hamburger fry. Lots of good times and flying talk at both locations. I'm not sure, but I think glider pilots like to eat and talk almost as much as they like to fly.

Sunday started off cool like Saturday (Pam is firmly convinced the local meat market left

its freezer door open all night). When we got to the airport, we found a stiff breeze from the north. The decision was made to stage toward the south end of the field and launch to the north. The dirt at the south end must have heard tales about the prop wash from our mighty tugs because it didn't even try to fight. The dust clouds were worse than the day before. But the lift! I saw 10 knots on tow! Dave Leonard (ZL) was first off on Sunday, followed shortly by Joe Berger (T1).

At one point I heard Joe say he was over Greenhorn Peak. That's a 12000 ft mountain 30 something miles downwind from the airport. I saw him later in the day (he was well above me) 15 miles upwind from the airport, so I know he had a good flight. I pointed west and played on the Sangre's from about 10 miles south of the field to about 15 miles north. I could get hooked on ridge flying. Couldn't get high enough to cross the ridge line into the San Luis Valley but I could see into it without any problem. That was a first for me. John Campbell (G6) found me over the ski area west of town. While there, we found a thermal going up at 5 knots. He got enough altitude to run above the top of the Sangre's, I didn't quite get that high, but had enough to run north about another 10 miles. Heard Jim Schwerin down south by the Sand Dunes Park.

As the day started to die, I worked my way back to Silverwest. At one point I thought it was time to head for the pattern, and on my way there, a wing lifted just a little. I wasn't ready to give up, so around I went. This one topped out at 17000 ft. On the way up, Larry Harvey (GF) joined in for a while as did the 2-33. Fredo Killing (BD) came in above us, got some altitude and departed to the east. About this time I heard Tow Red heading out for an aero-retrieve. Hans Arnold had flown BlueJay to Walsenberg from Silverwest! Not counting BlueJay's landing after the retrieve, Dave Leonard was last down with a contest finish pass down the runway.

This was the first LARGE

camp the Black Forest Soaring Society has sponsored. How large was it? We had 14 sailplanes on the field. We launched behind two tow planes. I counted at least 25 pilots on the field. There were 48 tows over the two days, not counting the ferry tows for the 2-33 and the retrieve for Hans. That's a lot of flying and it was done safely. We even managed to fit in a couple of power aircraft into all of the activity.

There are a several folks who need to be thanked by us all. Without them, the Westcliffe Camp would not have happened. Thank you:

- o Dave Hagood (Ground Operations Director),
 - o Bob Nichols (tow pilot),
 - o Don Mathews (tow pilot),
 - o Russ Anthony (ground operations),
 - o Kym Ceres (ground operations),
 - o Lew Neyland (wave window access),
 - o Phyllis Wells (instructor),
 - o Caesar Flores (instructor),
- and all the others who helped make this camp a success!
- Dave Rolley.

THE WINCH!

The BFSS winch is alive and well. For those of you who have not been around the airport for a while, one of our goals for 1992 was to acquire a winch. This goal was accomplished in the early part of '92, and most of the rest of the year has been spent putting it in top-notch condition. Finally, in late October, we were able to launch our first glider with our own winch. Since that time, we have used the winch on several occasions to train drivers, pilots and ground crew. Many pilots, including yours truly, had their first ground launch and some others who don't have the "aero-tow only" restriction on their license got current on ground launch.

On behalf of the BFSS Board of Directors and all the members, I would like to thank the following individuals for their effort in making this goal a reality.

- o John Goodlette - Who went to the auction to buy the winch and put up the money for its acquisition until

the club could repay him.

- o Hans Arnold - Who spent many, many long summer evenings in hanger 3 getting the long-idle winch into running condition.

- o Dan Marotta and his neighbors - Who made many repairs, modifications and improvements too numerous to mention. (We're lucky Dan decided to retire early from his regular job so he could devote so much time to the winch.)

- o Curt Cole - For teaching us the ins and outs of winch driving, and especially for providing a drag chute.

- And, last but not least, the many club members who gave time as they could to make this a reality.

Thank you all very much!

With that said, I would like to invite all of you to come out and give the winch a try. It is a lot of fun and we don't need a good soaring day to do it. In fact, a nice wind down the runway is great. Clouds overhead, who cares - dress warm and you'll have a ball. There is so much to learn, and everything you learn is a fun group activity like winch driving, shagging cables, launching gliders, and last and best, flying yourself. Imagine going from zero to fifty miles per hour in two seconds! What a kick! Guaranteed to put a smile on your face. And you can't beat the price - \$15.00 will get you a launch including glider and instructor!

We are planning a winch day on Saturday, December 19th from 8 AM till dark. You will need to attend a one-hour ground school from 8 to 9 AM, so come early. Flying will be on a first-come basis, so get there early and get on the list. Please call the airport and let them know you are planning to attend. If you can't make it on the 19th, don't despair - we hope to have many more winch days this winter. We'll also be pulling the winch out almost any Saturday or Sunday if we have the interest and the flying schedule is not so heavy as to preclude winch operations.

Come on out and we'll teach you all about winching. Remember to dress warm and bring a lunch.

See you at the gliderport!

- Walt Lafford.

INSURANCE AND THE RENTER PILOT

Soar Black Forest, Inc. insures its leased aircraft under the terms of our insurance policy with AVEMCO Insurance Company of Frederick, Maryland.

Our two towplanes and four gliders have hull damage coverage (in varying amounts, depending upon the value of the aircraft), along with liability coverage (including bodily injury and property damage) of \$100,000 per person, with a limit of \$1,000,000 per accident.

The policy provides coverage for Soar Black Forest, its employees, the aircraft owners, the renters of our aircraft (subject to \$500 deductible) and occupants of the gliders.

Under terms of its leases with SBF, each aircraft owner is responsible for the payment of the insurance premiums. To help offset the increased cost of insurance, SBF charges \$1.00 per flight extra, which it pays to the aircraft owners. As described above, each renter (who is pilot-in-command) is personally responsible for the hull damage deductible of \$500.

Pilots can obtain their own non-owner coverage, which starts at just \$50.00 per year. This coverage will provide protection to pay for the deductible. We recommend this additional coverage because it is so cheap, and because it covers you at gliderports at any other locations in the U.S.A. Applications for this non-owner coverage can be obtained at the gliderport.

It might also be worth-while to read your current medical and life insurance policies to ensure that they don't include a clause which limits coverage if you are involved in an accident while flying.

- Jim Slovick.

WHY SOAR?

One of the nice things about working for a Hi-Tech firm is the access I have to Internet. Internet is a large network of computers.

In August they estimated there were 100,000 computers con-

nected as Internet hosts. In addition to providing access to computer resources, Internet also is a communication channel with many varied topics being discussed. Soaring is one of those topics.

At least once a year someone goes somewhere and takes a glider ride and is unimpressed. Some time this summer, a gentleman flew his Cessna Turbo 210 to a glider airport and took a glider ride. He didn't care for the experience. I wrote the following toward the end of June in response to the message he posted about his experience. I hope you enjoy it.

"This posting is probably unfair, but another power pilot has taken a short introductory ride in a sailplane and pronounced to the world (in essence) 'It isn't hard, it isn't practical, it isn't fun, it bored me, and I don't get it'."

"At one time, I couldn't figure out the fascination people had for gliders. My instrument instructor was a soaring pilot and he couldn't get me to consider it. I thought he was crazy. I thought that you couldn't get more than a few short miles from the airport. I KNEW that you couldn't fly cross country and you definitely couldn't do anything to a schedule. It took me ten years to break the code."

"My introduction to soaring flight came while I was in southern California on an assignment for my company. A friend of mine was doing flight-test type things at Edwards AFB and invited me up to their place one weekend to fly gliders. Since we knew each other through flying model aircraft, I assumed he meant Radio Control Gliders. When we pulled into the Rosamond Airport, I found out differently."

"My first glider flight was in the back seat of a Schweizer 2-33, the typical training glider used all over the country. Bill flew the tow and found the initial thermal. As I remember it, we towed to about 2500 AGL. I think that would be about 5000 MSL. Once he found the thermal and centered it, he said "you know how to fly, you've got it". We stayed up for quite a while (a little over an hour?) and I remember seeing over

7000 on the altimeter. I started lessons for the add-on rating the next weekend. Prior to the flight with Bill, I hadn't flown as a pilot in five years, guess I got bored with the typical \$50.00 hamburger flights. Or I just didn't enjoy it anymore. That was in 1987. I also flew another friend's Cessna 172 that summer, but it couldn't compare with the sailplane. I haven't flown a power plane since. From my perspective, it's too boring. As someone once said, different strokes for different folks."

"I have found soaring to be some of the most intense type of flying I have ever experienced. (Picking up ice on my way back into Denver in a 182 at night while IFR also ranks as pretty intense.) But this intensity has a relaxing quality to it. When I'm doing well, my job, the rest of the world, school, or even my family do not exist. Only me, mother nature, the other aircraft sharing my little corner of the sky, and my task for the day matter. The release from my every day world is complete."

"In sailplanes, I have flown higher than in any other GA aircraft I've flown (yes, my glider has oxygen). I have had flights lasting almost six hours on several occasions (5.5 hrs just two weeks ago). I have flown cross-country flights of almost 200 miles. (One gentleman in the club I belong to has already done two 300 mile and three 200 mile flights since April this year.)"

"Flying over the Rocky Mountains in a glider is one of the most glorious things you can ever do. Looking DOWN at the 14000 ft high peaks of the San Juans is something you'll never forget. Looking up at the Continental Divide from the west side when the airport you want to land at is on the east side of the Divide also invokes some feelings you don't soon forget, either. (I made it back without too much trouble.) Running along the face of a ridge in lift generated by a 30 knot breeze with five other gliders is its own reward. Flying side by side with a pair of Red-tail Hawks at 16000 feet over Bristol Head in

mountain wave has to be experienced - it simply can't be described to someone who hasn't been there. Being so far out from home that it requires a compass and a map to tell you which way is home and making it back from there on pilotage and nature's provided lift is an accomplishment to be remembered."

"The utility of a sailplane is not measured in the number of seats it has, nor in its ability to fly through all kinds of weather and darkness. The schedules soaring pilots work with deal with the available sunlight and how the cloud cover is developing, not with business meetings or Aunt Sally's expectations. Sailplanes fly because of the weather, not in spite of it."

"The utility of a sailplane comes from the challenge it offers on each flight. The utility can be measured in the release it provides from the everyday world in which we compete. It is flying in harmony with the elements and is the closest to flying like a hawk or eagle I think I'll ever come."

"I'm luckier than most of the glider pilots in the world. I live just outside of Denver, CO. There are five airports with glider operations within 100 miles of my house. At the Black Forest Gliderpark, we fly all year round. In the Spring, Summer and Fall we have thermals on the plains, thermals and ridge in the mountains and in the winter, mountain wave."

"In some respects I'm saddened that the flight didn't capture you or your imagination for soaring. On the other hand, it means there is one less glider in front of me in the tow line. I guess my sig says it all...
- Dave Rolley. Concept 70 "Y7"

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Nothing compares to being 100 miles out without an engine. Unless it's making it back from 100 miles out, without an engine.
- Dave Rolley.

FUTURE PLANS

If you have looked at or walked around the Black Forest flight line recently, you have probably noticed the absence of some familiar sights. The Soar Black Forest Board of Directors recently terminated the lease-back arrangements with Larry Knauer's Grob Twin Astir, feeling that S4's ground handling characteristics were not optimal for a club environment. Coupled with the loss of Hans Arnold's 1-34, we are left with an equipment shortage.

The previous Black Forest Soaring Society Board of Directors worked hard to increase SBF's profitability. They recognized that SBF was created in part to further the sport of soaring in this country and also that subsidizing the annual SBF operating deficit is an economic burden to the club. Your current BFSS Board is also committed to both furthering the sport of soaring through SBF and minimizing (or reversing) SBF's operating deficit. However, in order to generate additional revenue for Soar Black Forest, we need to expand both the number and capabilities of our aircraft fleet.

We currently need at least one additional two-seater and one additional single-seater. The two-seater will be used for spin training, wave orientation and cross-country instruction. The aircraft will require a trailer suitable for cross-country retrieves as well as appropriate instrumentation, oxygen and parachutes for both pilots. A preliminary study of this class of aircraft (which consisted of thumbing through the back pages of the latest issue of "SOARING") indicated that purchasing and equipping this aircraft will probably cost on the order of \$40,000.

The single-seater will be used for the transition of proficient pilots into high-performance aircraft and will be available for cross-country and badge flights. The aircraft will require a trailer suitable for cross-country retrieves as well as appropriate instrumentation, oxygen and a parachute. The same preliminary survey showed purchasing and equipping

this aircraft will probably cost around \$30,000.

Now that I have filled your consciousness with lovely visions of exciting soaring flights to come, it's time for the bad news. How are we to pay for all this? Your BFSS Board of Directors approved a resolution, subject to membership ratification, to create a special \$5.00 addendum to the monthly dues to acquire these aircraft. The addendum would be used specifically to purchase these aircraft and to pay off their mortgage; upon retirement of the incurred debt, the dues addendum would be abolished.

There will be some discussion of this initiative during the (hopefully) short membership meeting at the Christmas party. Membership notification of your Board's resolution is scheduled for the January membership meeting, to be held on Saturday, January 9th at 4 PM. Ballots will be mailed to all current members sometime in December. Absentee ballots must be received at the gliderport by January 9th to be counted.

As always, a leaseback proposal to SBF of a suitable aircraft would receive great interest. Should such a leaseback proposal be accepted by SBF, it would only be necessary to purchase one aircraft. However, your BFSS Board does not feel it prudent to wait for a leaseback that may never be offered. While it is not easy to spend another sixty dollars a year, even on a sport you love, the money

will be invested in the proficiency of our pilots and in the future of the Black Forest Soaring Society. I hope all members will agree with the need for this plan, and will join me in voting for it in January. Should anyone wish to talk about this, I may be reached at (303) 794-6814.

- Dave Hagood.

GLIDER PILOT'S GROUND SCHOOL

High Flights Soaring Club is sponsoring a Glider Pilot's Ground School at 8 AM on Saturday, January 23d. This school will be held in the Hewlett-Packard conference room, 1900 Garden of the Gods Road in Colorado Springs.

This is a special, unscheduled course, put on by the Seymours, and is similar to the one they present at the SSA Annual Meetings.

The course will cover material in the Private Glider test, Commercial test, and will include some material from the CFG test. The cost is \$125.00 for the Private Glider portion and \$150.00 for all three - however, there is a 10% discount if paid prior to January 12th. Currently-rated CGIFs will be admired free.

Everyone is MOST welcome to attend. Registration and checks should be sent to Lew Neyland, 2006 McArthur Ave, Colorado Springs, 80909. for information, call him at (719) 632-1202.



THE KROSNO IS HERE! Dick Seaman and Phyllis Wells returned from Dallas with the Krosno in tow on November 16th. The "MOTLEY ASSEMBLY KREWE" shown above gathered at the gliderport on November 19th to rig the new ship. L to R - Dam Marotta, Dick Seaman, David Plunkett, Phyllis Wells, Val Dean, Bob Simon, Billy Mitchell and Caesar Flores. Not shown are Jim Slovick and R.J. Ten members have already been checked out in it!

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"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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TREASURER	John Goodlette	(719) 495-3334	

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 or (719) 593-8423 (H)
BUSINESS MANAGER: JIM SLOVICK PHONE: (303) 648-3623 or (303) 797-3535 (H)

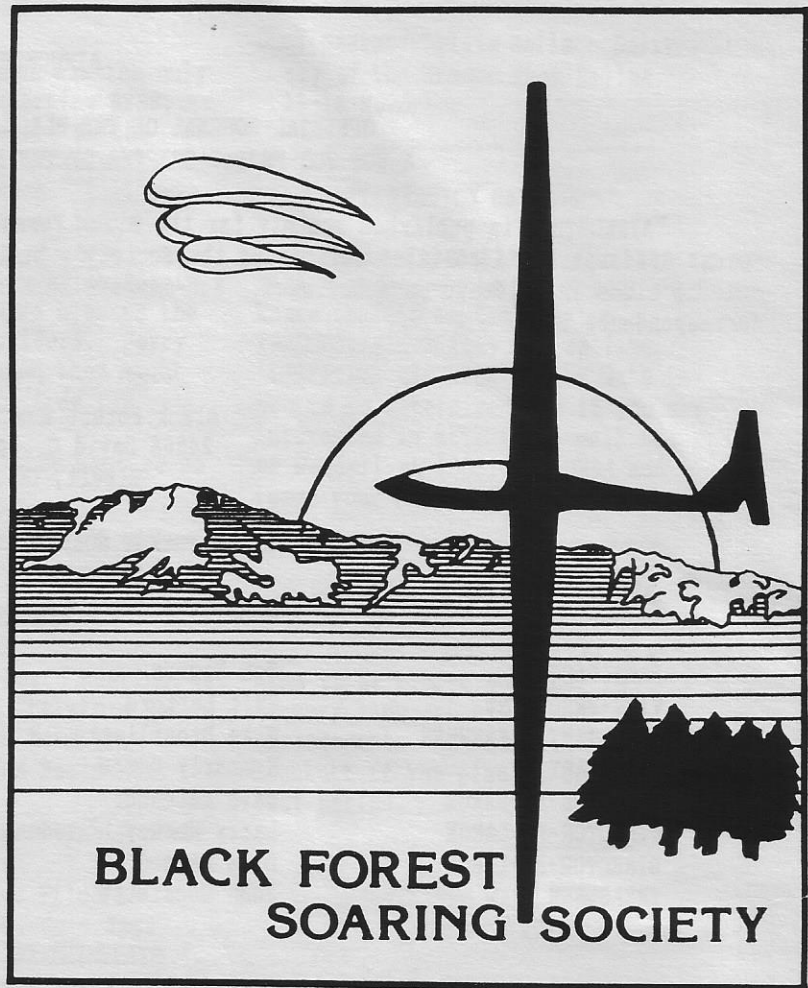
BUSINESS HOURS: OPEN THURSDAY THROUGH MONDAY
8:00 AM - 5:00 PM

SOARING BULLETIN BOARD: 1-(303)-799-1240 BFGUEST

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
Elbert, Colorado 80108

