

AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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MAY 1991

MEMBERSHIP MEETING APRIL 13, 1991

Joe Berger reviewed the activities of the BFSS Board of Directors meeting which had been held that morning. Jay Cruce, Treasurer, reported that the club finances were stable. The Planning Committee presented short term (one year) goals based on the recent membership survey. These will be presented in more detail in the newsletter, but summarizing, Berger said the goals include 1) staff training focused on providing service to customers; 2) developing a more hospitable environment at the gliderport; 3) Prioritizing future plans (i.e., debt repayment, equipment purchases, capitol improvement); 4) implement budget planning; 5) complete unfinished projects; 6) use the newsletter for communication to members about history, financial status, current and future plans of the club; and 7) have a regular safe-

ty column in the newsletter. Continuing with the BoD report, Berger said the long-range goals are not finalized. The Board of directors recognized Bob Simon for his excellent work on the newsletter, and Jay Cruce for the billing and bookkeeping associated with keeping the club finances in order.

It was suggested and discussed that if club members wore name tags, they would be more visible to new-comers. If new members wore a different color name tag, others might be more inclined to include them in activities and conversation. A motion was made and passed that generic name tags (Black Forest Soaring Society) would be purchased and be available at the gliderport. Members would be encouraged to wear these whenever they were at the gliderport. Individual names could be added with marker tape, color-coded for new members and members of longer than one year.

Joe Berger announced that grass seed has been purchased and should be planted as soon as the soil is dry. Anyone interested in helping can get checked out on the use of the tractor and other equipment.

Several items from the past were brought up as reminders of unfinished business. 1) Logo pins, similar to "balloon pins", nice quality, in color, need to be ordered for sale to members and others. Each booster club member is to receive a pin as a gift. 2) Persons who donated \$1000 to start the club are to be repaid \$800 when it is financially convenient. 3) An outdoor memorial to David C. Johnson is to be built. The original plan was to bring three pine trees from the old gliderport and plant them at the new site as a prominent marker.

It was suggested that members be allowed to pre-pay flight charges, possibly with a discount. Some members

might see this as a service and it might also encourage members to fly more. This matter will be reviewed with the management of SBP.

ANNOUNCEMENTS:

4/20 the Governor's Banquet will be held in Golden. Call Arleen Coleson for reservations.

6/1 Friendship Meet.

Dave Leonard is chairman of this activity. It will be held at Black Forest. The High Flights club will join us for a fun contest. The SBP management will be asked if the commercial operation can be closed for that day so everyone can participate in the contest activities.

6/29 will be the day to celebrate the 10,000th tow at the new gliderport. Ken Hernandez is Chairman, with Jeannette Goodlette as his assistant. A gala affair is planned, more detail later. Profits from this day will be used toward paying club debts.

5/24-27 High Flights is having a soaring camp at Westcliffe. Space is limited. If interested, call Ray Marvin (303) 756-7589.

Berger announced that Board meetings are now being held at 8 AM on the day of the membership meetings. Any BFSS member may attend the board meeting. The next membership meeting is Saturday, May 10, 4 PM for a program on crewing by Jackie Payne, followed immediately by the business meeting.

The meeting was adjourned at 5:30 PM. Respectfully submitted by Phyllis Wells for Tom Eggers.

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THE "PREZ" SEZ:

Analysis of recent survey results indicate a clear set of priorities. First on the list was to concentrate on the improvement of the operational areas. We have purchased more dry land pasture grass to seed the common areas and the operations lot. We will be reseeding these areas as soon as weather permits. We will continue the annual seeding program to provide the grass growth for eventual operational use of these grassy areas. Other operational improvements are either on project lists of in planning stages. One such project is the conversion of some of the office space to classroom use, which is proceeding very nicely.

The second priority is that of increasing the professionalism of our staff. Our plan is to provide the opportunity for our staff to understand the services offered by Fredo Killing and his staff at the Cheyenne Mountain Conference Resort. We believe their customer services and professionalism can be applied to the soaring operation.

In addition, we are involving the Soar Black Forest Board of Directors, who have a great deal of professional experience, more directly in the operation itself. The Board represents a cross section of the club, and will greatly aid our ability to be sensitive to the needs of our members.

Third, our members have expressed a desire to see an expansion of the operation. Dave Plunkett is presently making plans to provide a seven-day-a-week summer operation to meet this need. He has also been actively pursuing additional instructors to keep up with the student load. Part of this effort also included getting commitments for the second tow plane at the gliderport. We hope this will alleviate much of the scheduling delays for instructors and check-outs. These are a few of our ongoing and planned responses to membership inputs and suggestions. Please let us know, any of the Board Members, Dave Plunkett,

Jim Slovic, or their staff, how we are doing and get involved yourself in the projects that help make this soaring site what you want it to be.

I'm looking forward to seeing you at the gliderport.
- Joe Berger, President.

MEMBER ACCOMPLISHMENTS

Adam Puening - "C" Badge.
Jason Biehner - "B" Badge.
David Wyatt, Jason Biehner, Ty Odle, Randy Frank, Walt Solomon, Bob Plese, Carl Stoelzel, Adam Puening and Kim Ceres are currently enrolled in the private pilot ground school at BFSS. As you may notice, several of these people are not yet club members, so we have some potential for new blood here. Good luck to all of them in their FAA written exam.
- Phyllis Wells, CFIG.

"THANK YOU" DEPARTMENT

Joe Berger - intros and tow - 4/7.
John Newell - intros - 4/7.
Ken Hernandez - line crew - 4/11.
Jenny Rolley - flight desk - 4/11.
Dave Leonard - intros - 4/11.
Phyllis Wells - classroom prep.
Dave Rolley - classroom prep.
Bob Simon - classroom prep.
Adam Puening - line crew - 4-20.
Owen Bradshaw - line crew - 4/21.
Note: Owen is **not yet** a club member.
- Dave Plunkett.

COMING EVENTS

May 11 - 8 AM - BFSS board meeting.
4 PM - Seminar - Jackie Payne on crewing/badge flying.
5 PM - membership meeting.
May 24-27 - HFSC soaring camp - Westcliffe, CO.
May 27 - 5 PM - BFSS Memorial Day picnic.
June 1 - Friendship Meet - BFGP.
June 8 - 8 AM - BFSS Board Meeting.
4 PM - seminar.
5 PM - membership meeting.

Jun 15-22 - Taos Soaring Fiesta.
Jun 29 - BFSS 10,000 Tow and Appreciation Day.
Jul 4-7 - HFSC soaring camp - Salida, CO.
Jul 13 - BFSS monthly meetings.
Jul 20-21 - Owl Canyon "Labor Day contest".
Sep 13-16 - HFSC soaring camp - Creede, CO.

MAY MEMBERSHIP MEETING

The guest speaker for the May membership meeting will be Jackie Payne. She will be discussing crewing, badge flying, and highlights of her new book. She made a presentation at the SSA Convention and sold some 200 books. Arleen Coleson says Jackie's book makes the clearest presentation available of how to go about badge flying. (See Arleen's review elsewhere in this newsletter - Ed.) Jackie's presentation is highly recommended, too. So, plan to join us at 4 PM on Saturday, May 11th. She will have copies of her second printing for those who haven't had the opportunity to get a copy. See you there.
- Joe Berger.

MEMORIAL DAY PICNIC

An old fashioned Memorial Day picnic is planned for Monday, May 27th. Please bring your own food - the grills will be fired up after flying ends. Plates and utensils will be provided. After dinner, the homemade ice cream will be served. If you can mix a batch of ice cream for the electric makers, please call Alice Palmer soon. Hopefully, the Westcliffe travelers will return in time to join in the eats! See you there.
- Georgia Berger.

The grass seed is ready to spread and drill. Volunteer tractor drivers can be trained at the gliderport. The ground is too wet at the moment, but dry weather will come. So, learn a new skill - tractor driving/seed drilling - soon!

COLORADO SSA GOVERNOR'S BANQUET

On Saturday, April 20th, some of Colorado soaring's finest gathered at the Holiday Inn in Golden to spend the afternoon learning/refreshing about several subject near and dear to a pilot's heart. The afternoon started with a demonstration and explanation about care and feeding of parachutes. Our instructor gave us many helpful hints about how to choose a parachute, care for it, and use it, if required. By the interest demonstrated, and questions asked, many of our number were very interested in learning more about this vital aspect of soaring.

We were next treated to a safety panel discussion, with representatives from the various Colorado clubs to answer questions and discuss various safety aspects.

Following that, Jim Payne chaired a discussion of the various types of soaring flight available at the different clubs and soaring areas around the State. An experienced pilot from each club talked about his experiences in dealing with the variety of weather and terrain to be contended with in his area.

And, last, but not least, Colorado SSA Governor Mike Cavanaugh led a discussion of and showed a video of auto towing techniques and equipment. Some of the video had just been made the day before! Both the techniques and video provoked a lively discussion, both during and after the presentation. After a "spruce-up" break, the group reassembled and did some hanger-flying before the banquet began. After dinner, Mike Cavanaugh made several award presentations, followed by presentation of summer plans by a representative of each soaring activity present, a discussion of the Kolstad Scholarship by Mid and Ken Kolstad, and some other soaring-related business. At the completion of the evenings events, Mike tendered his resignation as State Governor, since he is planning to move soon.

Although the attendance

wasn't as large as it could (and should) have been, those there were treated to a very interesting afternoon of seminars, a lovely banquet, and some interesting discussion.

Many thanks to Mike Cavanaugh, Arleen Coleson and Mike Reisinger for organizing this lively and interesting day. We look forward to next year.

- Bob Simon.

ALL WINCHES ARE NOT THE SAME

Many pilots have come to me asking when the winch will be visiting the gliderport again. Any of you who have been involved with winches or the other less satisfying forms of ground launch have probably come to the conclusion that although CSA has been very generous in lending theirs, we at Black Forest really need a winch of our own.

Not having much experience with winches in my past, I rely on my worldly husband for information, who (in his winching days) had a number of worthwhile experiences. There are several characteristics of a good winch that I have gathered in talking to Mark:

RELIABILITY: She needs to be ready to work when you want her to.

LOW COST: The whole idea is low cost, and the more expensive winches aren't worth the extra money anyway. If you get an expensive one, you have to use it a lot to make it worthwhile.

ADAPTABILITY: She has to accommodate the styles and desires of many types of pilots, both beginner and advanced winchers.

So, after evaluating these characteristics, it seems reasonable that we need a project leader - Chief Wincher, if you will - who can put all the many desires and experiences of our members together to build the perfect winch. Over the last two years, several pilots have offered one piece of equipment or another. The Chief Wincher would need to coordinate all the efforts and skills of our group to design and build a func-

tional winch.

We could probably scare up most of the parts we would need at a very low cost. The large costs would probably be welding (unless we have a member who can do it), engine and cable. If we could do it for \$1000, that would only require a group of 20 winch lovers to contribute \$50 each to get our own. Of course, there would be lots of labor involved to get it put together, too.

Do you love winches? If so, maybe you'd like to be Chief Wincher, with probably no rewards involved except the chance to be the one to use the winch first. I can provide you with a list of those known to winch in the past who might be interested in helping out with the project. Give me a call - (303) 759-0515.

- Alice Palmer.

THINK SAFETY - FLY SAFELY

Every month that passes at Black Forest Gliderport brings to mind that old adage - "There are old pilots and there are bold pilots -- but there are no OLD, BOLD PILOTS".

There is little sense in demonstrating your ability to land on a spot in the first ten feet of runway, when there is more than three thousand feet of safe landing space ahead of your touchdown point.

The glider pilot has little or no recourse if he misjudges, encounters excess sink, or has more adverse wind than anticipated. If any of these circumstances occur, and habitually he shoots landings at the end of the runway, he will likely land short of the runway. This past month, I saw two such landings.

The first was approximately one hundred yards short of the north end of the east taxiway, and the second, by the same pilot, stopped in about the first 25 yards of the north end of the east taxiway. There was not a particularly strong wind, and I don't believe there was excessive sink, however, both may have been a factor.

I can't help believing that misjudgement and a habitual boldness

of aiming for the end of the runway was the cause of both of these short landings. This pilot was LUCKY that neither of the other two factors was present, else he might have been in the power lines or in the rocky field to the north.

Our tow pilots, for efficiency of operation, appear to be violating the very practice I am trying to discourage, but they do have a recourse which is not available to the glider pilot - they can add power to flatten out the glide or lengthen the approach, or as a last alternative, GO AROUND!

The glider pilot cannot do these things. Please get in the habit of using the available landing area. You do not look as foolish when you have landed long and have to tow the glider back for the next takeoff as you do when the entire club has to retrieve you from our neighbor's property.

The consequences of boldness and misjudgment can be physically and financially disastrous. They have no place in THINKING SAFETY OR FLYING SAFELY.

- Bill Stewart, Board Member, SBF Inc.

SURVEY RESULTS

You've waited long enough. So, here are the results of the survey done in February, and the resulting recommendations of the Promotional Committee to the BFSS Board, SBF Board and SBF management.

The surveys were analyzed three ways. First, a summary of all responses was completed. Then, responses were separated by length of club membership and type of license. It is difficult to present all this data in a short article. So, for further information, the summary and raw data are available at the SBF desk for your review. Please do not remove any of it from the facility.

Of the 66 reporting members, 27% flew at 19 other sites for a total of 46 flights. 15% did not take a single flight last year, but care deeply that BFGP succeeds.

Daily operations (7 days) are preferred by 23% of respondents. The least popular days for operation are Tuesday, Wednesday and Thursday. Seven-day-a-week instruction is preferred by 5% of respondents, while 45% felt access to instructors unimportant. If year-round operations were not feasible, members can do without a tow from November through March.

Local pleasure thermaling was the most popular type of soaring for 80% of respondents. Cross-country got a 68% rate; wave soaring, 59%; advanced training, 36%; auto/winch tows regularly, 30% and primary training 18%

For members desiring access to sailplanes, 64% wanted a two-seat high performance ship, 53% a two-seat trainer, 44% a single-seat Schweizer, and 36% a single-seat high performance fiberglass ship. The number of monthly flights members would take in these ships is more difficult to answer. Possibly the question was not clear. Pilots who we know fly five times a year, responded that they would fly one particular ship 24 times a year.

Regarding specific ships members would like to fly, there was no consensus. There were four votes for a glass ship and three for a Grob 102.

The three most important issues to club members were: low cost soaring, making sure the commercial operation stays viable, and access to a high quality flight school. Also ranking high were access to high quality rental ships and providing a safe operation to fly.

Atmosphere was generally ranked warm and friendly or professionally businesslike. But, 12 comments were made here relating to needed improvements in both staff relations and membership friendliness/helpfulness. A friendlier atmosphere over the last year was encountered by 29% of members, and a less friendly atmosphere by 5%.

The top three priorities for the club were well agreed upon. They should be concentrating on operational area improvement; main-

taining or increasing professionalism and quality of flight operations; and expanding the commercial operation through marketing, larger staff and seven-day-a-week operation. A close fourth and fifth were acquiring club owned or leased sailplanes and looking for ways to retire the club debt.

Sixty percent of respondents felt well-informed of gliderport issues. Eight percent want more input and 6% want more information. One half of respondents attend monthly meetings. There is no apparent way to increase attendance. Only 20% of members are flying as much as they'd like. Lack of time and money were the main reasons. More interaction with other club members was desired by 68% of members, while 13% did not want more.

Dues are "about right" for 80% of members, too low for 8% and too high for 6%. Higher dues would be paid by 42% while 44% would not pay higher dues. Monthly billing is preferred by 24% of members, quarterly billing by 44%.

In the breakdowns, non-licensed members were more interested in access to instructors, high quality flight schools, and completion of aesthetics than licensed members. Newer members are more concerned with cost efficient operation and debt retirement than longer-term members. No other significant differences were noted.

The Promotional Committee made the following recommendations to the BFSS Board.

ONE YEAR GOALS:

- Strengthen the pleasant atmosphere at the gliderport through extra effort by staff and members.
- Pursue immediate marketing and customer relations training for all paid staff.
- Begin annual employee reviews and merit raise programs for all paid staff.
- Keep costs at a minimum.
- Determine which marketing efforts are working, and which need improving.
- Sailplane fleet expansion.
- Streamline scheduling of instructor and aircraft time.
- Rate increases - where do the

dollars go?

- o Insurance issues - what coverage is provided for members, non-members, guests, etc.

- o safe operations.

- o Budget analysis to establish priorities and allocate excess funds.

- o Make available experienced instructors for those who wish to pursue badges, higher ratings, cross-country proficiency, etc.

- o Increase launch and tow-pilot efficiency.

- o reduce costs by encouragement of annual or quarterly billing.

- o continue monthly membership meeting seminars.

- o Become a more active, visible part of the local community.

TWO YEAR GOALS

- o readdress operational area issues early in 1992.

- o Attract new, experienced instructors tow-plane pilots.

- o Create more/better interaction with other area soaring clubs.

- o Strive for more family participation at the gliderport.

- o Continue debt retirement efforts.

- o Try to determine a maximum sustainable membership level.

FIVE YEAR GOALS

- o Complete facilities projects based on available funds.

- o Expanding aircraft fleet as growth occurs.

- o Hold regular youth and wave camps.

- Georgia Berger.

We have two published authors within our midst, and here are reviews of their books.

PRACTICAL WAVE FLYING

revised edition

by Mark Palmer

When I first started soaring in Germany in 1959, there was little or no written material in English about this wonderful world of SOARING. To my mind come three authors, Philip Wills, "On Being A Bird"; Anne Welch, "The Soaring Pilot"; and C.E. Wallington, "Meteorology for Glider Pilots", all of

whom were authorities on the art and science of soaring, and each a particular specialist, able to communicate their specialty in the English language. Upon returning to the United States, I found no American author on soaring techniques.

Prior to my first wave flight in the Catskill Mountains of New York in October 1962, it would have been helpful and prudent to have been able to read a book such as I am reviewing. I encourage all soaring pilots, novice or expert, to read Mark Palmer's admonitions and descriptions of the lurking dangers, while hunting the wary and elusive beast we know as the MOUNTAIN WAVE. His credentials are impeccable and he is an expert on the subject.

Other than this book, I know no single source on the subject and techniques of safely flying the mountain wave. Mr. Palmer has drawn from many sources, which he has carefully researched and carefully footnoted at the end of each chapter. Interestingly to me, he has used Wallington's later version of "Meteorology for Glider Pilots" as a reference and foundation of one of his new chapters.

He admits a bias in his earlier edition of "PRACTICAL WAVE FLYING", wherein his lengthy experience as a flight instructor at Black Forest Gliderport, Colorado Springs, CO, caused the first edition to be primarily a Gold "C" and Diamond "C" treatise. Realizing this bias, he has added two new areas and has edited and revised much of his earlier edition. There are two new chapters, (1) "Forecasting Wave", and (2), "Cross Country in Wave", which with alterations of the previous edition, make this an entirely new and much better book.

He refers to his book as a basic primer for the novice soaring pilot. I disagree. I find it MUST reading for the novice and expert alike. A careful reading of this book will permit an understanding of mountain wave formation, its dangers, its beauty, and above all, its eerie smooth persistent lift to

the heights which Philip Wills describes in his great book "Where No Birds Fly".

Mr. Palmer develops and discusses, in logical sequence, the phenomenon of the mountain wave, forecasting it, the physiology of safely flying at high altitudes, its effect on aircraft and hardware, safely pre-fighting a high-altitude flight, safely flying the aero tow through the tumultuous rotor, making the climb, and lastly, coming home safely. Finally, there is an intriguing section on the techniques of cross-country flying the mountain wave - the downwind dash - parallel to wave-producing terrain - jumping to downwind wave - wave over cumulus cloud streets.

The graphic illustrations throughout the book are excellent, and novice and expert alike will gain a better view of this invisible fluid called air and how it behaves when thrust against obstructions.

Lastly, this book directly addresses flight safety for the soaring pilot, and I encourage all who are contemplating flying the wave to read it prior to flight. The message is equally appropriate whether you are approaching the Catskill wave, the Pikes Peak wave, the Sierra Madre wave, the South Island Wave in New Zealand, or the Mistral in France. It is the best flight insurance I know, which one buy.

In the epilogue, Mr. Palmer refers to "this little book". Again, I disagree, for it is a monumental book and should be in every soaring pilot's library.

The book is available from Soar Black Forest for \$13 (\$12 for BFSS members).

- Bill Stewart, Gold "C" #167, Diamond Goal, CFI-AIG, USAF Ret Command Pilot.

BADGE AND RECORD BOOK

By Jackie Payne

When I started to work for the SSA in 1984, it soon became apparent to me that a book telling how to successfully plan for and document badge and record flights

was badly needed. Over the years, I realized that I didn't have the time to write it, but I kept collecting ideas that others had, books that other countries had written on the subject, and attempts by people in the U.S. to put this material together.

When Jackie Payne moved to Colorado Springs three years or so ago, I got the brilliant idea of asking her if she was interested in writing the book. As it turned out, she had been thinking along those lines for several years also, and the project was off and running.

We both had the idea that it would only take a few months and the project would be completed. We were wrong. There were stops and starts, times of frustration, and times when other commitments simply had priority. Finally, this year it is done and I think you will be as happy as I am with the finished project.

At last we have a book that takes you from "right thinking" before the flight to the dotting of "i's" and crossing "t's" that will get your application approved. The book takes you from the very basics of the ABC and Bronze Badge program through the intricacies of the Silver Distance, the pitfalls of the Diamond Goal, and the flying for the higher awards of State, National and World records. That it is finally in one very readable source is exciting, indeed!

Have you wondered what the duties are of the Official Observer? Have you wondered what the deadlines are for submission of your application? How do you time a record flight? What is a "start gate"? These are just some of the questions that are answered in this book.

The book has an excellent table of contents that guides you to the exact topic you are looking for. If you have questions on a particular FAI Sporting Code topic and you know the number, look up the number in the index (back of the book) and you will be guided to all the references to that particular section of the Code.

To say I am delighted with the book is an understatement! As the person who reviews each application and either approves or denies the claim, I have longed for a reference source such as this for new and experienced pilots. I am delighted that there is now a single source to which I can send a pilot for answers. The book is on sale for a very reasonable cost of \$15 and is available through the SSA of from Jackie Payne.

I encourage you, indeed, I URGE you, to buy it and use it for a very selfish reason. I love approving applications - I sincerely hate denying them. This book will help make the difference between approval and denial.

- Arleen Coleson, FAI Awards Coordinator.

LOOKING DOWN ON PIKES PEAK

We are used to looking up on that majestic peak, or at best, looking down from it, if we have made it to the top. But looking down on it takes the luck of flying a Schweizer 1-34 in wave.

It was my first high-altitude wave flight on that Sunday afternoon in March. I lack the language to describe an experience of this magnitude to you, but I can describe one aspect of it accurately with one word - **FUN!** It was a play with the wind, with nature's forces turned into a powerful ally by the human mind.

Wave of the magnitude I have just experienced does not exist in abundance in this world, so I tried to take advantage of it.

There was nothing hard or boring about the preparation for the flight. It was work and fun, too. Oh, yes, work can be fun - at least this type of work.

I have to express my sincerest thanks to Alice Palmer and David Plunkett who patiently have taught me the most fundamental and rudimentary knowledge required to endeavor this flight with confidence. My first attempt, a few weeks ago, was a failure. I was unable to contact the wave, but yet

there was so much I had learned from this failure, that I do not want to ruin it. To me, the single most important issue is the confidence of a safe landing, especially when far away. Exactly this I gained when heading back from the Rampart Range toward the Black Forest Gliderport at that first attempt and when I soon realized that I would make it back.

I was more relaxed on my second and successful flight. This has contributed to the success. There is satisfaction in it, but also the demand to exceed it the next time.

If you have not yet done so, try the wave. Looking down on Pikes Peak is fun.

- Hans Arnold.

1991 SOARING FREE AWARD

Here's a reminder about the "Soaring Free" Award.

1. Winner must have excelled beyond present cross-country experience.

2. Basic points will be awarded as follows:

a. Completing the Silver Badge, Gold distance or Diamond Distance - 3 points.

b. National record - 5 points.

c. State or 1-26 record - 4 points.

d. Each additional handicapped flight of 100 KM or greater:

100 KM - 1 point.

200 KM - 2 points.

300 KM - 3 points.

e. Additional basic requirements:

Each flight must be documented according to the FAI Sporting code.

The minimum flight must qualify for the Silver Badge distance leg.

Only BFSS members are eligible for this trophy.

3. Submit entries to the Board of Directors. In the case of a tie, the recipient will be chosen on the basis of overall personal cross country achievement.

GO FOR IT!

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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
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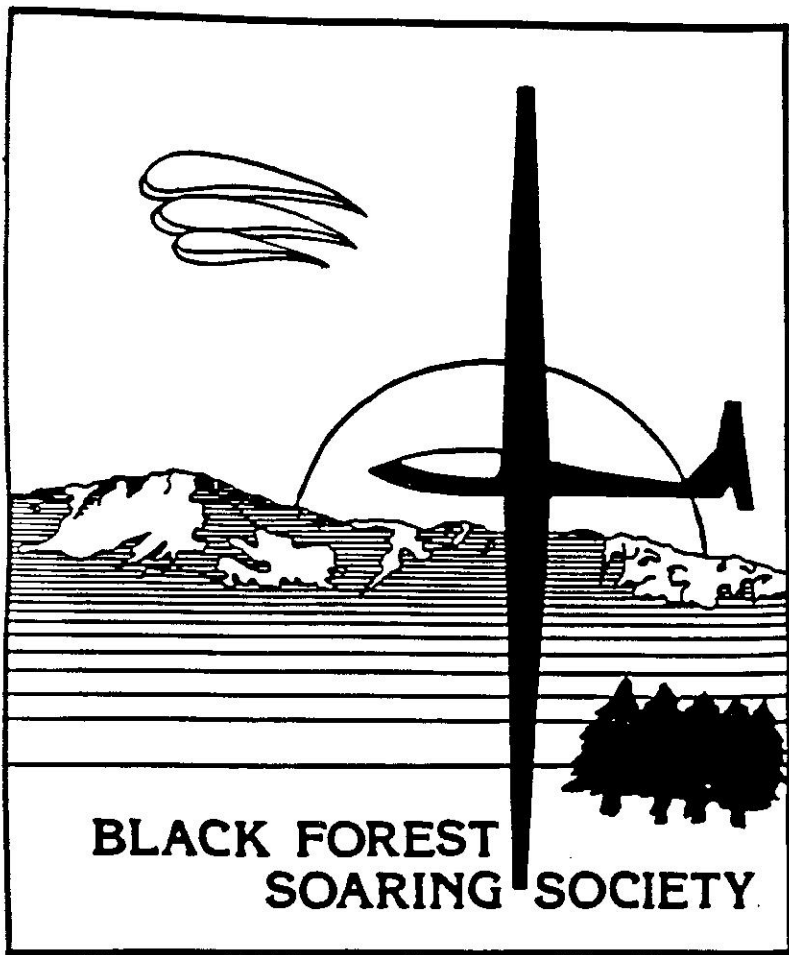
SUMMER HOURS: OPEN THURSDAY THROUGH MONDAY

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

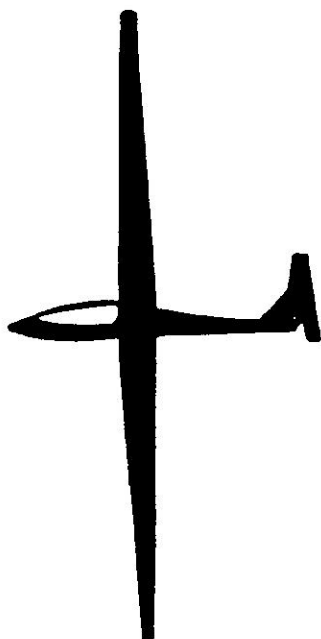
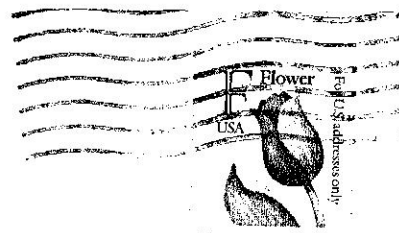


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News, Views, and Important Information
For Soaring Pilots Affiliated With

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