



# AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

(303) 648-3623

VOLUME VII , NUMBER 7

NOVEMBER 1992

## NEW OFFICERS AND BOARD!

The 1992 election results were announced in the October issue of "AIRWORTHY", and the incoming Board met with the outgoing Board on October 3d. The new Board has chosen Tom Eggers to be President; Walt Lafford, Vice President; Kym Ceres, Secretary; Mike Brouillette, Assistant Treasurer (more about that later); and Dale Calender, Larry Harvey and Dave Hagood as Directors. Since John Goodlette has a very sophisticated computerized financial system, he has agreed to remain as the Treasurer, without being a Director, for a while, while Mike Brouillette becomes acquainted with the system.

The next Board meeting will be held at the gliderport on Saturday, November 7th, at 9:00 AM. All BFSS members are welcome to attend.

## MINUTES OF THE OCTOBER BOARD MEETING

On Saturday, October 3d,

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1992, a joint Black Forest Soaring Society/Soar Black Forest Board meeting was held 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.

Phyllis Wells welcomed the newly-elected board members: Mike Brouillette, Kymberly Ceres, Dave Hagood and Larry Harvey. These new members joined incumbent Board members Dale Calender, Tom Eggers and Walt Lafford.

John Goodlette presented the Treasurer's Report and distributed a balance sheet, cash flow report and budget report. Jim Slovick distributed a mid-year (June '92) BFSS/SBF consolidated cash balance sheet. These documents will be on file at the gliderport for members' review. BFSS total assets, liabilities and equity to date are \$112,438.06. Total inflows (January '92-September 30, '92) \$36,265.14; total outflows, \$32855.07. The consolidated report (through June 30, '92) indicates total assets at \$99,062; total income at \$70,214; total expenses at \$76,032 with a net loss of \$5,818.

John was recognized for his outstanding work as club Treasurer and he generously agreed to remain in this role for the new Board. This was met with enthusiastic agreement and relief!

Larry Harvey gave a summary of the Promotions Committee Activities for the year. Because of such successful results last year, the holiday advertising and gift certificate offer will definitely be repeated this year. The importance of maintaining good PR with the local community was emphasized.

Making a club-wide effort to be friendly neighbors to surrounding business and property owners must be a high priority. It is one of the most effective means of promotion.

The Flying Activities Committee gave an update on the camps coming up for the next twelve months. Look for on-going, published information in "AIRWORTHY".

Walt Lafford promised an update on the status of the Homeowners' Association. There is an issue pending regarding the \$1/tow, \$10/year, lot owner future common area improvement fund. The new Board wants to study this recommendation further. Establishing a workable and friendly rapport with the lot owners is a high priority with the Board. At the same time, careful consideration over the impact of this proposal could have on club members and the commercial operation should be given before a final resolution is submitted. Club members will be kept informed on this very serious matter.

Phyllis gave a review of the volunteer line crew program. Although additional volunteers are needed, the program has been economically feasible for the operation and club. We are looking forward to the continuation of this program.

Other business discussed included the new membership roster being distributed in the November "AIRWORTHY"; the implementation of the Steve Willey "Student of the Year" Award; and the reorganization and re-activation of the BFSS Long-Range Planning Committee (under Mike Brouillette and Alice Palmer).

**SOAR BLACK FOREST:** Issues raised during the SBF Board meeting

of special interest to BFSS included the importance of obtaining additional capital equipment for the operation and the need for consistently good soaring days.

**BFSS OFFICERS:** The following officer assignments and committee representatives were agreed upon: President, Tom Eggers; Vice President, Walt Lafford (also rep to BFGP Assoc); Secretary, Kymberly Ceres; Treasurer, John Goodlette/Mike Brouillette. Directors-at-Large: Dale Calender (Line Crew); Larry Harvey (SBF Board); Dave Hagood (Flying Activities, Capital Improvement expenditure).

It was decided to continue Board meetings on the first Saturday of each month, however a change in time to 9 AM was agreed upon.

Additional new business included membership meeting frequency. The Board wanted the full membership to have a chance to be heard on this one. It was decided to solicit recommendations in the next "AIRWORTHY", and take a vote at the membership holiday party in December.

The meeting was adjourned at 12:10 PM.

- Kymberly Ceres, Secretary.

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### THE (NEW) PREZ SEZ:

Fortunately for me, I have been preceded as BFSS President by Phyllis Wells. She has been very well organized over the last year, and has kept the BFSS Board well organized. That carried over to the October Board meeting, which she organized as a combined old Board, new Board meeting to help the four new Directors. There were general discussions of current problems by outgoing Board members to help incoming Board members understand those problems. Phyllis provided a list she felt needed immediate attention from the new Board, and I agree with her list:

○ **SBF BOARD APPOINTMENTS** - Soar Black Forest is the wholly-owned commercial subsidiary that is responsible for day-to-day operations, and is critical to our continued success. The BFSS Board

appointed two Directors, Walt Lafford and Larry Harvey, along with Val Dean, Alice Palmer and Joe Berger to be the five-member SBF Board of Directors.

○ **LINE CREW** - The volunteer, slightly-rewarded, line crew is one of the key programs for keeping the cost of flying within bounds. Phyllis has been chief honcho and sweet persuader over the last year as the program became a success. Board member Dale Calender has volunteered to continue her work, but he needs help. Dale needs (actually, we all need) more volunteers for the program. When you are asked by Dale to help, please consider acting as line crew for one day per month. If you can't do that, then consider being backup: pilots do have job demands and take vacations and have their kids get sick, and the operation just doesn't work well without at least two line crew, particularly on weekends.

○ **PROMOTION COMMITTEE** - Without new members and customers, we cannot survive. There has been one volunteer so far, ??? Hugh DeVries, but he can't do it alone. This is another critical job that needs inspired work.

○ **FLYING ACTIVITIES** - This is the fun part, the sine qua non. Dave Rolley and Board member Dave Hagood have put on two outstanding outings at Limon and Westcliffe this year. I am sure they will continue to do more of them, but let's not burn them out. When they ask for your help, please remember that they like to fly, too, and somebody has to do the organization and planning. See the list elsewhere in "AIRWORTHY" for coming 1993 attractions.

○ **LONG RANGE PLANNING** - Where are we going? Where do we want to be in five years? What bees are in your bonnet? Talk to Board member Mike Brouillette and Alice Palmer, who are charter members of the Long-range Planning Committee. Then offer to help.

○ **BFGP ASSOCIATION** - The Black Forest Glider Park Association, aka the homeowners association, are our immediate neighbors. BFSS is a

member, with one vote, of the Association. Our relations with the Association are critical for our well-being and happiness, and at present, all is not as we might like it. I have appointed, with the Board's consent, Vice-President Walt Lafford to continue his past work with the BFGP Association.

The reason people let themselves be elected as President is that they believe they have time, and energy, and some ideas that can benefit the organization. However, a healthy skepticism of one's abilities is in order: any active organization the size and complexity of BFSS cannot be run by any one person. Very few have sufficient time or expertise to do the whole job. I know I don't. I can try to recognize problems, formulate issues, lead discussions, even offer an idea or two, and sometimes, just get out of the way. But the two most important things a BFSS President can do are encourage participation and recognize other people's good ideas. And that is what I intend to do over the next year. With the present Board, and the BFSS members who are already active, I think we are off to a good start.

- Tom Eggers, President.

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### MONTHLY? BIMONTHLY? QUARTERLY?

In an effort to be as democratic as possible, we are polling the membership for suggestions on the frequency of membership meetings. Unfortunately, there seem to be as many ideas as there are members. Here's the proposition: Write us (or use the Secretary's slot at the gliderport) and let us know when you want to meet. We will take a tally of the most alike suggestions, then put a couple to a vote during the holiday party in December. So speak now or forever hold your tongue (at least until next year). Thanks!

- Kym Ceres.

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**THE WOMBAT IS AT MEADOWLAKE!**  
Does that inspire you to XC flight?

## CHRISTMAS PARTY NEWS

It's time to start thinking about the annual Christmas Party. Reserve the date of Saturday, December 12th. The Goodlette's have been kind enough to offer their home for us again. A map will be in next month's "AIRWORTHY" for those of you who have never been there.

The plan so far is to go with a mexican theme. Get out your cookbooks and look for mexican recipes. There will be chili between appetizers and the main course.

We would like to have appetizers, main dishes and desserts. If anyone has some particular favorite they want to make, let me know that when you call to sign up. A through L are dessert or appetizer - M through Z will be main dish.

The kids are not forgotten - There will be a pifnata for them. We'll also gather a sitter, videos and Santa for them. And, of course, Christmas Carols will be sung by anyone who wants to.

Cost will be \$4.00 per person, not to exceed \$10 per family. When you call to sign up, let me know what you plan to bring, and the number of people attending. Checks should be made out to Linda Lafford and mailed to 5540 South Jellison St., Littleton, CO 80123. The phone number is (303) 973-2387. Reservations should be made no later than December 8th.

- Linda Lafford.

## COMING EVENTS

Nov 7, 9 AM - BFSS Board meeting.  
Dec 5, 9 AM - BFSS Board meeting.  
Dec 12 - BFSS Christmas Party, at Goodlette's home.

1993

Jan 2(?), 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

Bill Gerblick - "C" Badge, 9/12/92.

Hugh DeVries - Private glider rating, 10/1/92.

Val Dean Jr. - 1st solo, 10/8/92.

Dave Hagood - "C" Badge, 10/11/92.

Bob Cress - private pilot, 9/6.

Kym Ceres - private pilot, 10/25.

## "THANK YOU" DEPARTMENT

Val Dean - line crew, 9/27/92.

Dave Rolley - Intros, line, 10/3/92.

Dan Marotta - Intros, line, 10/3/92.

Lindsay Fischer - Line crew, 10/3/92.

Dave Hagood - Line crew, 10/3/92.

Ginger Hipszky - flight desk, 10/11/92.

## WELCOME TO THE WHEELERS

Wade Wheeler, an Out-Of-State member from Minot, North Dakota, arrived on Thursday, October 15th with his Diamant in tow. After a field check with David Plunkett, everyone helped him assemble his ship and put it in Hanger #3. Wade's wife is a Chaplain who has been stationed at Peterson AFB. Wade is still in Minot, where he flies KC-135 tankers. (He was the first tanker pilot to refuel a B-2 at night!). He hopes to relocate to the Air Force Academy in the near future. We look forward to that day.

## SAFETY NOTICE!

Safety and courtesy go

hand-in-hand. We now have several hangers on the premises, and will soon have an outdoor play area for the children. PLEASE drive very carefully on David C. Johnson Loop. There are children at play and on bicycles and other vehicles on and near to road.

In the same vein, the dry season has arrived, and the roads leading to the gliderport will often be quite dusty. Try to contain your eagerness to get to the gliderport, and drive at a reasonable speed so that our neighbors don't have to dust quite so frequently.

We seem to have the problem pretty well under control, but as a reminder to ground crew and pilots giving rides to family and friends, do not let passengers walk to and from the office by themselves - make sure they get a ride on one of the cars.

## WE GET LETTERS

Dear Black Forest Soaring Society:

Thanks to all in the Black Forest Soaring Society for planning the Kolstad Scholarship Fund-raiser on August 29th. Ken and I came home all a-glow.

The friendship and support for youth in soaring made us realize once more that the soaring folks are special. Through their donations, some qualified soaring pilot who plans to attend (or is attending) college will receive a grant of \$1000.

Although a few actually remember Paul, (23 annual scholarships have been awarded since 1966) all are interested in the Kolstad awards as encouragement for young people to enjoy the sport of soaring.

The Kolstad Youth Soaring Awards and Scholarship recognize a young pilot's achievement. He or she may apply for the annual scholarship grant after earning one of the following goals: the Silver Badge, the Century Pin and Patch for cross-country flight of 100KM or 200KM or 300KM.

Thanks go to Phyllis Wells, Joe and Georgia Berger, all the



other workers, and also to those who brought casseroles and deserts. We appreciate everything at the picnic that evening.  
/S/ Mid and Ken Kolstad.

Dear Black Forest Soaring Society:

I've been an Out-of-Stater since sometime in June and paid In-state dues through June 30. Enclosed is for Out-of-State dues for the rest of the year. The new address is:

Chuck Baynton  
62 Middle Street  
Farmington, ME 04938

Near as I can determine, the nearest soaring is at Franconia Notch, NH, two hours drive away, and I've not been. BFR lapsed 8-31-92; closest thing to soaring has been biking with my five-year-old, doing circles in a parking lot, staying across the circle from him and thinking, "This feels a little like something else I once did." There used to be a 2-33 at a field in Maine, 30 minutes away, but they sold it a few years ago. Not doing enough business to pay for itself, I guess.

Ballot is enclosed.

/S/ Chuck Baynton.

Dear Black Forest Soaring Society:

After a very brief conversation with Major Bob Nichols, I've taken on the project of providing you with an article for your magazine.

"The Civil Air Patrol is a non-profit, volunteer, auxiliary of the US Air Force, in service since 1941. Its membership spans the 50 states, including Washington, D.C. and Puerto Rico. Their mission is three-fold: Emergency services (Search and Rescue), Aerospace Education and the Cadet Program. Cadets range in age from 13 (or out of the 6th grade) to 21, and senior members are over age 18. Visitors are welcome at meetings. The Pikes Peak Senior Squadron meets on Thursday evenings, 7-9 PM, in building 1285 at Peterson AFB. Point of contact is Captain Dave Novotny (719) 599-8473. The Colorado Springs Cadet Squadron meets

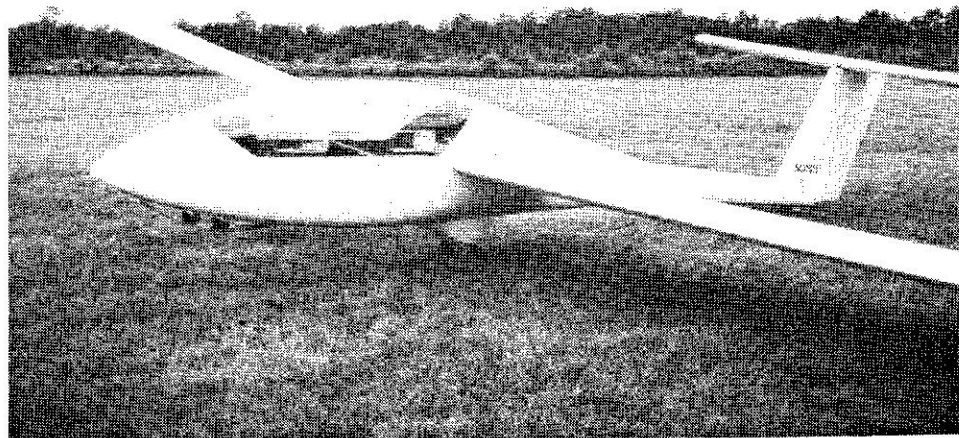
on Tuesdays, 7-9 PM, in Hanger 123 at Peterson. Their point of contact is Captain Tina Livingston (719) 444-8952."

/S/ Tina M. Livingston, Cpt CAP  
Deputy Commander for Cadets

(Ed. note: Bob Nichols hosted several CAP members at our camp at Westcliffe in October.)

#### NEW AIRCRAFT IN OUR FUTURE?

Fifteen of our members had a chance to check out the new Blanik L-23 recently when a demo model was at the gliderport Saturday, September 26th. The ship has a T-tail, no flaps, better rudder effectiveness in spin recovery than the L-13. Most of the reports are quite favorable.



KROSNO-3A TWO-PLACE SAILPLANE

Sometime after November 4th, Phyllis Wells and Dick Seaman will travel to Dallas and return with a demo Krosno 3A two-place sailplane. The Krosno is manufactured by WSK "PZL Krosno" in Poland. The U.S. Distributer is Sol-air, Inc. Glide ratio is 27.1 at 46 knots; minimum sink 2.56 ft/sec at 40 knots and stall speed is 32 knots. G limits are +5.3/-2.65.

The Krosno will be at BFGP for several weeks. To schedule a check-out flight, call Dave Plunkett. In Poland, the Krosno 3A is known as the "Puchatek", which translates to "Small Owl".

Note that PZL was a major European aircraft manufacturer in the years prior to WW II. Several of their products held speed and/or distance records during that time.

#### BLACK FOREST BULLETIN BOARD SYSTEM IS ON LINE

Better communications can provide many benefits to you and the Black Forest Soaring Society. The Bulletin Board System (BBS) we now have on-line is available to you and the world 24 hours a day, seven days a week.

To connect to the BBS, use a 2400-9600 baud modem, set to 8N1. Use terminal emulator software set to VT100 or VT 102. Other terminal emulations will work, but may have a compromised display or control

features. The number to dial is (303)-799-1240.

When connected, you can log on as "BFGUEST" and use "BFGUEST" as the password. Follow the instructions to get the command bar. Help is obtained by hitting F1. Be sure to use F3 to take action when you have a directory selected and want to take action on that directory.

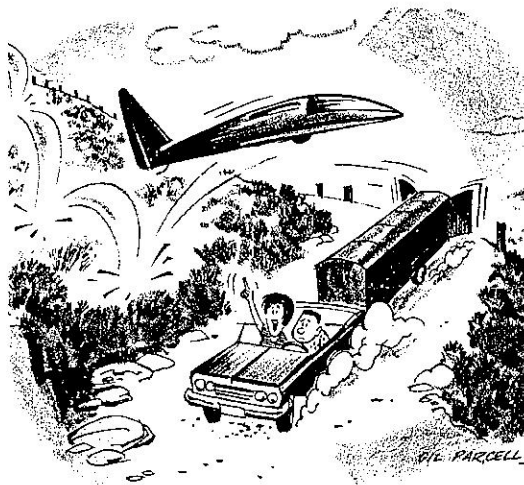
Set yourself a goal of checking the EVENTS-SCH under the BF-CLUB directory as least once a week. You can stay current on BFSS schedules and then expand your utilization of the BBS.

Information now on the BBS will provide a prospective new member with a very complete overview of BFSS, SSA and soaring. In fact, you may be surprised at what better understanding you can obtain.

Try it - keep trying it, you are entering the age of new communications - faster, cleaner and more convenient at all times.

P.S. - training disks for the BBS are available at the SBF operations desk. Check with Jim Slovick or David Plunkett.  
- Hugh DeVries.

A couple of our BFSS members will relate to the cartoon below, which originally appeared in the August 1967 "SOARING".



Oh look, dear, there's a glider exactly like yours!

The following article is reprinted from "THE FREQUENT FLYER", Newsletter of the Caesar Creek Soaring Society.

### STICK AND RUDDER REVISITED

I just finished Langwische's classic for the second time and was amazed at how much I had forgotten in 25 years. His great message is "whenever any thing goes wrong, push the stick forward." I have noticed that this is slightly contrary to the accepted spin recovery procedure, which is "stop rotation with rudder first, THEN stick forward".

The difference is whether

you are spinning or not. If you are spinning, you are either spinning on purpose and you are holding the stick back to the stop to keep the wing stalled, OR, you have stalled in a turn and panicked and pulled the stick back to keep the nose from dropping. In either case, it seems right to stop the rotation first before you push the stick forward, allowing the speed to increase.

Our instruction ought to be aimed at "not spinning" rather than spin recovery. Langwische's recommendations are aimed at "not spinning", and I interpret his advice to "push the stick forward when something goes wrong" to mean when the airplane does something you didn't make it do, or fails to respond to the controls. If the nose drops when you are pulling the stick back, you have the wing stalled. If a wing drops and does not respond to opposite aileron, you may have stalled the wing tip. In either case, you are in a good position to spin if you do the wrong thing. If you push the stick forward first, you will unstick the wing and the aircraft cannot spin. You will lose some altitude, but you won't spin.

The Blanik gives some good lessons in "spinning or not spinning". If you hold the stick back, it will readily spin from a stall in a turn, as the nose drops and it begins to rotate toward the low wing. If, in the stalling turn, you use full opposite rudder, it will go over the top and spin in the other direction. Yet the spin is very easily prevented by pushing the stick forward. The 2-33 will sometimes spin and sometimes won't, depending on the loading, and the Grob is sometimes difficult to get to spin, and when it does, often it's a nasty surprise.

Langwische's advice still works, but don't test it too close to the ground. While making "S" turns in a 1-23, preparing for my first off-field landing many years ago, I found myself at about 40 MPH at about 200 feet off the ground. Believe me, it is very difficult to push the stick forward when you are

already skimming over the tops of trees and wires. If I had hit a gust and stalled, I may have instinctively done the wrong thing. Fortunately, I did have enough altitude to increase my speed and make a safe landing. We used to say that it wouldn't hurt to drop the nose a little in every pattern turn. That advice is not all bad either.

- Jim Hurst.

### WESTCLIFFE CAMP IS A SUCCESS!

for lack of any more information, we print these photos as an indication of what kind of camp BFSS members enjoyed at Westcliffe October 10 - 12. The photos were supplied by Alice and Mark Palmer.



Caesar Flores expresses his feelings at the flying conditions.



Dave Leonard does a "Charlie Spratt Worm-burner" at the end of his long flight.

# WAVE SOARING FORECAST WORKSHEET

\*\*\*\*\*

<u>WSI</u>	<u>TOTAL POINTS</u>	<u>POTENTIAL HEIGHT OF WAVE</u>
EXCELLENT	GREATER THAN 17	35 THSD FT MSL OR GREATER
GOOD	10 - 17	25-34 THSD FT MSL
FAIR	7 - 9	15-24 THSD FT MSL
POOR	LESS THAN 7	BELOW 15 THSD FT MSL

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FACTOR	PTS.						
<b>Wind Direction</b> at 14 thsd ft MSL: <table border="0" style="display: inline-table; vertical-align: top; margin-left: 10px;"> <tr><td>240-300 degrees</td><td style="text-align: right;">+5 points</td></tr> <tr><td>210-230 deg or 310-330 deg</td><td style="text-align: right;">+2 points</td></tr> <tr><td>other</td><td style="text-align: right;">-5 points</td></tr> </table>	240-300 degrees	+5 points	210-230 deg or 310-330 deg	+2 points	other	-5 points	_____
240-300 degrees	+5 points						
210-230 deg or 310-330 deg	+2 points						
other	-5 points						
<b>Wind Speed</b> at 14 thsd ft MSL: <table border="0" style="display: inline-table; vertical-align: top; margin-left: 10px;"> <tr><td>&gt;25 and &lt;50 kts</td><td style="text-align: right;">+5 points</td></tr> <tr><td>20-25 kts or &gt;50 kts</td><td style="text-align: right;">+2 points</td></tr> <tr><td>&lt;20 kts</td><td style="text-align: right;">-3 points</td></tr> </table>	>25 and <50 kts	+5 points	20-25 kts or >50 kts	+2 points	<20 kts	-3 points	_____
>25 and <50 kts	+5 points						
20-25 kts or >50 kts	+2 points						
<20 kts	-3 points						
<b>Wind Gradient</b> - velocity increases with height from stable layer (or 14 thsd ft MSL) upward? <table border="0" style="display: inline-table; vertical-align: top; margin-left: 10px;"> <tr><td>yes</td><td style="text-align: right;">no points</td></tr> <tr><td>no</td><td style="text-align: right;">-10 points</td></tr> </table>	yes	no points	no	-10 points	_____		
yes	no points						
no	-10 points						
<b>Stable Layer</b> - inversion or isothermal layer between 12 and 18 thsd ft MSL? <table border="0" style="display: inline-table; vertical-align: top; margin-left: 10px;"> <tr><td>well defined</td><td style="text-align: right;">+6 points</td></tr> <tr><td>poorly defined</td><td style="text-align: right;">+3 points</td></tr> <tr><td>none</td><td style="text-align: right;">-5 points</td></tr> </table>	well defined	+6 points	poorly defined	+3 points	none	-5 points	_____
well defined	+6 points						
poorly defined	+3 points						
none	-5 points						
<b>Jet Stream</b> - nearby: <table border="0" style="display: inline-table; vertical-align: top; margin-left: 10px;"> <tr><td>north of FCL</td><td style="text-align: right;">+3 points</td></tr> <tr><td>south of COS</td><td style="text-align: right;">-4 points</td></tr> <tr><td>over area</td><td style="text-align: right;">no points</td></tr> </table>	north of FCL	+3 points	south of COS	-4 points	over area	no points	_____
north of FCL	+3 points						
south of COS	-4 points						
over area	no points						
<b>Front or Upper Trough Passage</b> - probable within next 24 hours: <table border="0" style="display: inline-table; vertical-align: top; margin-left: 10px;"> <tr><td>weak PVA next 12 hours</td><td style="text-align: right;">+2 points</td></tr> <tr><td>weak NYA next 12 hours</td><td style="text-align: right;">-2 points</td></tr> </table>	weak PVA next 12 hours	+2 points	weak NYA next 12 hours	-2 points	_____		
weak PVA next 12 hours	+2 points						
weak NYA next 12 hours	-2 points						
<b>WSI</b> _____	<b>Total pts.</b> _____						

\*\*\*\*\*

Height above stable layer (or 14 thsd ft MSL) where  
**wind velocity** no longer increases with height: \_\_\_\_\_ thsd ft MSL.  
**wind direction** changes by 30 degrees or more: \_\_\_\_\_ thsd ft MSL.

**POTENTIAL HEIGHT OF WAVE** (lowest value above): \_\_\_\_\_ thsd ft MSL.

**WSI** \_\_\_\_\_

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**FINAL WSI** - based on an average of total points WSI and potential height of wave WSI (round to lower category): \_\_\_\_\_

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## 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 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 :

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

#### BLACK FOREST SOARING SOCIETY OFFICERS

<u>TITLE</u>	<u>NAME</u>	<u>HOME PHONE</u>	<u>WORK PHONE</u>
PRESIDENT	Tom Eggers	(719) 488-9609	(719) 548-2244
VICE-PRESIDENT	Walt Lafford	(303) 973-2387	(303) 294-6559
ASSISTANT TREASURER	Mike Brouillette	(303) 697-8737	(303) 850-2231
SECRETARY	Kymerly Ceres	(303) 321-7305	(303) 837-2703
DIRECTOR-AT-LARGE	Dale Calender	(303) 798-6137	(303) 467-6398
DIRECTOR-AT-LARGE	Larry Harvey	(303) 688-1078	(303) 290-6671
DIRECTOR-AT-LARGE	Dave Hagood	(303) 794-6814	(303) 977-9651
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 airport. 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

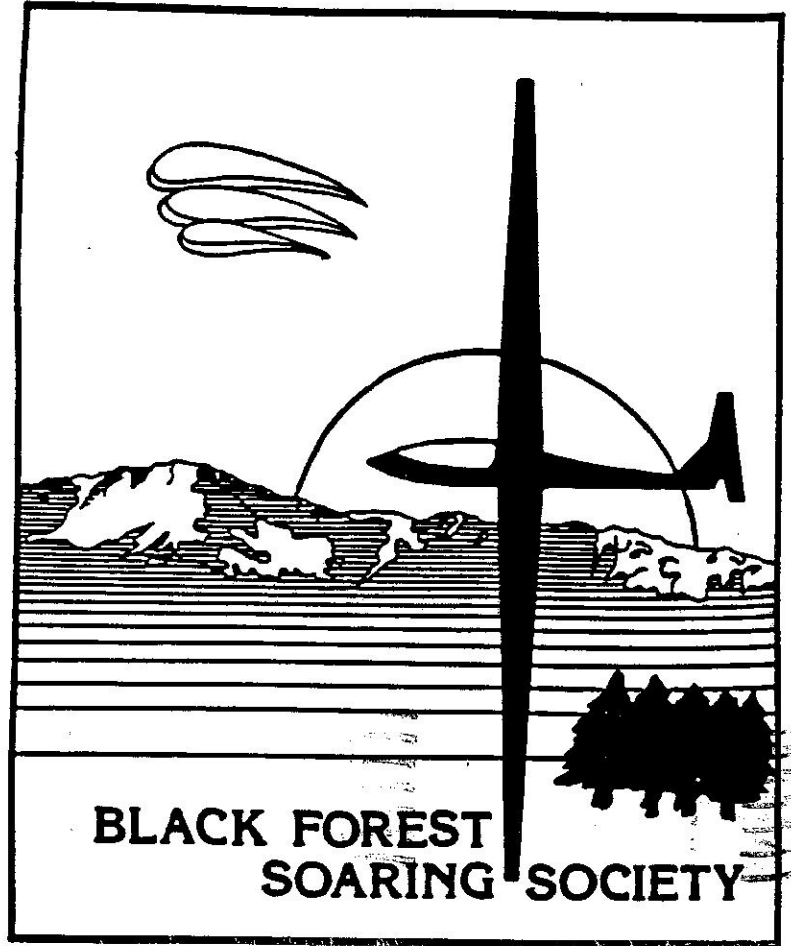
8:00 AM - 5:00 PM

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

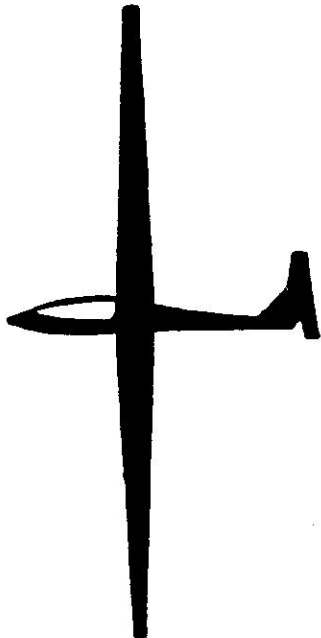
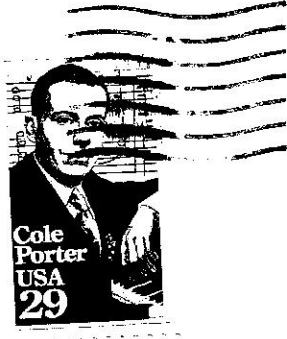
# AIRWORTHY

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 G. Johnson Loop**  
**Ebert, Colorado 80106**



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