



# AIRWORTHY



## THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

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Elbert, CO 80106

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### BFSS BOARD MEETING SEPTEMBER 12, 1992

The September Board meeting was held on the morning of Saturday September 12th, at the gliderport. The Treasurer's Report was read and approved. There were no big surprises in the finances of the club. We gained one new member and lost another old one. We seem to be pretty much maintaining our level of active membership. Reprinting of a new membership roster was discussed for this fall. We decided it would probably be a good time to put one out after the new board is elected and they've picked their officers, and before Christmas. The Board also approved the Executive decision to contribute roughly \$69 to bring the BFSS contribution to the Kolstad Scholarship Fund to an even

\$1000. We also found that our premises casualty insurance (fire, flood, etc.) will not be renewed by our current underwriter. It seems that our premium is too small for them to mess with. Our local agent is working to secure a new underwriter, which should not be a problem.

In other business, it looks like we may have a two-seat Krosno on the field for demonstrations this fall. Maybe even for an extended period. Stay tuned.

Soar Black Forest had a good month in August. Flying activity was up and they were solidly in the black. Another month or two of good flying this fall will certainly help carry us through the long, cold winter. Several current and planned committees were discussed. It was decided to establish a long-range planning committee and we are trying to round up some volunteers. The Flying Activities Committee has put together an ambitious, full schedule of activities for next summer. No one has been identified to coordinate or run most of them yet. But if they are on everyone's schedule and enough interest is shown, hopefully someone will pick up the ball and run with it. It's obvious, to me anyway, that it's too much work for one person to handle all these events. We have to

spread it around so everyone can have some fun. That's what this club is about, anyway.

The money collected for the Steve Willey Memorial Fund has been graciously donated back to the club by his wife to put in a playground at the gliderport. Joe Berger, Dave Hagood and Vince Van Vorst have volunteered to make that happen. Any left-over funds will be donated to the Kolstad Scholarship Fund.

October 3d will be the next Board meeting where the retiring Board members will hand over the reins to the newly-elected Directors.  
- Dave Leonard, Secretary.

### BFSS ANNUAL DINNER/MEETING

The Black Forest Soaring Society passed another milestone on Saturday, September 19th, when we held our 1992 Annual Dinner/Meeting at the Holiday Inn Southeast in Aurora. The event began with a cocktail hour, followed by a very good meal. After dinner, outgoing President Phyllis Wells opened the business meeting, followed by Treasurer John Goodlette, who explained that although our 1992 income was down, so were our expenses, and as a result, we are within \$600 of our projected financial position.

Each committee had a turn in summarizing their

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activities for the past year, all of which added up to the fact that we have had an active, exciting year in the soaring business. Soar Black Forest has done reasonably well, despite plenty of inclement weather and some unexpected equipment repairs. The volunteer line crew members got credit for a large hand in that.

Dale Calender reported that the Promotions Committee had implemented several programs, including bumper stickers, caps and hats, t-shirts, a Christmas gift certificate promotion, incentives for members to fly more, and advertising in several regional and national publications.

Dave Rolley spoke about the Flying Activities Committee, which has been active in planning several contests and camps, with more to come in the following months. These activities give added incentive for members to fly, regardless of their skill level.

Hugh DeVries spent a few minutes to bring all the members up to date on the status of the Soaring Bulletin Board system we have installed. Using slides of the monitor screen, he explained what kinds of information might be available, and how we are hoping to expand the service for a wider audience.

There were also many awards to be given. Winners were: Jason Biehner, Junior Member of the Year; Scott Hekkers, Student of the Year; Joe Berger, Highest Altitude attained (26,500 ft on September 12th); and Randy Frank, Most Flights. Cross-country flight awards were given to Dale Calender, Dave Wyatt and Larry Harvey. The Volunteer of the Year Award was shared by Dave Hagood and Bob Simon. John

Goodlette won the Robert Knapp Service Award, and a special award, a watch with the Black Forest logo on the dial, was made to Joe Cullen, for his service to the club. The Downhill Dash was won by Mark Palmer, who received a plaque, and the Soaring Free Award went to Dave Leonard. In Dave's words, "There were several long flights this year, but no one else turned in any paperwork." Alice Palmer also presented outgoing President Phyllis Wells with a large arrangement of flowers in a vase.

The newly elected board members are Kym Ceres, Larry Harvey, Dave Hagood and Mike Brouillette. The new officers will be chosen at the next board meeting on October 3d.

A motion was made and seconded to change the membership meeting schedule from quarterly to something else. Both monthly and bi-monthly meetings were suggested, with consensus being to have the board select the interval.

SSA State Governor Gunnar Blanke announced that the Cygnet entry in the world-class gilder competition was eliminated before even getting a chance to fly. The selection committee apparently chose to consider only those craft which had been certificated by their governments, which narrowed the field down to three entries, all from eastern Europe. John Campbell and Gunnar have both written protests.

With the business meeting at an end, the party broke up, with some adjourning to the Aspens Lounge, the rest heading for home. Kym Ceres and Russ Anthony, who planned the meeting and dinner are to be congratulated for a job well done!

## THE "PREZ" SEZ:

As I leave the office of President, I am searching for some words to leave with the new Board and with you, the membership. I guess that's part of not wanting to let go, but it's also part of wanting to save time and energy by sharing lessons already learned.

The club is well grounded and we have a stable membership. Income from dues is adequate to meet our expenses, however, we need to carefully monitor our reserve funds and we need to accelerate our debt retirement. The commercial operation continues to require financial assistance, which results in an ongoing drain on our club resources. Clear-cut objectives need to be established for the club and the commercial operation. Is it reasonable to expect the commercial operation to be self-sustaining or earn a profit? I'm not sure. Ours is a business that is under-capitalized and subject to the whims of mother nature. There are no easy answers. Whatever we have or have not done in the past five years has resulted in little (no) improvement in the business. Can we afford to continue in this manner?

To answer these and other questions, we need to look beyond our day-to-day operation. That is why the Board has formed a Long-Range Planning Committee. This Committee will be charged with reviewing our past and looking into our future. What options are available? What effect will our immediate environment (BFGP Association) have on our activities? Can we endure financial and/or weather adversities? Are we willing to take the risks nec-

essary to ensure that Soar Black Forest will be a financially successful business? Do we want to? Are there other options?

This year we became acutely aware of the Black Forest Gliderpark Association (the lot owners). Our relationship with our gliderpark neighbors is critical to our future. It is important to aggressively work toward a better understanding of each other and develop a means of accomplishing goals that will benefit each of us. If ever "Win, Win" negotiations were needed, it is now.

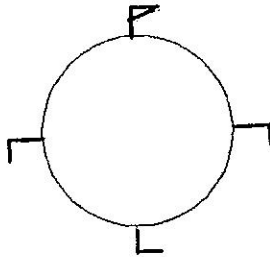
While looking at these serious concerns, we must not lose sight of the needs of the membership. We need to continue to provide a safe environment in which to soar. We need to stimulate and encourage each member to meet his/her flying goals. We need to monitor member involvement in club responsibilities, so no one person gets overworked or burned out.

Not every club member is on a board or committee. Yet each one needs to be aware of what is going on. If we want to continue to have a club and a place to fly, we need to be involved. We need to have a plan and we need to work that plan. It may be as simple as inventing an easier way to move gliders on the runway, or as complicated as maintaining good relationships with the other lot owners. I am asking each one of you to be informed and be involved. Let your officers know how you feel. Share your ideas. New challenges face our club every day. Your continued support is essential.

-Phyllis Wells, President.

## TRAFFICATOR?

What the heck is a trafficator? Well, we have one. In case you don't remember from your ground school days (daze), a trafficator is an outline on the ground of the traffic pattern at a given airport. It is usually located at a windsock. It looks something like this:



Ben Kelly installed a bright orange trafficator around the windsock near Jim Walker's hanger. It indicates to POWER TRAFFIC that the pattern is left-hand, landing south or west, and right-hand, landing north or east. It is not intended for gliders. The trafficator should be a big help to power pilots. Thanks, Ben.

## WESTCLIFFE WAVE CAMP

Our first all-Black Forest Wave Camp will be at Westcliffe, CO on October 10-11. 26 pilots and 16 sailplanes are already signed up to go, so if you aren't on the roster yet, better hurry. We'll have two tow planes in action, as well.

A pilot's meeting will be held at the Black Forest Gliderport at 5 PM on Saturday October 3d, to discuss ground and flying procedures. Bring something for the barbecue, and we'll make a party of it!

At this time, the 1-26 is "iffy", since only a couple of pilots have signed up

to fly it. Several more have signed up to fly the 2-33. If you are planning to fly the 2-33 solo, please consider getting checked out in the 1-26 prior to the wave camp, and let those who plan to fly dual use the 2-33. There will be an instructor present for those who want to get dual instruction time.

Condos are available by calling Alan Butler, (719) 783-9115. He runs the Country Store, so when they answer, tell them you want to talk about renting a condo "with the Black Forest Soaring Society", so they get all of us together. Also, Dave Rolley (303) 644-3715 and the Palmers (303) 759-0515, already have condos reserved, so you might call them to see if they have space to share.  
- Dave Rolley.

## COMING EVENTS

- Oct 3 - 8 AM - BFSS Board Meeting.
- Oct 10-12 - Westcliffe Wave Camp.
- Dec 12 - BFSS Christmas Party, at Goodlette's home.

- Also, put these dates on your 1993 calendar:
- May 29-31 - BFSS Buena Vista Camp.
  - Jun 12-13 - BFSS Cross-country Camp at Limon, CO.
  - July 10-18 - Women's Soaring Pilot's Seminar at Black Forest and Westcliffe.
  - Jul 24-25 - Westcliffe Winch Camp.
  - Aug 14 - Black Forest 2d Annual Downhill Dash.
  - Aug 21 - Kolstad Scholarship Fundraiser.
  - 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.

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**MEMBER ACCOMPLISHMENTS.**

Kevin Rasmussen - 1st solo,  
9/13.  
Reggie Paulk - 1st solo,  
9/14.  
Steve Glazener - 1st solo,  
9/19.  
Larry Harvey - Black Forest/  
Meadowlake, 21 miles, 8/2.  
David Wyatt - Black Forest/  
Meadowlake, 21 miles, 8/2.  
Ray Kile - Black Forest out  
& return, 135 miles, 8/2.  
Dave Rolley - Black Forest  
out & return, 84 miles,  
8/22.  
Dave Leonard - Black Forest  
out & return, 258 miles,  
9/5.  
Dave Leonard - Black Forest  
out & return, 174 miles,  
9/6.

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**"THANK YOU" DEPARTMENT**

Ron Berge - yard work, 8/29.  
Billy Mitchell - intros,  
8/29.  
Ray Kile - intro flights,  
8/30.  
Phyllis Wells - flight desk  
and intros, 9/13.  
Tom Eggers - Flight desk and  
intros, 9/13.

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**SOME THOUGHTS ON SPIN  
AVOIDANCE,  
RECOGNITION AND RECOVERY  
by Bill Stewart**

I realize there is no requirement for the modern day pilot to be spin qualified. However, I have a personal belief that you have a responsibility to yourself and your family to be able to avoid and recognize incipient spins; and importantly, be able to recover from an unintentional spin. On three occasions during my long flying career, precision spin re-

covery training has been an important addition to my Life Insurance Portfolio. Two factors predominate; a stalled wing and directional rotation. If we can avoid and recover from those undesirable things we can normally live long and fulfilling lives.

We are taught early in our training that stalls are caused by a slowing of the wing motion through the air. This is shown us from both straight and level and from turning attitudes.

Further, we learn these factors can be avoided by early recognition of the slowing wing speed (airspeed) and by flying a coordinated flight path (yaw string straight or ball centered). Uncoordinated flight, whether it be turning or straight and level, can impart an undesired directional rotation. When an unrecognized wing stall occurs and is accompanied by undesired rotation about the vertical axis, a spin can occur (normally in the direction of rotation).

A spin will normally continue until both creating factors are corrected. Standard spin recovery technique in the United States is:

1. Reduce power, if applicable.
2. Apply full rudder opposite to the direction of rotation and hold until rotation stops, then neutralize the rudder controls.
3. Release control stick back pressure (ailerons neutral) and move the stick forward until the stalled wing is flying again.
4. Resume straight and level flight as soon as possible without exceeding maneuvering speed.

Each action must be done smoothly and quickly, for any roughness or over-

control in the application of control pressures can seriously affect the recovery. Holding opposite rudder after rotation has stopped can cause a reversal of spin direction, known as a secondary spin, or the full and continued application of forward stick pressure while the wing is stalled can induce the spin to become inverted.

Another factor that bears on spins is weight and balance. The most serious side on which to err is being tail heavy, since this condition can induce a flat spin. If weight and balance are guesstimated, use sufficient ballast to err on the nose heavy side.

Recovery from this condition of spin is exceedingly difficult, since normal spin recovery technique does not stop the rotation of the aircraft for lack of airflow across the rudder surface. Likewise, the lack of airflow across the elevators and the heavy tail moment prevents the elevators from being effective in lowering the nose. This type of spin is much less frequent now than in aviation's past, since our operational and engineering training have made us much more aware of the criticality of a heavy or misplaced C.G.

There are two major conditions that occur, and I know of two actual occurrences of these conditions, about which I wish to caution.

1. An extremely small person can cause weight and balance to be out of aft C.G. Limit. He or she must be acutely aware of this personal limitation and be forever alert when flying gliders.

2. Be extremely careful when locating cameras at remote positions on our

sailplanes or airplanes. Getting that magnificent view of Joe in his Ventus over the Cascades may cause an aft out of C.G. Limit or excessive rolling moment, which could be fatal.

A friend of mine weighed about 105 pounds and was checked out in a Schweizer 1-34. While on a wave expedition, she flew the club 1-34 without sufficient ballast (even though she had a parachute and ballast bag, which she thought enough). Her flight path was jittery like a water bug skimming the surface of a pond, with alternate up and down movements. These were inaccurately described by some bystanders as PIO'S (pilot induced oscillations). The tail moment was sufficiently large, that the nose kept climbing as air speed increased, requiring considerable forward stick force. Also, accompanying this, there was insufficient rudder control. About thirty feet in the air she released and landed safely, under the same skittish control, in the remaining 4000' of runway. She was very lucky, for she could easily have been killed. This had all the earmarks of an incipient spin. The positive force of the aero tow prevented the stall and, after the subsequent release, she avoided the stall by alert flying, full forward stick pressure, and GOOD LUCK!

The other illustration involved one of the finest and best qualified aerobatic pilots. He was the celebrated Art Scholl, the "Dean of Aerobatic Pilots," Professor of Aeronautical Engineering and consummate aerobatic pilot. He died while filming aerial photos for a movie. The job required the location of a camera on the vertical fin in order to get

the foreground frame of aircraft and pilot.

Normal practice during such tail heavy operation is to include a tail drag chute whose purpose is to stop rotation and regain directional control, if lost. These are called spin chutes and this practice is followed during engineering test flights of aircraft with aft C.G. loads and during spin tests of new aircraft, when the spin characteristics and recovery are unknown.

It appears Art entered an intentional spin, which flattened. Repeated efforts to stop the rotations were to no avail. Apparently the spin chute was not deployed, did not deploy, or fouled on deployment. No one knows, since the last radio call from him, as he entered a low overcast off the coast of Southern California, indicated the spin was continuing and that he had experienced serious equipment failure.

My three close calls that I mentioned earlier are described below. They relate to the primary causal factors discussed and I certainly have no pride in these moments. I admit they are an opening and baring of my heart and soul.

1. During my training and qualification in jet aircraft I was shown and demonstrated loops in the Lockheed T-33 airplane we used for check out. While solo at Denver, Colorado's elevation of 5280', I was reluctant to enter the loop at the demonstrated 13,000' and subsequent constant four "G" pull-up (after all, I didn't want to fall out of the top), so I added 3,000' for "safety." I climbed to 18,000', entered a dive to gain entry airspeed at 15,000', reefed back on the

stick to the desired 4G's which, at the top (18,000'), delayed due to the density altitude. I fell out the top in an unintentional spin to the left. I stopped the rotation with right rudder (held in too long) and entered a secondary spin to the right).

Apparently I was overcontrolling, because when I tried to stop the now right rotating T-bird, I again over-controlled and re-entered to the left. The altimeter revealed I was descending at an alarming rate (probably 3,000'/4,000' a minute) and still in the spin, with no sign of recovery at 10,000' (4720' A.G.L.)

I abandoned recovery attempts, released the control stick put my elbows in the armrests, put my feet in the stirrups to eject and, before I could pull the ejection arming lever, the airplane, released of its ham-handed pilot, stopped rotation nose down, and began its own recovery. I slowly raised the nose, carefully resumed straight and level flight, and returned to base with my seldom-told story.

2. My wife was getting acquainted with our vee-tail Bonanza, which we had flown down to Puerto Rico. She had recently gotten her Private Pilot Airplane Certificate so, while dual with me, I directed her to enter slow flight in a flaps up and gear up (clean condition). She reduced throttle, trimmed nose up, and slowed the airspeed to about 80 miles per hour, which is near stall speed in the clean configuration. She probably applied back pressure too quickly and abruptly, for the left wing stalled and broke sharply to the left. Then, due to lack of quick and proper rudder

application, we passed the spin recognition point and spin entry occurred.

We were in a full blown unintentional spin to the left at about 3,500'. I took the controls, reduced throttle to idle, verified ailerons neutral, applied full right rudder and held for 3/4 turn, at which point it stopped briefly and entered a secondary spin to the right (Sound familiar?). I then applied left rudder carefully and sensitively and the spin rotation stopped. I released the back pressure slowly to prevent exceeding maneuvering speed and resumed straight and level flight about 500' above the jungle floor.

3. While flying my Blanik L-13 at Meadow Lake Airport, near Colorado Springs, Co., I was returning from a great afternoon of thermalling in the local area and had spoiled down to traffic altitude, about 7,300' M.S.L. and 1,000' above the runway. Winds were about 25 knots out of the South. As I approached my desired base leg, I realized the wind was really pushing me further and more quickly than desired, so I initiated a rather steep and abrupt turn to come around, when I felt and sensed the buffet of the incipient spin. It started to break and pitch down, but my immediate and ingrained reaction of relaxing back pressure and shallowing the bank put the Blanik and me back on track for a non-eventful landing. Had I continued holding back pressure to maintain the turning rate, it might have been a different story.

None of the above are meant to frighten you. They are meant to have each and every one who reads this understand how insidious the incipient spin is. One must

learn to react swiftly and accurately to prevent getting into a life threatening situation.

Although spin training is no longer mandated, we flight instructors are required to drill you on spin recognition and avoidance. Better yet, I believe each individual pilot should actively seek precision spin recovery training from a qualified instructor. Using a spin certificated power airplane will produce the most knowledge and ability in the shortest and least expensive period of time. The principles of spin recognition, entry, and recovery are the same, whether in glider or airplane. The gain of repetitive recognition, entries and recoveries in a power plane will result in cost effective "LIFE INSURANCE," and should be a first priority of all pilots before acquiring a high performance sail plane or airplane.

-Bill Stewart, CFI-IG.

(Bill Stewart writes that he is flying again as a member of the Evergreen Gliding Club. He is towing in a Pawnee and instructing in a 2-33. In the true spirit of a dedicated soaring pilot, Bill takes a ferry to the mainland, then drives 70 miles to the gliderport. He misses all of us and BFGP, but is quickly making new soaring buddies. He adds that Lee is doing very well in the Washington climate and that he will undergo knee surgery on October 15th.)

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#### FLIGHT TESTING THE TRIMBLE "FLIGHTMATE" GPS

GPS will be the new buzz-word in flight computers this year. Borgelt, Zander, and Peschges are

currently marketing final-glide computers with integrated GPS devices. Cambridge has one on the drawing board for their L-NAV. Prices range anywhere from 13,000 D.M. (\$8,700) for the Peschges VP-6 to the mid-\$3000 range for the Cambridge L-NAV with an interfaced GPS card.

So why the big hoop-la about GPS? GPS (global positioning system) basically tells you everything you always wanted to know about where you are and where you can go. I was fortunate enough this season to demo a Sony Pixis for a week and purchase a Trimble "Flightmate". Both are state of the art hand-held global positioning devices. And while they are not integrated into a conventional flight computer, they still can tell you an awful lot, and can be had much less expensively (i.e. under a \$1,000).

Let's take a test flight with the Trimble GPS. First of all, it is hand held, about 7x3 inches, runs for about 5 hours on 4 AA battery, and is most comfortably operated entirely with your non-stick hand (my left). Before taking off, the GPS unit is turned on and waypoints are programmed in as needed. Waypoints are airports, suitable landing spots, or any point of destination. The information that needs to be inputted is latitude, longitude, and pattern altitude of any expected landing point. This is not as tedious as it sounds since the Trimble comes with a data base of all public airports with a runway length greater than 2000 feet. This means that Meadowlake, Limon, Calhan, etc. are already programmed in. In addition, I added in radio frequency information

for the runway in question. This makes reference to a sectional much less frequent. When not in use, I keep the unit in my car, and if I drive by a field that looks like it might be a suitable landing spot in a pinch, I have the unit memorize the latitude, longitude, and altitude with a push of a button. Of course all this information is in a non-volatile memory.

I usually turn the unit on while on tow, resting it on my left leg. This puts the built-in antenna in the optimum position for acquisition of satellite data. By the end of tow I've usually acquired from 3 to 6 satellites. Once you have acquired 3 or more satellites, the unit will know your real time latitude and longitude with a tolerance of better than 300 feet.

With this information, the unit is able to calculate and display your distance to any designated waypoint (or home) in real time. It will actually tick off hundredths of a nautical mile as you fly closer or further from that way point. In case you care, it will tell you your true speed over the ground (which at this altitude is much higher

than your indicated speed). In case you're lost it will give you a CDI style indication of the direction you need to fly. In case you're low, it will give you the ten nearest landing fields in their order of closeness. In case you care to know the time, it will tell you that with the accuracy inherent in the atomic clocks of the satellites. If it's getting late it will tell you the time and location of the sun set. If you're willing to input temperature, heading, indicated airspeed, and barometric pressure, it will even tell you wind aloft and wind on heading!

If you are at Pikes Peak, the unit always knows exactly (give or take 300 feet) how far you are from the center of the runway at Black Forest gliderport. It also knows from your previous input that you like to enter the pattern at 7,800 feet MSL. If you input your current altimeter reading, it will calculate the angle (in degrees) for this glide. If your glider can conservatively perform at a glide angle of better than that indicated, considering the winds aloft, then you've got it made. If you can't make the angle indicated by the

unit, then you better find some more altitude. If the angle indicated by the unit is close to what you think your glider can perform, then give it a try. If the angle indicated by the unit is increasing, then your going to make it, if not, then you're not. The only thing you have to input is altitude - the unit does the rest.

When I first climbed into a higher performance sailplane, the most difficult thing was to tell where I was going, in terms of where I could or couldn't glide to. Distinguishing between 2 and 3 degrees is at best, difficult. The GPS unit has been very instructional in this regard, allowing me to range out further and further, and yet keep confident about being able to glide to a good landing spot.

- Neil Green.

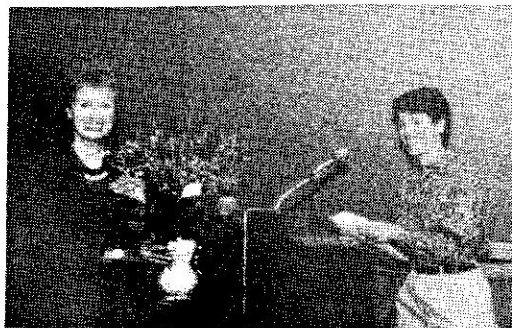
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### CONGRATULATIONS!

Mr and Mrs Jim Schwerin are the proud parents of a baby girl. All are doing well, but mother and dad are in need of sleep!

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### BLACK FOREST SOARING SOCIETY ANNUAL MEETING AND DINNER



The Boss gets some roses.



John Goodlette receives the "Robert Knapp Service Award".



Phyllis presents the "Flying Free" Award to Dave Leonard.



Dave Leonard presents the "Downhill Dash" to Mark Palmer.



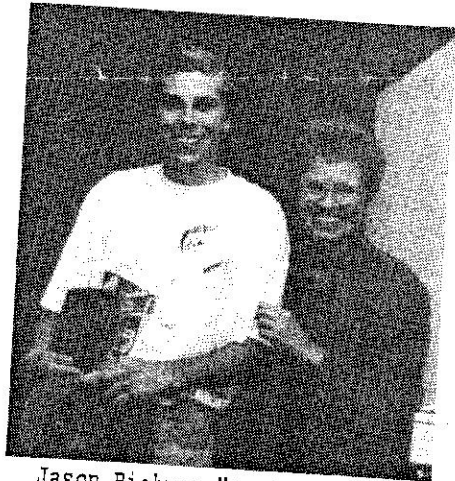
Scott Hekkers, "Student of the Year".



Joe Berger - "Get high and stay high" - 26,500 feet high.



Cross-country flight award goes to Larry Harvey.



Jason Biehner, "Junior Member of the Year".



Dave Hagood and Bob Simon - joint "Volunteers of the Year".

Photos by Dick Seaman.



Dale Calender - Cross-country flight Award.



Russ Anthony and Kym Ceres planned the whole affair - A JOB WELL DONE!



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**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 :

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**BLACK FOREST SOARING SOCIETY OFFICERS**

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DIRECTOR-AT-LARGE	Dale Calender	(303) 798-6137	
DIRECTOR-AT-LARGE	Tom Eggers	(719) 488-9609	(719) 548-2244
DIRECTOR-AT-LARGE	Walt Lafford	(303) 973-2387	(303) 294-6559

**STATEMENT OF PURPOSE**

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

**BLACK FOREST GLIDERPARK**

Black Forest Gliderpark is a subdivision of individually-owned residential lots with a common area dedicated for use as a private airpark. Lot owners comprise the Homeowners Association which governs the use of the common area. BFSS owns one lot and maintains its property, buildings and equipment for use by members, lot owners, invited guests and customers of Soar Black Forest.

**SOAR BLACK FOREST**

SOAR BLACK FOREST is a subsidiary corporation of the Black Forest Soaring Society. Its sole purpose is to operate the commercial glider facility at Black Forest Gliderpark. All use of facilities, aircraft and instructors must be scheduled through Soar Black Forest.

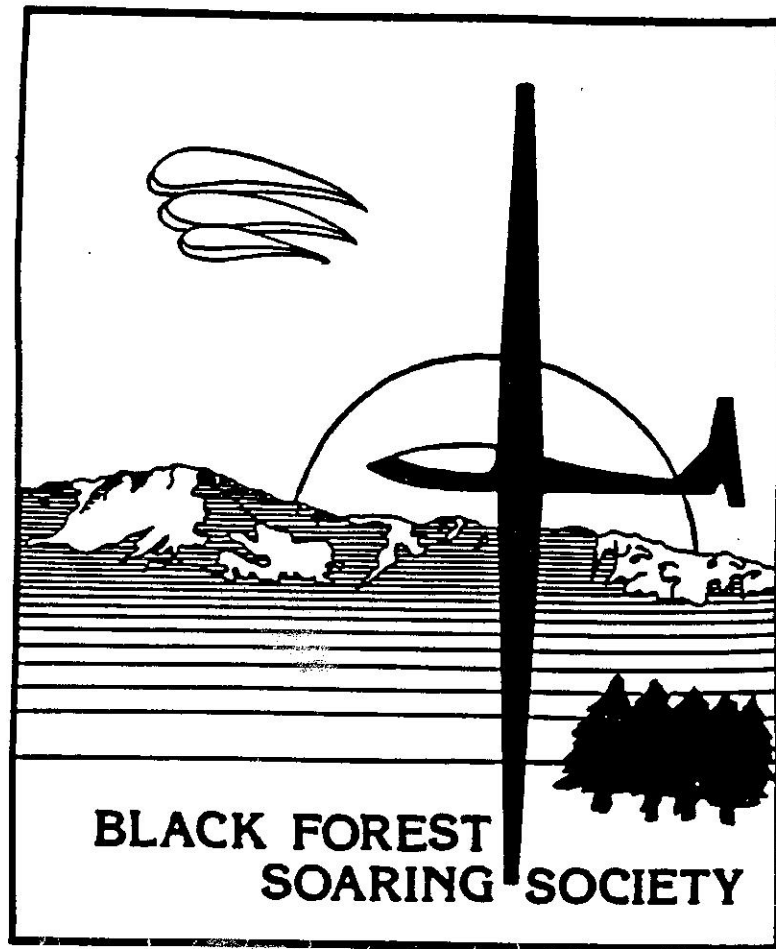
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**BUSINESS HOURS: OPEN THURSDAY THROUGH MONDAY  
8:00 AM - 5:00 PM  
SOARING BULLETIN BOARD: 1-(303)-799-1240 BFGUEST**

# AIRWORTHY

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

**BLACK FOREST SOARING SOCIETY**  
**SOAR BLACK FOREST**  
**BLACK FOREST GLIDER PARK**



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