

AIRWORTHY



THE OFFICIAL JOURNAL OF THE BLACK FOREST SOARING SOCIETY

24566 David C. Johnson Loop

Elbert, CO 80106

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VOLUME VI, NUMBER 7

NOVEMBER 1991

MEMBERSHIP MEETING OCTOBER 12, 1991

A general membership meeting of BFSS was held on Saturday, October 12, 1991 at the gliderport. Phyllis Wells, our new President, called the meeting to order at 5:15 PM. The minutes of the Directors meeting held that morning were read. First, the new officers were announced: Phyllis Wells, President; John Goodlette, Treasurer; and Dave Leonard, Secretary. A New Soar Black Forest Board was also appointed: Val Dean, Joe Berger, Alice Palmer, Walt Lafford and Ken Ernandes.

Two new club members were approved by the BFSS Board: Scott Turner and David Hagood. Welcome aboard, guys. Details on new member initiation fees, monthly dues and SSA membership dues were worked out and approved as official policy. That is, initiation fee and SSA dues (unless already an SSA member) will

be collected at the time of application for membership, and monthly dues will begin be billed on the next billing cycle.

Another change approved by the membership during the meeting is to begin using a coupon book (a la mortgage co.'s) for monthly dues payments, rather than monthly mailings. The Treasurer is tired of stuffing 135 envelopes every month, and the postage costs become significant after a while. The motion was passed, and you can expect to see your coupon book soon.

Dave Rolley volunteered to head a committee to organize camps and a cross-country program for next summer. Actually, he's off to a good start, since the first planned camp will be in November at Westcliffe. Look around the newsletter or call Dave for the latest info. He's also proposing a Silver Distance camp next summer at Limon. It looks like fun and could be good for other badge/record attempts as well. Others on the committee are Joe Berger, Val Dean and Dave Leonard. Contact any one of them if you have any interest, suggestions, etc.

There are two Gehrlein winches at the Air Force Academy that are starting through the government surplus system. Tom Eggers is following closely, and reports that nothing can happen until next month sometime, at the earliest. If we (BFSS, Tow Black Forest or some other kind soul) are to acquire a winch for use at the gliderport, this looks like a golden opportunity. A firm commitment must be made soon to react quickly enough when the time comes. Expect more discussion at next month's meeting.

The Region 9 SSA Director slot is open again, and nominations were being accepted. Milt Johnson suggested supporting Lew Neyland with a nomination. John Campbell is also seeking nomination.

The Christmas party this year will be held at the Goodlette's home in

Black Forest on December 14th. Volunteers to help are being sought.

An updated membership roster and a few new membership directories for new members will be produced.

Tow Black Forest (the owner of the red Citabria), represented by John Goodlette, is still seeking investors to acquire another towplane for the operation. Tow One, Dick Seaman's Super Cub, will probably be available in a pinch until April next year, and the Johnson Super Cub (Tow Yellow) is on a month-to-month lease, which could end at any time. It is critical to have at least two tow planes available to maintain our level of activity. A good way to assure that is to invest in Tow Black Forest to allow it to acquire another tow plane.

Joe Berger has acquired more seed for the common areas and we should be ready soon to plant it. Dave Plunkett reported that the increase in volunteer help as well as the rate increase has helped get Soar Black Forest back in the black this month. We still need lots of volunteer help to keep things going at the gliderport. The more time we put in, the cheaper the flying and the nicer the facilities. A new bubble canopy has been ordered for the 1-34, as it was broken again by a pilot's head. The Twin Astir (S4) is at Meadowlake for minor surgery and a checkup after its gear collapsed a few weeks ago.

The name tags are in! Please wear yours at the gliderport, as it just might help a newcomer break the ice.

The meeting was adjourned at 6:15 PM.

- Dave Leonard, Secretary.

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THE "PREZ" SEZ

I begin my term as President of Black Forest Soaring Society with a great sense of responsibility. In reviewing the six-year history of our club, I am amazed at what has been accomplished. We have had good leadership and dedicated members. I hope to continue the momentum into 1992. The Board of Directors of BFSS and SBF will be working together during November and December to compile goals for the coming year. We will focus on the concerns and interests of the membership. Things that need changing will be changed. Things that are going well will be reinforced and continued. We will use the survey conducted last spring as a guide in determining member needs. We also encourage each and every member to keep us advised. You can give us a call, chat with us at the gliderport, or come to a board meeting. We need your input.

The membership survey conducted by the Promotional Committee identified several items the members feel are important:

- A successful and professional commercial operation that encourages soaring through good customer relations and effective marketing.

- The cost of soaring be kept to a minimum.

- Opportunities and encouragement for cross-country flights, badge work, wave flights and additional ratings.

- Ease in scheduling, i.e., availability of ships and tow planes in conjunction with efficient use of personnel.

- Educational meetings and workshops related to soaring.

- Improvement of facilities and additions to the sailplanes fleet as monies are available.

- Establishing "our" gliderport as a positive influence in the local community (Elbert County) and in the aviation community.

With the support of the other board members, I look forward to addressing these issues.

While on the ground, the board will work hard for BFSS, but let's all take time to get airborne and have some great soaring flights.

1992 will be an exciting year.
- Phyllis Wells.

WESTCLIFFE SOARING CAMP THE SHAPE OF THINGS TO COME

The Black Forest Soaring Society Board of Directors has established a committee for soaring camps. The members are Joe Berger, Val Dean, Dave Leonard, Dave Plunkett and Dave Rolley. The purpose of the committee is to coordinate soaring camps for BFSS. So, taking the bull by the horns . . . BFSS is going to sponsor a soaring camp at Westcliffe, CO the weekend of November 23d - 24th, 1991! Our hope is to find some wave and mine a few diamonds.

The details are still being worked out, but here is the general information:

When: November 23-24, 1991.

Where: Westcliffe, CO.

Lodging: Alan Butler handles the condos. A unit has two bedrooms, one with a double bed, the other with four bunk beds, and there is a fold-out sofa in the living room. The units rent for \$49.00/night. Alan can be reached at:

Store: (719) 783-9115

Restaurant: (719) 783-9144

Westcliffe Townhomes: (719) 783-2764

Aircraft: Club equipment must be scheduled through SBF. Hopefully the 1-34 will be ready. If there is enough interest, a 2-33 may go. Phyllis Wells has volunteered to be available if there are student pilots who would like to share the Westcliffe experience.

If you plan to go, send a check for \$50.00 to Dave Rolley, PO Box 330, Bennett, CO 80102, before November 15th.

The members of the High Flights Soaring Club in Colorado Springs have been invited to join us.

For more information, contact Val Dean, Dave Rolley or the flight desk.

The committee is also looking at holding a Silver Distance Cross Country Camp at Limon next spring/summer. This would be an opportunity for you to get your Silver Distance leg over friendly terrain with experienced cross-country

support. We are planning classes prior to the camp so you will be prepared for your flight. Watch for further details.

- Dave Rolley.

1991 CHRISTMAS PARTY

The holidays are approaching, so save the date of Saturday, December 14th for the Black Forest Soaring Society Christmas Party. This is to be a potluck. A through L should bring a salad or vegetable dish; M through Z should bring dessert. There will be activities for the kids - so - bring them along.

To sign up, call Linda Lafford at (303) 973-2387 evenings. There will be more details in the next issue of "AIR-WORTHY", but sign up early so we can get a fairly accurate count of those attending.

The party will be held at the Goodlette's home in the Black Forest. Directions will be included in the next issue. The main course will be lasagna, so if there are some volunteers who have a good recipe for this dish, please let me know. If I don't get any volunteering, I will be calling on you.

- Linda Lafford.

GLIDERPORT NEWS

The FAA has suspended for two years, the compliance date for the Annual Flight Review requirement. Those pilots with an Annual Flight Review logged should consider their log book endorsement to be a Biennial Flight Review, good to the end of the twenty-fourth month after the endorsement date. Non-instrument rated pilots with less than 400 hours total time will not have to worry about Annual Flight Reviews until after August 31, 1993. The Biennial Flight Review requirements have not changed.

- David Plunkett.

HOLIDAY NOTICE

Soar Black Forest will be closed on Thursday, November 28th for Thanksgiving Day. Regular hours will resume on Friday, November 24th. Soar Black Forest will continue to operate Thursdays through Mondays from 9 AM until 5 PM as long as weather conditions and business warrant.

COMING EVENTS

- Nov 2 - 4 PM - BFSS Board Meeting.
Nov 9 - 5 PM - Membership Meeting.
Nov 23-24 - BFSS Wave Camp, Westcliffe, CO.
Dec 14 - BFSS Christmas Party at Goodlette's home.
Jan 11 - BFSS Board Meeting.
BFSS Membership Meeting.

MEMBER ACCOMPLISHMENTS

- David C. Rolley - Silver Badge #5444.
Diamond Goal.
Jonathan Pejka - Silver Badge #5446.
Peter Bovingdon - Silver Altitude.
David Leonard - 1 flight of 280 miles and four of more than 300 miles between June 30 and July 6!
Russ Anthony - Bronze Badge, 10/26.

"THANK YOU" DEPARTMENT

- Adam Puening - line, 9/28.
Mark Minter - line, 9/29.
David Hagood - line, 9/29.
Adam Puening - line, 10/5.
Val Dean - intros, 10/5
Mark Minter - line, 10/6.
Hans Arnold - line, 10/6.
David Hagood - line, 10/6.
David Leonard - intros, 10/6
Joe Cullen - desk, line, 10/10.
Joe Cullen - desk, line, 10/11.
Jim Schwerin - line, 10/11.
Dave Leonard, David Hagood, Butch Rhodes - Wind sock replacement, 10/13.
David Hagood - line, 10/13.
Butch Rhodes - line, 10/13.
Dick Seaman - line, 10/14.
Milt Johnson - line, 10/14.
Joe Cullen - line, 10/17.
Dale Calender - line, 10/19.

Mark Palmer - intros, 10/19.
Alice Palmer, Dave Leonard, Joe Berger - roof repair, 10/19.
Val Dean, Dave Leonard, Joe Berger - roof repair, 10/20.

NEW MEMBERS

Please add the following new members to your membership roster:

David Hagood
6040 S. Crestview Way
Littleton, CO 80120
(303) 794-6814 (H)
(303) 977-9657 (W)

Scott Turner
3732 Astrozon Blvd
Colorado Springs, CO 80910
(719) 390-3270 (W)

THE "SOARING FREE" TROPHY

The Colorado "Soaring Shoot-out" lives! The 1992 "SOARING FREE" Trophy will be awarded to the BFSS pilot who makes the three longest "Shoot-out" flights next summer. The rules will be very similar to the Colorado Soaring Shoot-out run in 1990 by Lew Neyland. The task is very simple, and encourages "just-for-fun" cross-country competition for everyone.

The idea is to take off and fly any course you choose, take a "turnpoint" picture whenever you decide to turn, and accumulate as many miles as you can.

RULES

- o NO prior declaration required.
- o NO barograph.
- o NO altitude penalty.
- o NO hassle.
- o DO start your flight in Colorado.
- o DO take turnpoint photos (from side opposite your approach course).
- o DO get completed documentation to scorekeeper within 15(?) days.
- o DO get your crew or OO to

agree that the TP pics and landing point are where you thought they were.

o DO make sure the start and all turnpoints are at least 28 KM apart and no turnpoint is repeated until at least two others are used.

Flights will be "scored" using the 1991 SSA handicap system, so any ship should be competitive. The pilot with the highest score for his three best flights from March to September 15th, or the Annual Meeting, whichever comes first, will win the "Soaring Free" Trophy.

The scorekeeper will probably be the BFSS Secretary, unless someone else volunteers. To enter will require a signed entry form and an uncut turnpoint film. The film is just to remove any future arguments and to keep claimed flights honest. We'll try to have a summary board out at the gliderport to post everyone's adventures in pursuit of the trophy.

Enter early and enter often.
Fly Safe!

- Dave Leonard.

BILL AND LEE MADE IT!

The Palmers have posted a letter from Bill and Lee Stewart on the gliderport bulletin board. It's too long to reproduce here, but the gist is that after a fairly uneventful trip, during which they sampled regional variations on Chinese cuisine, they arrived at their new home in Bremerton, Washington.

After some anxiety in getting their new home closed (we all know about banks and realtors, don't we?), they signed for their home, and the furniture arrive almost simultaneously. Now they're busy unpacking and trying to find where they put everything. Lee is doing much better, and has no further need for oxygen supplementation. Wonderful news!

Bill hopes to have time soon to contact the local soaring community.

We wish Bill and Lee all the best in their new home, and hope to have more news from BFSS-NW, soon.

A MOUNTAIN WAVE SOARING FORECAST SCHEME

Paul W. Gard, Jr.
Lead Forecaster
National Weather Service Forecast Office
Denver, Colorado

Lewis J. Neyland
National Soaring Foundation Director
An Affiliate of the Soaring Society of America
Colorado Springs, Colorado

For the last three years the National Weather Service Forecast Office in Denver has been issuing a daily mountain wave soaring forecast from October 1 thru March 31 for the Colorado Front Range from Fort Collins south to Colorado Springs. The forecast is based upon meteorological information from the early morning (12Z) Denver upper air sounding and forecast winds aloft issued by the National Meteorological Center (NMC). The forecasting scheme incorporates most known wave soaring parameters in a weighted factor scheme which results in a soaring index forecast for the day.

National Weather Service, Forecasters Handbook No. 3, Soaring Meteorology for Forecasters, outlines the basic requirements for mountain wave formation:

- 1) Lower atmospheric stability in the form of a temperature inversion or isothermal layer aloft.
- 2) Wind speeds at mountain top level (14 thousand feet MSL) greater than 15 to 25 knots.
- 3) Wind speeds increasing or remaining constant with height to the tropopause.
- 4) Wind directions not varying by more than 30 degrees from that perpendicular to the mountain ridge line.

Synoptically, along the lee of the Colorado Rockies, a jet stream is needed to provide the strong wind and wind shear necessary for the formation of mountain waves. The above requirements are most often met when the jet stream is immediately over or just north of the area. Experience has shown that soarable wave does not occur with the jet stream core south of the area unless it is more than 200-300 miles south.

In a paper by Burton, *Soaring*, August, 1971, it was shown that weak positive vorticity advection (PVA) at 18 thousand feet MSL (500 mb) increased vertical lift or reduced the effects of capping caused by stable layers at higher levels aloft, thus enhancing wave soaring capabilities. (While strong PVA would also provide additional lift, such conditions would also favor the formation of increased cloudiness and precipitation, which would disrupt favorable soaring.) Synoptically, weak PVA can also be indicated by the approach of a surface front or trough aloft.

The height a glider will reach is also important in determining the quality of the soaring weather. In Colorado, a soaring pilot must reach nearly 30,000 feet MSL to earn recognition for an FAI Diamond altitude flight.* Forecasters Handbook No. 3 states that upper limits on a soarable wave are imposed when the upward vertical velocity decreases to zero, that is when the wind velocity starts to decrease with height or when the wind direction changes by more than 30 degrees from that at the top of the stable layer. These factors are used to determine the potential height a glider may reach.

Techniques for forecasting the strength, i.e. vertical velocities in the laminar flow region of the wave, are described in the WMO Technical note 158, Handbook of Meteorological Forecasting for Soaring Flight. However, perhaps due to the specifics of Colorado terrain or the non-representativeness of up-wind data, they have been found to be of little use here and are not incorporated into this objective forecasting scheme.

For more than 25 years the Colorado front range area, particularly the Pikes Peak region, has been a "Mecca" for soaring pilots from the world-wide soaring community who come here to fly in the spectacular and relatively predictable wave conditions. Over the years there have been thousands of high altitude flights from Black Forest Glider Port with a high percentage going above 30,000 feet MSL and a significant number above 40,000 feet. From this experience a large body of anecdotal wave forecasting information has been developed in the minds of the local soaring pioneers. Most of this information has been undocumented. The present paper attempts to distill and translate to an objective technique the highly subjective skills developed by those pilots. The weighting factors are based upon Neyland's hundreds of conversations with many of them as well as some 10 years of personal soaring in the Colorado wave. (Neyland is a retired professional meteorologist, USAF pilot, and a soaring altitude record holder.)

It is emphasized that the weighting values assigned to each forecasting factor may well only apply to the specific conditions in the Pikes Peak region and to a somewhat lesser extent the entire Colorado Front Range region. However, the weighting technique, adjusted for specific conditions elsewhere, may be a useful tool for others.

Based on all of the above, the following scheme and forecast worksheet was developed for preparing the daily Wave Soaring Index (WSI).

(Wave soaring forecast worksheet.)
(Wave Soaring Forecast)

Because weather systems are fast moving and weather conditions can change rapidly during the 12 hour day, the forecast also incorporates a trend for improving or deteriorating soaring conditions based on the forecast criteria. Winds aloft from the morning (12Z) Denver upper air sounding are included in the forecast. These are compared with the forecast winds aloft (FD3) to determine a wind speed trend at each level for the day. Due to the often difficult logistics involved in preparing for a soaring flight, an outlook for the next day is included at the request of soaring pilots. The outlook is based on changes in the synoptic and wind patterns for the next day that the forecaster believes would change the wave soaring conditions.

*The Federation Aeronautic Internationale (FAI) in Paris, France, establishes criteria for and administers the awarding of recognition for achievements in all sport aviation including soaring, as well as for all other aviation activities such as the recent world speed record set by the SR-71.

Bibliography

Burton, Ellis B., "Positive Vorticity Advection," *Soaring*, August, 1971, pp 30-32.

U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Weather Service, Forecasters Handbook No. 3, Soaring Meteorology for Forecasters, September, 1972.

World Meteorological Organization, Technical Note No. 158, Handbook to Meteorological Forecasting for Soaring Flight, (WMO-No. 495) 1978.

Palmer, Mark, Practical Wave Soaring, Soaring Society of America, 1990. An excellent handbook for the practical application of mountain wave conditions to soaring flight.

The following article, written by Alice Palmer, first appeared in the Fourth Quarter edition of Wings West.

BECOME A GLIDER GUIDER

For centuries man watched soaring birds and dreamed of taking wing himself. With the staggering capabilities of today's aircraft, manned flight has become routine and many pilots spend more time keeping up with changing technology and regulations than watching the eagles soar. But we learn from those creatures of the air, and flying sailplanes is one way to experience this bird's-eye view.

Sailplanes, or "gliders", to use FAA terminology, are aircraft designed to use only nature's forces to stay aloft. Unlike hang gliders or ultralights, which often create an image of flimsy aluminum wires and frames, sailplanes are advanced aircraft with fixed, flexible wings and enclosed cockpits, essentially airplanes without engines. Today's high performance racing sailplanes trade altitude for distance, often covering hundreds of miles at speeds more than 100 knots.

To the young, aspiring pilot, sailplanes offer an opportunity to enter pilot training early. The minimum age for soloing a sailplane is 14, two years earlier than powered aircraft. A private pilot certificate can be acquired at age 16, allowing young people to begin building pilot-in-command time a year before they can carry passengers in airplanes.

To the accomplished flyer, an add-on glider rating is an opportunity to get back into basic flying, where the length of flight depends on knowledge, soaring skills and luck from mother nature. It brings new challenges: A bit of formation flying behind the towplane, constant practice with "forced" landings and a renewed appreciation of the rudder pedals to fight the relentless adverse yaw.

Since most gliderports are found away from major metropolitan airports where airspace congestion limits soaring flights, it may take some digging to find the nearest gliderport where training is available. Every state has a few soaring sites. Some are small clubs formed when a group of enthusiasts banded together to buy a low-cost used sailplane for training or recreational soaring.

There are also a number of commercial soaring operations offering year-round access to training facilities and larger staffs to accommodate more students. It pays

to check with the operator before beginning training. Small clubs or operations don't necessarily provide inferior instruction, but the availability of training may be limited to weekends or to a certain period of time during the year.

Requirements for solo and ratings

Because flight times are dependent on the vagaries of the weather, flight training progress to solo is usually measured in number of flights rather than hours. For licensed power pilots, about 6-12 flights to solo is average. A beginner completing a thorough pre-solo syllabus will need about 25-30 dual flights prior to solo.

For pilots transitioning from airplanes, the FAA requires a minimum of ten solo flights and a check ride for a private rating. No minimum flight time or written test is required for transition pilots. A commercial power pilot can bypass the private rating entirely with 20 solo flights and a check ride to commercial standards.

More solo experience is required for a beginning student. A minimum of seven hours of solo and twenty solo flights launched by aero tow is required prior to the FAA check ride. One must pass the FAA written test for glider pilots which covers some topics similar to the private power pilot written, such as aerodynamics, airspace, cross-country pre-flight planning and regulations, but also covers soaring meteorology, towing and emergency procedures in detail.

HOW MUCH DOES IT COST!

Many people are surprised at the cost of soaring. They assume that since the aircraft has no engine, it should be very inexpensive to fly. A transition pilot can add a private rating for around \$1000, but a beginner will probably spend close to \$2000 on a private license. Most of the expense is due to the cost of operating the towplane. And, don't forget, there's a tow pilot (very likely a young person trying to build time) who has to be paid.

Progress is contingent on prior experience, types of aircraft flown, currency, and, above all, attitude. Experienced pilots often assume that flying sailplanes is just like flying powered aircraft, only simpler. While the mechanics of flying may be the same, sailplane flight requires constant alertness to changing altitude, wind drift and atmospheric conditions to make it back to the gliderport or to a safe field on a cross-country flight. Licensed power pilots often progress through a training syllabus quickly, but beware of advertisements promising

an add-on glider rating over a weekend. These operations train to FAA minimum standards, but the pilot may not come away with an adequate base to make a safe glider pilot under challenging conditions.

Weather awareness.

Some of the most exhilarating and memorable soaring flights will require a high level of proficiency and knowledge of weather. The most common lift sources are thermals, those rising columns of air that airplanes often consider nothing more than annoying turbulence. A glider pilot looks for a cumulus signpost, which indicates a general idea of the thermal location and then circles steeply in the lift to get the best climb rate, avoiding the sinking air nearby.

Mountain wave flights can provide some of the most spectacular soaring you will experience. Pilots in the Rockies and Sierras are familiar with the lens-shaped lenticular clouds that mark the presence of waves. While power pilots are often taught to avoid these waves, and especially the turbulent rotors found beneath them, glider pilots learn to use the silky-smooth lift in the wave to climb to very high altitudes. The current world record is 49,009 feet above sea level, set by Robert R. Harris in 1986 in the Sierras. This is considered by many to be the human physiological limit in unpressurized sailplanes.

Long mountain chains such as the Appalachians provide perfect conditions for ridge lift, caused by the wind striking the ridge at right angles and being deflected upward strongly enough to support a sailplane. The lift does not extend very high, but Thomas L. Knauff covered 1023 miles flying up and down these ridges during an excruciating 11-hour flight in 1983.

Cross-country flights of hundreds of miles or mountain wave flights to 30,000 feet are possible for many soaring pilots, but they require careful planning. Most people new to the sport of soaring begin to fly in simple, forgiving trainers, but soon progress to higher performance ships. Even the simple thrill of strapping on a single-seat sailplane gives a special feeling of freedom and independence, perhaps the kind an eagle feels as it cavorts in wide lazy circles in the sky.

The challenge of soaring can get fliers started at an earlier age, get back to the basics of flying, and keep sharpening skills against the changeable conditions of nature. - Alice Palmer.

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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 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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DIRECTOR-AT-LARGE	Tom Eggers	(719) 488-9609	(719) 548-2244
DIRECTOR-AT-LARGE	Ken Ernandes	(719) 527-1862	(719) 576-2181
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.

OPERATIONS MANAGER: DAVID PLUNKETT PHONE: (303) 648-3623
BUSINESS MANAGER: JIM SLOVICK PHONE: (303) 648-3623

SUMMER HOURS: OPEN THURSDAY THROUGH MONDAY

WEEKDAYS 9:00 AM - 5:00 PM

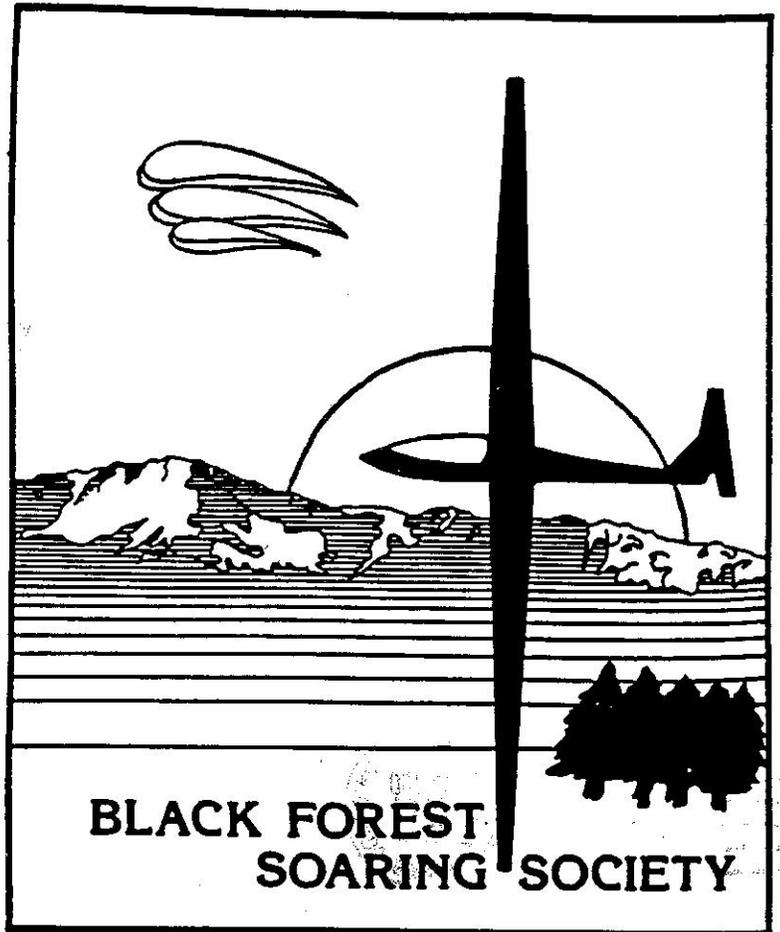
WEEKENDS 8:00 AM - 7:00 PM

WINTER HOURS: OPEN FRIDAY THROUGH MONDAY
8:30 AM - 5:00 PM

AIRWORTHY

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

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



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

