

Airworthy

The Official Journal of the Black Forest Soaring Society

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Elbert, CO 80102

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Club Web Page: SoarBFSS.org

Facebook Group Page: [BFSS Member Only Page](#)

Facebook External Page: [BFSS Public Page](#)

FROM THE EDITOR

The calendar says spring is here. But on the other hand, we live in Colorado. The good news is that the days are getting longer and the ground is warming up. Soon the cocooned ships will start to stir for the season. Earlier this month, Alice, myself, Steve Johnson, and Raul Boerner were out at Kelly cleaning the 3rd hangar. We stopped several times to gaze longingly at the cloud streets that started just north of KAP and disappeared over the eastern horizon. If we'd had a tow pilot, Steve and Raul would have been gone and the hangar would still need cleaning out!

Just a reminder as a part of spring, you need to complete the BFSS/KAP Ops Knowledge test. Get that done and behind you and a wonderful soaring season awaits!

And finally, it's the April issue. There's an April Fool's Easter egg somewhere in here. Don't freak out when you find it.

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

April 3rd, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

<https://ppld.org/monument-library>

May 1st, 2018 6:30 – 8:30

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BFSS 30th Anniversary Celebration

May 19-20, 2018
A weekend of soaring activities.
Cookout on Saturday evening—all Kelly
Airpark lot owners invited to join us!

Colorado Soaring Association Flight Week

June 2nd – June 10th, 2018
Owl Canyon Gliderport
(more info to come)

Limon Camp

July 12 – 15, 2018
Limon, CO
Contact: [Mark Palmer](#)

Kelly Airpark Annual Breakfast Fly-In

July 14, 2018
@ CO15

Women Soaring Pilot Association Seminar

July 23 – 27, 2018
Truckee, CA

FLEET UPDATE

ASK-21 – Nothing of note.

2-33 – 840 is off the schedule. It has been disassembled and work on the fuselage recovering will commence shortly. More info later in this issue.

AC-4C – The new wheel and brake system will be installed soon. No definite date scheduled.

PW-5 – The PW-5, N101GM, is on the Calendar page and available for scheduling starting April 1st. Raul is developing the training and checkout plan. Free groundschool for the PW-5 will be on Saturday, March 31st. After the groundschool, participants will have a chance for a flight in the ship.

FRIENDLY REMINDER

Mud season is coming! Heavy spring snows and rain will make the grass portions of the field very muddy. Please, under any circumstances, DO NOT drive the golf carts on the grass. Driving on the grass could result in deep ruts and a lot of headaches for the club and airpark users.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for April and early May:

Hallam, Grace	3/31/2018
Johnson, Stephen	4/1/2017
Kolk, Brandon	4/7/2018
Palmer, Alice	4/8/2017
Leonard, David	4/14/2018
McClain, Kip	4/15/2017
Metzgar, Marc	4/21/2018
Kuenzel, Ingo	4/22/2017
Palmer, Mark	4/28/2018
Paluch, Zach	4/29/2017
Peaslee, Gerald	5/5/2018
Pepe, William	5/6/2017

Remember, if you can't make your duty assignment, you must find a replacement. Once

that is done, contact Ingo Kuenzel and let him know so he is aware of the change.

WARNING! DON'T BE ON THE NO-FLY LIST!

Club rules mandate that all active members take the KAP/BFSS Ops Knowledge test every year. Failure to do so will result in you being placed on the no-fly/no-tow list. The test is on the club website. The cutoff for completion is **SATURDAY MARCH 31ST**! Do it now, do it today!

You must score 100% on the test to pass. After taking the test, send an email to [Dave Leonard](#) so he can score it. You will receive your results, which include the correct answers to any missed questions. If you scored less than 100% on the first try, retake the test to achieve 100%.



Pete Urschel and daughter EllaJane running the line



Fresh off his Private Glider check, Jeff Sherrard starts his ASK-21 checkout with Raul



Joshua Abbe and instructor Ingo Kuenzel

NOTES ON THE SSA CONVENTION by Mark Palmer

The SSA Convention was held March 1 -3 in Reno, NV. Alice and I left a few days early to visit my sister in Sacramento and then to attend the two-day SSA Flight Instructor Refresher Clinic that was held the two days before the convention itself.

BFSS members in attendance were Alice and myself, Dave Rolley, Gerald Peaslee and Bif Huss. CSA had a great turnout and High Flights and Soaring Society of Boulder also had members attending. Former BFSS members were there too. Among them were former member, tow pilot, and instructor Phyllis Wells, who now lives in AZ with her husband Randy and their Sundancer motorglider, and former member Lee Kuhlke.



Former members Lee Kuhlke and Phyllis Wells, and Alice Palmer at a seminar

The overall turnout for the convention was modest – weather on the east coast and snowstorms in the Sierras stopped a number of people from attending at the last minute.

The convention floor was the big draw, of course. As I mentioned last month, motorgliders ruled. A 1-26, Cherokee II, TG-2, HP-24, and Perlan were the only pure gliders there. However, the 1-26 folks got it both ways as they had the jet-powered 1-26 on display! Really! Check out [Turbine 1-26](#) and also YouTube.

Otherwise, all the major and minor manufacturers had motor-driven gliders in one form or another – either self-launch or sustainer, powered by gas, electricity, or turbine. Some were very impressive, but one wonders what it's going to do to the price and accessibility of our sport.

Alice and I sat in a beautiful Stemme S12, and all I could think of was, where the heck do you hangar this thing? There were representatives from Stemme, Schleicher, DG, Alisport, Diana, HpH, Jonkers, and more. I'm more of a purist, but the Alisport Silent Electro 2 with its front prop was intriguing.



Alisport Silent 2

[Skylaunch](#) was there with their twin-drum Skylaunch 2 winch. Very impressive. The one on display was bound for Crystallaire in California. With a retrieval winch, Skylaunch claims they can do up to 20 launches an hour. You can buy it complete from the UK or you can buy the kit.

Our own Bif Huss (H7) was there in the US Competition Team booth. Good luck to Bif in July!

The convention featured a number of breakfasts and lunches for different groups in our community. Alice and I attended the 1-26 Association, Instructors and Towpilots, and Women Soaring Pilot Association breakfasts. It was great to meet new people and sit down and share our experiences.

There were quite a few talks, and we spent a large amount of time attending those. There were so many good ones we had to pick and choose. We listened to talks on weather forecasting and software, ADS-B, history of the 1-26 (ever get the impression Alice and I can't get over the 1-26?), a talk on high-altitude physiology (which presented some interesting evidence that the cannula oxygen delivery isn't effective). Scott Manley of glidercfi.com spent over two hours digging into the details of how to use **Condor Soaring Simulator** as an instructional tool. That was very interesting and I think it's something we at BFSS should take advantage of.

So that's my brief report. We had a great time. The convention was well run and it was good to see old faces and meet new people. No date or location is set for the next one, but if you have the opportunity, you should try to attend. See the pictures at the end of this issue.

SENIOR SOARING CHAMPIONSHIP by Bif Huss

The H7 team (Bif and Ceil Huss) represented BFSS at the Seniors contest held at the Seminole Lake Glider Port in Clermont, Florida from March 10-16. It was a long three-day drive to Florida, but it was worth it to escape the cold in Colorado and to be a part of one of the best soaring contests in the US. The Seniors is typically the largest single class soaring contest in the United States. It is usually fully attended, with 60 contestants. Even though it is an "old geezers" contest, it attracts a highly competitive group of pilots. This year, the contestant list included former World Champion Doug Jacobs and numerous current and former national champions. This was Ceil's and my fourth Seniors contest and it is always worth the drive.

This year we specifically wanted to practice for the World Championships, the WGC, to be held in Poland this summer. Since the Seniors is a single class contest, which means that all contestants compete against each other and fly the same task, it can be characterized by large gaggles and numerous gliders on course, very similar to what we expect to see at the WGC. Also, since the Seniors attracts many of the top pilots in the country, it is a great chance to learn from the best and work on the latest racing tactics.

We left for Florida on March 3rd in our motorhome with H7 in tow. Along the way, we stayed at the Naval Air Station Pensacola for two nights to spend some time on the beach and visit the National Naval Aviation Museum. We arrived at Seminole Lake Glider Port on March 8th. Seminole Lake caters to RVs, so most of the pilots stay in motorhomes or

trailers during the contest. This results in a contest-long soaring party with old and new friends.

We actually flew six days out of the seven days scheduled for the contest, and one practice day. Day One, Saturday, saw everyone get airborne, but the day was cancelled due to weak lift and overcast skies. The next day, Sunday, saw good cloudstreets and classic racing until we had to fly under an overcast shelf, which made getting home interesting. Monday was the contest's mandatory rest day. Many of us spent it listening to a great lecture from 15m National Champion and US Team member Fernando Silva, covering "reading the sky" and the latest weather forecasting techniques.

The rest of the contest days saw blue conditions with 3kt thermals to 4000'. I was doing well in the standings until I got caught low over several lakes in windy conditions and got to practice my off-field landing technique.

On Tuesday, Dave and Jeanne Allen from Kelly Airpark flew into Seminole in their beautiful Waco and visited the contest.

Though the conditions weren't classic Seminole, with lots of cu and cloudstreets, we had a great time and had a chance to get reacquainted with East Coast soaring conditions. (I can actually feel a 1kt thermal again!) I'd highly recommend to anyone who is interested in getting an early start to the season and flying in a very relaxed contest with the best pilots in the country to make the trip to the Seniors. It is well worth it!



Flight Line at the Seniors



Bif and Ceil

ACCOMPLISHMENTS

Mark Palmer completed his AC-4C Russia checkout.

BFSS-KAP 30th ANNIVERSARY CELEBRATION MAY 19–20

On May 14, 1988, BFSS had its first tows from Kelly Airpark. To celebrate 30 years, we're planning a weekend of fun in May. We're working on a variety of activities:

- Dave Rolley has volunteered to set some tasks for people to fly in their own ships, along with a shorter local triangle that can be flown within gliding range of the field. Tasks will be set both days so partners can each fly a day.
- If there's enough interest, there may be some Bronze Badge activities.
- Saturday evening, we'll have a big cookout. All Kelly Airpark lot owners are invited to join BFSS members to celebrate.
- We may also have some food to throw on the grill Sunday as well.

More details will follow in the May issue of *Airworthy*. In the meantime, if you have questions or ideas, please contact Brandon Kolk or Alice Palmer.

LIMON CAMP by Mark Palmer

Planning for the Limon camp in July continues. We have extended an invitation to High Flights and Colorado Soaring Association to join us. I hope to get a response from them soon. In the meantime, I'm compiling a list of those who want to help, who's coming to fly, and who is coming to do both! Please contact me if you're interested in attending.

The to-do list is endless. If anyone has an EZ Up style tent they would be willing to lend for the event, please let me know.

Right now I have only one definite signup (you get the first tow Brian!), and two volunteers to help (Stephen and Alice). The sooner folks let me know of their intentions, the better I can plan.

RUNWAY 17/35 SHOULDER ROCKS By Raul Boerner

A few years ago, the airpark added small rocks to the runway shoulders. It looks nice, but requires some attention.

1) While taking up slack for takeoff, if the tow rope whips across these rocks, they will be pulled onto the runway when the tow rope tightens. Avoid this runway contamination by keeping the tow rope fully on the runway. Then, sweep up those rocks.

2) During landing, touch down anywhere between the left edge and the right edge, but move to the upwind side before the wing drops to the ground and drags across these rocks. Although coming to a complete stop without using wheel brakes is great for extending brake life, a wing dragging across the rocks damages the underside of the wing. Use the wheel brake

to come to a complete stop, before the wing drops to the ground.

3) If you land on the runway but end up running over the rocks, the glider's wheel will kick many rocks back onto the runway. This situation is made worse when trying to get back onto the runway, kicking up more rocks. So, if you end up running off the runway, just stay off. Don't try to get back onto the runway; steer to the grass. Fact is, we already saw you roll off the runway; might as well stay off and reduce the quantity of rocks tossed around. Then, sweep up those rocks.

4) Finally, use a broom and clean off rocks. Other pilots will appreciate this.



The results of dragging the ASK wing over the rocks

N65840 TANKER 2-33 REFURB by Alice Palmer

Volunteers have been hard at work cleaning and prepping the west hangar shop in preparation for work on the 2-33. First, we had to clean out a decade's worth of dirt, junk, and half-used containers of paints and solvents from the hangar. The dust was formidable!

The next step was building a paint booth long enough for a 2-33 fuselage and tall enough for a Steve Johnson. Thanks to the door structure provided by Doug Curry and architectural ingenuity provided by various members of the team, the paint booth is just about finished.



Height Checking the Paint Booth

Last weekend, the disassembly started. Doug and others had the ship completely apart in a few hours. Steve has already started rebuilding the panel, and Doug has begun assessing the state of the fuselage, which looks pretty good after 44 years. A few welded repairs may be needed. Another five members worked to remove and clean additional parts from the fuselage. More pictures next month!

Many thanks to the volunteers who helped with planning, cleaning, paint booth construction, and disassembly:

Steve Johnson
Raul Boerner
Gary Baker
Mark Palmer
Doug Curry
Jeff Sherrard

And lunch provided by Brenell!

And others who helped move trailers and remove wings!!



Our (Fearless?) Chief CFI



Ladder Safety with a Smile



Who knew building a paint booth could be fun?



840 sheds its skin



Doug and Steve at work



48 hours earlier, Alice and 840 were at 11,000 feet on a final flight



Ready for refurb

WANTED: BOX FAN

Do you have an old box fan sitting around in the basement? Instead of selling it at your next garage sale, how about donating it to the club to use in the paint booth? If you have a fan and are willing to part with it, please contact [Steve Johnson](#).



Birds in the Barn – PW-5, AC-4C, Fox , and 1-36



Bif at the US Team booth

MORE SSA CONVENTION PHOTOS
by Mark Palmer



Skylaunch two-drum winch. This one is headed to Crystallaire in California. The BFSS Board has voted to sell the Pawnee and replace it with a Skylaunch.



ASG32 Mi



Twin turbine SGS 1-26



Alice checks out the Stemme S12



Turbine 1-26 cockpit