

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



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Club Web Page: [SoarBFSS.org](http://SoarBFSS.org)

Airworthy Archive: [SoarBFSS.org/Airworthy](http://SoarBFSS.org/Airworthy)

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

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## FROM THE EDITOR

Well, this is turning out to be a weird year. First the snow and mud and now COVID-19. My brother has suggested unplugging 2020, waiting 30 seconds, and plugging it in again. Still looking for the plug.

So while we're all temporarily grounded, what can we do? Well, once we've all finished binging Outlander for the 20<sup>th</sup> time, here are a few suggestions to scratch that soaring itch:

- Take the KAP test. Most of us have done it already, but if you've put it off, now's a good time to check that box.
- Catch up on the issues of *Airworthy* you've missed (see the link at the top of this page).
- Go to the Soaring Safety Foundation website and go through some safety videos and documents.
- Fly Condor. Vitaliy has been putting together races on a pretty regular basis. It's fun and challenging and will make you think. Or you can set up tasks of your own and practice. I've been flying various 300K tasks in preparation for my Gold distance attempt.

If you don't have Condor, maybe now is the time to try it. Everything you need is available from **Paul Remde** at [Cumulus Soaring](#). Paul can ship it right to your door. It also helps small

businesses like Paul's, [Wings and Wheels](#), and [Craggy Aero](#) make it through these tough times. If you need help with Condor, there are plenty of club resources to tap into—myself, **Vitaliy Aksyonov**, or **Raul Boerner**.

Given the Governor's order to stay at home through April 11, there won't be any flying until at least then. Obviously, Member Day on April 4<sup>th</sup> is postponed. At the moment, the General Membership Meeting is still tentatively scheduled for May 16.

I'm planning to continue publishing *Airworthy* on its regular basis. If you have any pictures or articles you'd like to submit, I would welcome them.

Be safe.  
Mark Palmer, Editor



From Deonna Neal

## PRESIDENT'S MESSAGE by Bif Huss

As I reviewed last month's President's message for *Airworthy*, it's surreal how much our world has changed in the last month. Instead of getting ready to start the soaring season, we are now dealing with a full-blown Covid-19 virus crisis. For my President's message this month, I am posting an email I sent out to the membership recently.

The BFSS BOD met via the Zoom video conferencing app on March 25th to discuss the options for BFSS flight operations during the Covid-19 crisis. Shortly before the meeting, Colorado Governor Polis issued a statewide "Stay at Home" order that took effect on March 26 and runs, for now, through April 11th. The BOD voted unanimously to support the Governor's order and decided to **suspend flight operations** until the Governor lifts the order. This may happen before April 11th or may be extended depending on how successful the "Stay at Home" mandate is at flattening the curve of the virus.

The BOD also discussed options to resume flight ops once the order is lifted. While no procedures were put in place given the uncertainty surrounding the current situation, the following guidelines were generally agreed to:

1. Social distancing must be strictly adhered to, especially given the large number of members in the high-risk older age group.
2. Tow pilot and GOD duty will be on a voluntary basis. We will still publish a schedule, but individuals can decline to perform their duty. We ask that individuals declining to perform their duty notify the membership via email as soon as possible so volunteers can step up to take their place.
3. Tows will be given to private ship owners.
4. Tows for club gliders, especially for two-seat club gliders, are still under discussion given the

difficulties of sanitizing equipment for multiple pilot use.

5. Members are responsible for their own sanitation of club facilities and aircraft.

The BOD is considering options to mitigate the costs to "A" members due to the unavailability of club aircraft. This may take the form of allowing rolling over remaining "A" funds into the 2021 season or other options. Details will be worked on at the April BOD meeting.

The BOD is open to member's suggestions concerning the resumption of operations once the Governor's order is lifted.

Update on our two seaters:

The ASK-21 is still awaiting parts. So far, there has been no word from the Schleicher factory in Germany as to a shipping schedule. We're not sure of the status of the factory. When we get word, we will let you know.

The 2-33 team is still waiting for warmer weather to finish up the painting. Doug is progressing on the wing modifications to increase the 2-33's payload capacity. [*See article below. -Ed.*]

We do have good news on the Blanik. The parts have been received and Doug is in work on finishing up for its return to service.

These are tough times for all of us, but we will adapt and get through them. It will require us to put in place new habit patterns to keep ourselves and our fellow members free of the virus. I'm confident that we will be seeing the glider lineup at the end of the runway in the near future.

The BOD will keep you updated as this situation develops.

Take Care!  
Bif Huss

## CALENDAR

### Board of Directors Meetings

**April 14, 2020 6:30 – 8:45 PM**

This will meeting will be by conference call as all libraries are closed. Contact **Frank DeBacker** if you wish to attend.

**May 12, 2020 6:30 – 8:45 PM**

Castle Rock Library (**TENTATIVE**)

100 S. Wilcox St.

Castle Rock, CO

<https://www.dcl.org/castle-rock/>

### GENERAL MEMBERSHIP MEETING

**May 16, 2020 10:00 AM**

Clubhouse

**TENTATIVE**

### Upcoming Cross Country Seminars by Dave Rolley

**Dave** has been working with **Bruno Vassel** and **David Lessnick** who put on the SSA webinars. Thanks to their help, we'll be moving the next few seminars to a webinar format. By the time you receive this issue of *Airworthy* we will already have held our first one. **Alice** is working towards setting up the WINGS credit for the subsequent events.

**Session 7: April 11**

Model-Based Weather Forecasting

**Session 8: April 25**

Flight Tracking

**Session 9: May 9**

Online Soaring Contest

### Spring Club Maintenance Day and Barbeque

**April 4, 2020**

**POSTPONED**

### 1-26 Championships and Low Performance Contest

**June 16-25, 2020**

Sunflower Soaring, Hutchinson, KS

### Women's Soaring Pilots Association Seminar

**August 24-28, 2020**

Springfield, Vermont

### Downhill Dash

**Summer, 2020**

## FLEET UPDATE

**ASK-21** – Awaiting parts from Schleicher

**2-33** – Under restoration. See Alice's article below.

**AC-4C Russia** – Awaiting gear parts

**PW-5** – New wing wheel acquired

**Blanik L-23** – New TE tubing installed

**Pawnee** – Nothing to report

### FRIENDLY REMINDER

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

*[I'm going to continue to publish the Ops Duty Calendar on the optimistic assumption we will be ramping up operations sometime in late April. – Ed.]*

Here is the Ops Duty schedule for April and early May 2020:

Palmer, Mark	04/12/2020
Paluch, Henry	04/18/2020
Paluch, Zach	04/19/2020
Peaslee, Gerald	04/25/2020
Price, Brian	04/26/2020
Stark, Jon	05/09/2020
Szwagrzyk, Jerzy	05/10/2020

Every flying member who does not have other duties in the club, such as instructor or towpilot, is on the schedule for line duty. If you

are either a pre-solo student or have never performed this duty, Joshua has paired you with someone who has experience. Please check this list carefully to see when you're on duty and if you're working with someone.

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him know so he is aware of the change. Be sure to go to the calendar page on the website and put yourself down for the day you're assigned.

If you see **OPEN** listed on the schedule, that indicates that no one is scheduled for that day and that volunteers are appreciated. Please contact Joshua if you are available.

## SEMINARS TO WEBINARS

The experiment to move **Dave Rolley's** Cross Country seminars to a webinar format was successful. Dave conducted his "Collision Avoidance Technology" seminar on Saturday, March 28<sup>th</sup>. Using the GoToWebinar software provided by the SSA, 19 pilots from BFSS and CSA participated. We even had a couple of out-of-state members join us!

Because of the short notice, WINGS credit may not be available this time, but we are going to try to set up subsequent webinars for credit. Dave will send out an announcement before each session.

## ADVENTURE ON THE EASTERN PLAINS (Part 5) by Alice Palmer

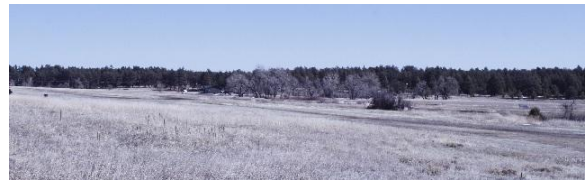
Before Mark's knee surgery and the pandemic craziness, we got away for a quick trip to see a couple of airfields.

First, we took another look at **Aero Bear**, which is on the Denver Sectional. We reported on this one before. It looks landable, but has a steep rise on the far south end, uphill to the south. Keep in mind there are powerlines on the north side of the road that runs north of the runway.



*Aero Bear, Looking South*

On our previous trip last spring, we had no idea that there was another strip, which we've heard called **Stewart**, only about a mile directly west of Aero Bear. This one is not on the sectional. It's easy to see from the air because of the oval horse track just to the southeast of the runway. The runway runs NNE-SSW. Although it was pretty wet and muddy when we passed by, this one looks mostly flat and very usable. Powerlines run on the north end and there's a slight high point toward the north third or so of the runway. Assuming things dry out, this looks preferable to Aero Bear and the retrieve could be easier.



*Stewart, Looking East-ish*

**Now the disclaimer:** We did our assessment and took notes about these fields while getting as close as we could from public roads. We did not try to reach any landowners to get a closer look (or to ask for permission to use their runways). We highly recommend doing your own assessment. Seeing these fields for yourself will give you more information than I can provide in these short snippets. I also recommend looking at each one on Google Earth, but be sure and check the date of the satellite image. Also, if any of you have landed at these places and have more actual data to share (or good landout stories), please submit them to your editor!



## ACCOMPLISHMENTS

**Dave Rolley** – Self launch endorsement

## THANK YOU!

**Raul Boerner** – Obtaining PW-5 wing wheel

**John Gillis** – For his ongoing work with snow removal, grading, and PIREPS from Ice Station Kelly

**Bill Gerblick** – For smoothing the ruts with the tractor

**Dave Rolley** – For installing new TE tubing in the Blanik; for work on the Russia's main gear including obtaining new and fabricating additional parts; also for research and setting up the webinar software so we can continue to benefit from his cross country seminars

## BRONZE BADGERS by Alice Palmer

On February 28, before the pandemic kept us socially distant, four pilots met at the clubhouse with **Alice** and **Mark Palmer** for a chili dinner and training on Bronze Badge cross country topics. In this scenario-based workshop, **Joshua Abbe**, **Donald Hannon**, **Tim Bohrer**, and **Frank DeBacker** planned a mock Silver Distance flight to Matheson. We worked through realistic aeronautical decision points that included possible weather considerations and options for landouts.

The discussion was great and even the mouse who came out from behind the refrigerator to check out the food seemed to have a good time! Congratulations to all the workshop attendees for excellent questions and for sharing experiences.

We plan to hold additional C Badge and Bronze Badge workshops in the coming months. If we're not able to hold them in person, we'll be looking into webinar options. Let me know of your interest and we'll make sure you're on our email list for more information.

## A NOTE FROM INGO

*Out-of-state club member and instructor **Ingo Kuenzel** passed this along:*

My mother passed away last Friday after her on-and-off battle with breast cancer came to an end.

We were going through some of her old photographs in preparation of a slide show for her services on Thursday when I ran across this one of my dad from March of 1981. We were up from Houston during our Spring Break and we had the opportunity to fly in the wave [*at the old Black forest Gliderport*]. This is a picture of him getting ready for his altitude attempt. As it turned out, he wound up being about 300 feet shy of his Diamond altitude gain and never did get a decent chance to try again. He did get his Lennie pin, however. He's 84 now and hasn't actively flown in over 20 years.



*Rainer Kuenzel at Black Forest Gliderport, circa March, 1981*

For what it's worth, I checked out in the wave that same day with **Norma** [*Ravnsborg*]. But, I was so congested with a bad head cold that the pressure in my ears didn't equalize and I was in quite a bit of pain. Norma and I decided I shouldn't attempt to go by myself. I, also, haven't been in a high wave since.

Anyway, I thought you and the BFSS might appreciate the picture.

Best Regards, Ingo

## HARRY BLOUT FLIES WEST by Mark Palmer

**Harry Blout** passed away March 6<sup>th</sup>. Harry flew at the old Black Forest Gliderport, was an early BFSS member and even ran Soar Black Forest, the club's commercial operation, for a time. Harry was also, among other things, a Piper Aircraft representative, past President of the Wings Over The Rockies Museum, and was inducted in the Colorado Aviation Hall of Fame. Many of us who knew Harry were familiar with his Stearman. Harry flew it for many years and flew it into KAP several times. Harry was one of the nicest, kindest, and most wonderful people I've ever known (not to mention tall).

**Jon Stark** remembers: "Harry was the original owner of Lot 7 at Kelly, next to the club (I bought it from him in '91 and later traded with Jim Walker). I had the pleasure of doing some spins with him in his Stearman at the old site, and appreciated his steady hand in guiding the club through the early days."

I once helped a commercial ride passenger into the front cockpit of a G103, who asked back-seat pilot Harry, "Have you done this many times before?", to which he replied, "Yes, next week they might let me go solo."

And from **Jim Foreman**: "Thanks for letting me know about Harry. As a fellow QB, I raise my glass to an old and dear friend."

Fair skies Harry!



*Harry Blout in his Stearman over the USAFA*

## COLORADO SCENERY FOR CONDOR 2

Last week, **Dave Leonard** (ZL) sent an email to the club regarding the Colorado scenery he has built for Condor 2. Dave has been working on this quietly for a while and the wait has been worth it!

While it's not completely finished, if you're interested in obtaining the scenery, contact [Dave](#) directly. Be warned, the scenery is huge! Even in zipped form it is around 17GB.

I've been flying it for a couple of weeks now and it's fantastic. The scenery covers an area from Siebert to the east, Rawlins to the north, Taos to the south, and Telluride to the west.

Thank you Dave!



*Mark P. banks Echo Fox over KAP in a screenshot from Dave Leonard's new Condor 2 Colorado scenery.*

### FRIENDLY REMINDER:

#### STOP BEFORE THE DROP!

During the landing roll, ensure that the glider's wing does not scrape across the rocks on the runway edges. Before the wing drops, apply the wheel brakes, but not so hard that you put the ship on its nose! "Stop before the drop!"



## RISK MANAGEMENT by Bill Hill



[Bill Hill is a towpilot and top OLC competitor from Moriarty, NM. If you don't know who Bill is, we need to have a talk. This article is reprinted with Bill's permission from the February, 2020 issue of Towlines, the newsletter of the Albuquerque Soaring Club. –Ed.]

The FAA has created (with the help of the AOPA and others), a new booklet titled RISK MANAGEMENT. Catchy title, eh?

I've taken the liberty of borrowing a few points raised in this federal tome and combined them with some of my own thoughts, which I hope will allow me to expound a bit on the subject of risk assessment and management.

Perhaps this begs the question, what is risk? Well, risk suggests measurable probability (my definition). Having said that, what types of risks are we likely to encounter as pilots? In no particular order and from the FAA booklet, they are as follows:

*Identified Risk* is that which has been determined through various analysis techniques. The first task of the prudent pilot is to identify, within practical limitations, all possible risks.

*Unacceptable Risk* is that which cannot be tolerated by the pilot. An example might be a crosswind that exceeds the limits of either the pilot or the glider or, for that matter, both. Unacceptable risks must be either controlled, (wait until the wind dies down), or eliminated, (fly another day).

*Acceptable Risks* are those identified risks that are allowed to persist and are considered manageable, such as a crosswind that is within the limits of both the pilot and the glider. Accepting a tow under these conditions is tacit concurrence on the part of both the towpilot and the glider pilot that the crosswind is an acceptable risk.

*Unidentified Risk* is something that has yet to be identified as a risk. For example, during a pattern tow, and after release, you encounter strong sink on the downwind leg. Of course this is now an identified risk. How you deal with it will be a function of your training, currency, and pilot proficiency.

Yet another element *not* identified in the FAA's new publication is *Uncertainty*. *Uncertainty* is when the likelihood of future events is incalculable. *Uncertainty* is when you don't even know what you don't know. *Uncertainty* is humility in the presence of ignorance. It is here that we enter the realm of the unknown. Whenever possible, uncertainty is to be avoided. If, during the course of risk assessment, the probable outcome of an action is clearly in question, then you are peering into the abyss of uncertainty.

This begs the question, "what does one do?" More often than not, nothing, until you are somewhat sure the course of action to be taken will have a high probability of success. During the course of weighing the possible courses of action, remember the Heraclitus principle: To do nothing is to do something as well. There is no null-set alternative. Some action must be taken, but it should be an action based on, (here we go again), training, currency, and pilot proficiency.

The prudent pilot is one who practices effective risk management that incorporates predetermined personal standards and who has formed habit patterns and uses them in conjunction with checklists.



The above mentioned pilot is one who is able to perceive a problem—which is one half the equation and is otherwise known as situational awareness—and processes all available information in order to take appropriate action.

## **N65840 TANKER 2-33 REFURB** **by Alice Palmer**

We have good news to report on our 2-33 restoration project! This month, our IA **Doug Curry**, along with help from **Bill Gerblick** and **Frank DeBacker**, was able to start work on the wing modifications.

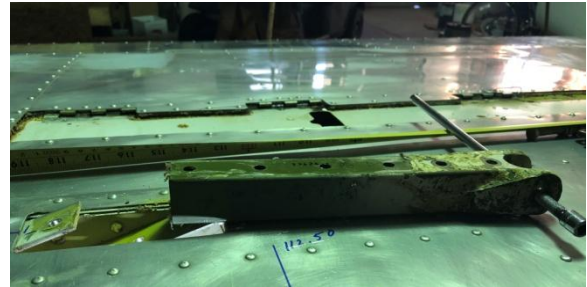
If you recall from earlier reports, these mods will allow us to increase the maximum gross weight by 40 pounds. Those of you who have a lot of 2-33 time probably remember that max weight has frequently been a limitation for our old bird. This should help tremendously.

Doug has begun to cut the additional inspection holes in the wings required by Schweizer for the upgrade. This requires his expertise in precise measuring and cutting.



*Inspection Holes Measured and Cut  
Photo by Bill Gerblick*

In addition to the holes, a number of wing fittings had to be removed for non-destructive testing. Bill generously took the time to drive these parts up to the Denver area to get them tested. Most parts passed the tests, but unfortunately, a couple of them failed, showing some small cracks at the welds.



*One of the Fittings to be Inspected  
Photo by Bill Gerblick*

Doug plans to send the failed parts to K&L Soaring (the Schweizer boys) for repair—once the New York business shutdown has been lifted. In the meantime, there is other work that can be done once the weather warms up.

Frank was busy this month removing and stripping the paint from the dive brakes and ailerons. This was a tedious but necessary job, which he fortunately could do at his home.



*Clean and Shiny! Stripped Dive Brake  
Photo by Frank DeBacker*

Thank you guys for all that you did this month to get us moving on the project again.

Doug Curry  
Frank DeBacker  
Bill Gerblick



We don't know whether we'll be able to do any work on the project next month, but we will continue to report on progress in every issue of *Airworthy*.

## SHIPS FOR SALE

**FOR SALE:** Lak 17 AT  
SN 163, 1070 hours, sustainer motor, excellent condition \$70,000. Contact **Clay Thomas**.



**FOR SALE:** Ventus bT  
Contact **Dave Rolley**, 303-809-2785



**FOR SALE:** ASW-27b  
Competition and XC ready. 2002 ASW-27B for sale, 830 hour TT. Very pleasant handling high-performance 15m ship. Glider is located at Kelly Airpark. If interested please contact **Nikola Gradinski**.



## PHOTOS



*Alice Palmer shares Condor tips with Scott Manley (c) and Jamie Shore of the Soaring Club of Houston at the SSA Banquet dinner.*



*Acting on a hot tip, Raul Boerner picked up this sweet wing wheel set for the PW-5.*



*While investigating the last storm at Ice Station Kelly, John Gillis found the wing runner who disappeared last fall.*



*Just before the craziness. Vitaliy Aksyonov snapped this part of a convergence line. March 14, 2020*

**Last Minute Calendar Item:**

**Glider Camp Week June 8-12**

Colorado Soaring Association

Owl Canyon Gliderport

<http://www.soarcsa.org/index.php?mact=News,cntnt01,detail,0&cntnt01articleid=222&cntnt01o rigid=51&cntnt01returnid=104>



*Harry's Beautiful Stearman*



*Bif took this picture of the flight line at the Seniors, March 13, 2020.*



*Some young Palmers at the Labor Day Contest, and annual 3-day event at the Ole' Black Forest Gliderport. Could that be a young Jon Stark there in the upper left-hand corner?*



*Where is everybody?*



*1-26 on Condor 2*



*Staying Current During COVID-19*