

# Airworthy

The Official Journal of the Black Forest Soaring Society

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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](#)

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

Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Okay everyone, it's time to put away the knitting needles, pack up the joysticks, and go flying! After a frigid February and a near record-setting March for precip, it looks like flying season may soon be here. Spring weather is always unsettled, but it's getting good enough that all of us need to start flying.

That being said, it's important to remember that for most of us, it has been a long winter layoff between flights. Between COVID and the weather, some of us haven't flown since late September. Before you go flying, take some time to get your head back in the game. Be sure to review the flight manual for your ship or the club ships you fly. Review the checklists for them (**Raul** has an article below on checklists). Take the KAP test to help remember procedures on the field. Review the launch procedures (on the club website), and finally, watch out for and help your fellow pilots.

Here's to a great, safe soaring season (and a better flight hours to Zoom hours ratio!).

One thing about this issue: It's April. There are Easter eggs herein, just to keep you on your toes.

Mark Palmer, Editor



*Photo by Clay Thomas*

## PRESIDENT'S MESSAGE by Bif Huss

April is here, and although in Colorado we're not out of the grips of winter yet, we can expect to see some real soaring days develop in the next few weeks. It will be great to see if all the Condor flying many of us performed over the winter translates into actual improvement in our flying and increases BFSS's standing on the OLC leaderboard!

Over the winter, the BFSS BOD did a comprehensive review of the Club's financial health and budget. As a result, the BOD has come to the conclusion that we need to modify our fee structure to ensure that the club not only survives, but thrives in the coming years. Our conclusions are discussed in more detail in this issue of *Airworthy*.

The beginning of the flying season will see many pilots getting back in the air after a winter layoff. As a reminder, it is the pilot in command's responsibility to ensure that he/she is legal and current to fly at BFSS. This includes having a current Flight Review, completion of the 2021 Kelly Airpark Test, current medical if required, 90-day currency, etc. If necessary, contact one of the BFSS CFGs and schedule a Flight Review/refresher flight.

We are still operating under COVID-19 procedures. Hopefully, as the vaccines become more available, we will be able to return to more normal operations, to include commercial rides, allowing groups of more than 10 people in the clubhouse, and monthly potlucks.

Part of the requirement of being a BFSS member is to serve on one of the Club's standing committees. When we can meet in groups again, we plan on getting together as a club and having a Committee Day to get to know your fellow committee members and work together as a group.

Finally, **Dave Rolley** has resumed his webinar series. These are excellent sources of information on soaring and are eligible for WINGS credit. I highly encourage you to attend.

See You at Cloudbase!

Bif "H7"



*Bif at the Seniors*

## CALENDAR

### Board of Directors Meetings

**April 13, 2021 6:30 – 9:00**  
Via Zoom

**May 11, 2021 6:30 – 9:00**  
Via Zoom

**BFSS Saturday Potluck Barbeque (after flying)**  
**Will begin again in the spring we hope (get your shots!)**

**20-Meter and Standard Class Championships**  
**June 14 – 22, 2021**  
Montague, CA (*Go Team H7!*)

**1-26 Championships and Low Performance Contest**  
**June 24-July 1, 2021**  
Sunflower Soaring, Hutchinson, KS

**Women's Soaring Pilots Association Seminar**  
**August, 2021 (tentative)**  
Springfield, Vermont

**Downhill Dash**  
**Summer, 2021**



*Lennies over Pikes Peak  
Photo by Brian Price, 3/28/21*

## FLEET UPDATE

**ASK-21** – Tailwheel tube and tire replaced

**2-33** – Restoration is nearly finished. See Alice’s report below.

**AC-4C Russia** – Flipped and installed on sawhorses in the third hangar shop for gear and belly work. Filling and sanding of scratches is underway. Gear door work to follow.

**PW-5** – Nothing to report

**Blanik L-23** – Nothing to report

**Pawnee** – Nothing to report

### MEMBERSHIP INQUIRIES

[info@soarbfss.org](mailto:info@soarbfss.org) is the main and only email contact address for club information inquiries. It is monitored on a daily basis. Thank you—

**Brandon Kolk, Membership Director**

## OPS DUTY CALENDAR

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

Abbe, Joshua	04/02/2021
Aksyonov, Vitaliy	04/03/2021

Baker, Gary	04/10/2021
Beineke, Jacob	04/11/2021
Brown, Dylan	04/17/2021
Culbertson, Rick	04/18/2021
Dean, Val	04/24/2021.
DeBacker, Frank	04/25/2021
Bankoff, Joe	05/01/2021
Dimick, Scott	05/02/2021

**The latest edition of the Ops Duty Calendar has been published and is available on the club website under the “FLYING” section. It covers the months of April through July.**

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. Be sure to bring gloves, water, and sunscreen!

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.

## 2021 KAP TEST NOW ONLINE

The 2021 Kelly Airpark test for BFSS members is now available online. On the club webpage it is under **FLYING>MEMBERS ONLY>KAP/BFSS Ops Knowledge Test**. Remember, you must score 100% to pass, and you can take the test as many times as necessary to achieve 100%. The results of the test go directly to **Carrie Commerford** for tracking. Remember, passing the annual test is a requirement for taking tows or flying club equipment.

### Дружнє нагадування

Прийшов сезон весіннього бруду. Будь ласка, УНИКАЙТЕ пересування газоном на гольф-карті. Пересування газонами може призвести до глибоких колій та проблемам для користувачів авіапарка. Якщо ви залишили колії гольф-картом або пересуваючи планери, обов'язково відновіть покриття газону до кінця дня.

### THANK YOU!

**John Gillis** – For plowing in front of the hangars after each snowstorm. He also keeps us updated on the conditions on the West Elbert Ice Shelf.

**Becky Kinder and Mike Kinder** – For having the legacy pictures professionally framed for the clubhouse.

**Raul Boerner** – For updating the aircraft checklists and updating the annual KAP test

**Vitaliy Aksyonov** – For hosting our Wednesday Night Condor races over the winter

**Brian Price** – For organizing and setting up Condor Proving Ground sessions

**Dave Rolley** – For providing cross-country tutoring during Condor Proving Ground sessions

**Vitaliy Aksyonov, Bill Patrick, Jeff Sherrard, Raul Boerner, Chris Dunmall, Gary Baker, John Gillis, Brandon Kolk, Dave Rolley, and Mark Palmer** – For flipping the Russia in preparation for repairs

**Vitaliy Aksyonov and John Gillis** – For Russia repair work (see article below)

**Bill Gerblick and Raul Boerner** – For replacing the tailwheel tube and tire on the ASK-21

**Wojciech Tomanek** – For cleaning out the furnace room closet



*Wojciech's sparkling clean closet*

**Julie Kinder, Becky Kinder, and Wojciech Tomanek** – For shoveling snow

**Gary Baker, Mark Palmer, and Wojciech Tomanek** – For hanging pictures

**Alice Palmer and Mark Palmer** – For cleaning the clubhouse

**Becky Kinder, Gary Baker, Mark Palmer, and Alice Palmer** – For measuring rooms to assess carpet needs

**Becky Kinder** – For coordinating the logistics to obtain possible donated carpet

### WELCOME NEW MEMBERS!

**Tyler Hebrink** – Tyler is a returning member. He was active several years ago, went away to college, and is now back for the summer. Tyler has a USAF pilot slot in September. We hope to have a photo next month. Glad to have you back, Tyler!

**Bill Patrick** – Bill is a new member and reformed paraglider pilot. Bill has been flying with the Wednesday Night Condor and Condor Proving Ground groups. Welcome Bill!



*Bill Patrick*

## LETTER FROM THE BOARD OF DIRECTORS

As elected members of the Black Forest Board of Directors, it is our responsibility to manage, plan, and execute the financial health of the organization.

One key function is to establish an annual budget and estimated revenue to keep the club viable. It should be apparent that the club cannot operate in the red without a substantial reserve. If our expenses exceed our revenue, we would simply shut down or have to sell assets.

2020 was a very challenging year for the club. We not only faced a global pandemic that dramatically affected the primary revenue stream to the club (operations), we also faced extraordinary expenses in deferred maintenance of our fleet. These two factors severely depleted our reserves and put us on a path to financial uncertainty.

The board has taken the task to evaluate all expenses, proposed projects, maintenance, and neglected facility upgrades to formulate a budget for the coming year. We have also reviewed the revenue streams to the club to offset these costs in the most equitable fashion for all club members. We then compared the proposed fees to other clubs across the nation to see if we were out of step.

Club fees have not been adjusted since at least 2013 and possibly long before this. The specific areas the BOD is focusing on is as follows:

- 1) Club aircraft rentals (the rental fee should cover the cost of the maintenance, storage, and insurance)
- 2) Member storage of aircraft/trailers in club hangars (the fee should be comparable to commercial storage costs)
- 3) Monthly membership fee (the fee should be structured to cover non-operating expenses based on projected membership numbers)
- 4) Tow fees (the fee should be structured to cover the engine reserve of the Pawnee, fuel, maintenance, storage, and Kelly Airpark fees)
- 5) Initiation fees (the fee should be structured to encourage sustained membership and commitment to the club)

It is not the intent of the Board to recover our reserves in a short time but to set the club on a path towards being financially viable into the future. The Board is sensitive to the effect that adjusting fees may have on activity. We intend to do this with great care and consideration for all club members.

In good years where activity is high, we will be able to recoup our reserves quickly and can re-evaluate the fee structure. If we have another year like 2020, the proposed budget will allow us to get through another year.

The Board is still working out the fine details of the proposed budget and will release it soon.

## CHECKLISTS by Raul Boerner, Chief Instructor

First of all, use the written checklist, unless it is raining gliders, in which case you have to revert to mnemonics. Second, the Practical Test Standards require the use of written checklists. Third, if you are not using a written checklist, then you are doing something wrong.

All of our glider checklists use the same format. The attached photo points out important considerations:

- Be sure you have the correct glider checklist.
- Review the revision date.
- Check for asterisks and associated explanations.
- Review the Limitations and Performance Data box.
- Some gliders have different single vs dual seat limits.
- Each glider has its own weight and balance information.

Finally, use the checklist.

L-23		03-12-2021
<b>BEFORE TAKEOFF</b>	<b>BEFORE LANDING</b>	
A Altimeters	R Radio	
A Air Brakes	U Undercarriage	
B Ballast (Balance)	F Flaps (n/a)	
<b>B*</b> Belts	S Speed ** (45 kts min clean)	
C Controls	T Trim	
C Canopy	A Air Brakes	
C Cable	L Look around	
D Dolly	L Land	
D Direction of Wind	** Start with 41 kts, add for:	
E Electronics	Wind, Gusts, Shear	
E Emergencies	Spoilers	
(54-70 kts aero tow)	Slope	
<b>LIMITATIONS AND PERFORMANCE DATA</b>		
Vs 29/32 kts clean	MTOG 2 pilots 1124#	
Vs 32/35 kts air brakes	MTOG 1 pilot 925#	
VNE 124 kts	Front seat solo 163-218#	
VLO 124 kts	N259BA 26.9" 707#	
VA 81 kts	Front seat -48.6" max 242#	
VRA 86 kts	Rear seat - 6.7" max 242#	
VLD 45 kts 925# 28:1	Baggage 21.0" max 22#	
VLD 49 kts 1124# 28:1	CG range 4.4" > 12.8"	
VMS 38 kts 925#		
VMS 42 kts 1124#		
Crosswind 16 kts		



*Flaming Sky*

*Photo by Joanna Culbertson, 3/28/21*

## KAP RUNWAY REPLACEMENT by Mark Palmer

Many of us had heard the rumors that the KAP Board is looking into replacing the runway, possibly as soon as this year. On Monday, March 22<sup>nd</sup>, I attended a virtual KAP Board meeting. One of the issues on the agenda was the runway replacement. As a result of that discussion, the KAP Board appointed a special committee to evaluate whether replacing the runway this year is feasible. There are five members on the committee:

**Alan Hoover – Chair**

**Dave Allen**

**Frank Niehus**

**Rich Barclay**

**Rick Culbertson, BFSS representative**

The committee is to evaluate whether the runway replacement is feasible and to report their recommendations at the KAP member meeting in early May.

So what does that mean for us? First, a little history. The runway replacement has long been planned. The initial proposed date was 2024 to 2025. KAP has been saving and investing for this for some time. The reason KAP is looking at moving up the date has to do with prices of oil and long-term stock market moves.

The KAP Board is making sure that BFSS needs are included in the considerations. Any construction would take place after the summer soaring season.

We'll know more after the committee delivers their recommendations to the KAP members in May. So stay tuned.

**RECORDATORIO AMIGABLE:  
DETÉNTE ANTES DE APOYAR!**

Durante el rodaje del aterrizaje, asegúrate de que el ala del planeador no raspe las piedras del borde de la pista. Antes de dejar caer el ala, aplica los frenos de las ruedas, pero no tan fuerte como para para que la nave golpee su nariz!  
"Detente antes de apoyar!"

## 2021 SPRING TRAINING SEMINARS by Dave Rolley

The XC series of seminars is continuing and will be held at 7 PM every other Friday through May 21st. The sessions are online. Look for your WINGS notices for more info.

The sessions will be 1 to 3 hours in duration. Most sessions should be about 2 hours.

Attendance at these seminars is approved for FAA WINGS credit. The tentative schedule is as follows. **Quay's presentation has been placed last as a placeholder.** As his schedule firms up for the next few months we will adjust to meet his needs. His presentation may need to be given on a Saturday.

The remaining schedule is below.

**Session 6:** April 9, Model-based weather forecasting:

- Presenter: **Dave Rolley**
- Description: Examples using the Front Range RASP tool

**Session 7:** April 23, Flight Tracking

- Presenter: **Dave Rolley**
- Description: Satellite-based (SPOT, InReach), Smart Phone-based (GlideTrack), FLARM-based

**Session 8:** May 7, Online Soaring Contest

- Presenter: **Dave Rolley**
- Description: It's all for fun, but if it isn't on the OLC it didn't happen.

**Session 9:** May 21, Physiological Considerations for Soaring Pilots (**tentative date only**)

- Presenter: **Dr. Quay Snyder**
- Topic: Physiological considerations for safety and optimum performance in soaring operations
- Description: For all sailplane pilots looking to begin XC soaring or improve their knowledge and skill. Dr. Quay Snyder, CFI, will discuss hydration, nutrition, elimination, oxygenation, thermal regulation, and vision issues for sailplane pilots planning long distance XC flights.



*One of our hangars is named after the late Bob Knapp. Here's a photo of Bob with his SuperCub 94Z. Photo by Jon Stark.*

## SSB GROUND SCHOOL SERIES by Mark Palmer

The Soaring Society of Boulder is continuing to hold ground school sessions over the next two months. The talks are held on Zoom every Tuesday evening at 7:00 PM Mountain Time through April 27. All BFSS pilots are invited.

**Armand Charbonneau** is the contact for this, and every Sunday he will send me an email with the Zoom link. I will then forward the link to the membership. There are a number of interesting topics and many are hosted by well-known local soaring pilots. If you have any questions, please contact me. Below is the list of the remaining topics. Sessions are recorded so you can watch later if you miss the live session. They are available on [SSB's YouTube channel](#).

SSB Ground School Schedule:

**Apr 6:** Launch to Soar: How to Get Up and Connect with the Good Lift on Typical Boulder Convergence Days – **Clemens Ceipek**

**Apr 13:** Electronic Technology for Gliders – **Allistair Moses**

**Apr 20:** Buying and Selling Gliders – **Scott Westfall**; Electric Powered Gliders – **Elliot Dickerson**

**Apr 27:** Root causes of 250+ Soaring Accidents: How Not to Become a Statistic – **Clemens Ceipek**

**RUSSIA REPAIR WORK UNDERWAY**  
**by Mark Palmer**

After a long period of inactivity, repair work has commenced on the Russia. As you may recall, last fall **Vitaliy Aksyonov** was forced into a gear-up landing situation because the gear uplock would not disengage.

On March 20<sup>th</sup>, a group met in the third hangar shop to roll the Russia upside down on sawhorses. The same day, Vitaliy began sanding and smoothing the scratches. On the weekend of March 27<sup>th</sup>, **John Gillis** worked on filling the sanded areas and Vitaliy sanded everything smooth.

If all goes well, we should be doing paint work soon (the Russia uses polyurethane paint, not gelcoat). The next big job is repairs to the gear doors themselves.



*How to put a Russia on its back*



*Vitaliy sanded down the rough spots.*



*John Gillis followed up with filler.*



## 2021 SENIORS REPORT by Bif Huss

The “Seniors” soaring contest is held annually in March at the Seminole Lake Gliderport in Clermont, Florida. It has been held now for 31 years and is the traditional kickoff to the US soaring competition season.

While it is primarily a fun gathering of pilots 55 years and older, in actuality, it has become not only a fun but very competitive contest, drawing some of the top soaring pilots in the country. Additionally, it draws novices without much competition experience. It constantly attracts 60 pilots plus, from all over the country.

This year, the Seniors saw pilots making the drive from not only the East Coast, but also, from states as far away as Colorado, Michigan, Arizona, and California. What makes it unique is that it is a handicapped contest where all the contestants fly the same task. Other large US contests may draw the same number of contestants, but those contests are divided into classes, so there are fewer gliders in the same class and consequently on the same task. This makes the Seniors the US contest most like the large contests of Europe and, it is my contention, that it is the best training ground for pilots seeking to excel in world competition.



*Bif at the Seniors – Photo by Bozena Michalowski (via Facebook)*

Before 2014, I had never considered going. It was just too far to drive. Then, in 2014, I was offered a chance to coach **Nico Bennett**, contest designation “G,” on how to properly fly in gaggles. The Seniors can produce some truly

impressive gaggles. It’s not uncommon to see 20+ gliders all in one thermal prior to the start. I took Nico up on his offer and flew to Orlando to participate.

I was absolutely astounded at the event. Seminole Lake Gliderport is one of the great facilities in the country. Its well manicured grass field is like flying off of a world class golf course. They have extensive hookups for RVs, spots to camp, and even a few cabin rooms available. It’s the perfect place to go for a gliding vacation. Instead of holed up in Colorado during the snowiest time of the year, I was racing gliders in beautiful 80° weather. Since then I’ve always gone back. In fact, instead of flying out, I make the drive. For me, the 3-day drive followed by two weeks of soaring is well worth it.



*Seminole Lake Gliderport*

The flying is excellent. A typical day has numerous cloudstreets at 5000 to 6000 feet. Soaring birds are plentiful and often save a low glider pilot. Even though Florida is quite swampy in places, there are numerous airports so there is usually a runway within gliding distance. Lift is in the 2 to 5 knot range.

This year, the contest was run differently due to the special procedures brought on by the COVID-19 virus. Instead of a daily pilot’s meeting, all information was transmitted via text messages including weather reports and tasks. The nightly dinners were held outside or in hangars with widely spaced tables. All participants were required to get a negative COVID test within three days of arrival.

Consequently, we had no one test positive as a result of attending the contest.

The first contest day was a blue day. At first, I had a very good run going by using haze domes and gaggles to find lift. I found myself working to the top of the gaggles and soon I was leading the pack. While nice to be ahead, it can be difficult to be alone on a blue day. I deviated to what looked like a swarm of buzzards over a quarry and was greeted by what actually was a gaggle of bald eagles! It was one of the most memorable sights I've ever encountered in soaring. It was the best thermal of the day and took me right to the top of the working zone.

After that, I decided the day was getting better and began to pick up the speed further. In the distance, I saw two gliders climbing well and decided to hustle to get to them. I burned a lot of altitude to get to their thermal, but thought it would be worth it to get a good strong climb from the bottom of the working zone. Just before I got there though, they left. I was over good fields that should have worked, but there was no lift to be found. Shortly afterwards, my engine roared to life and I was on my way home. I wasn't going to win the Seniors this year. There was still ample flying to be done though, and I had a lot of fun.

On Wednesday, the 15th, we had a classic Seminole day. Cloudstreets were plentiful. I started with a fast gaggle and we shortly caught up with the rest of the contestants. Cruising at cloudbase under a strong convergence line with 20 other gliders is a memory that made the long trip worthwhile.

On the last day, I flew with the eventual contest winners "G" and "P". They've been perfecting a technique where they don't turn. I used a blend of not turning at all or turning in only the best lift and was able to have the best raw speed for the day. My V3's handicap is a killer though, so I placed 5th on the day with the handicapped score. [Ed. Note: Link to results [here.](#)]



*Seniors grid ready to launch*

By the end of the practice days and contest, I'd logged over 50 hours of flight time and posted numerous flights to the OLC. It's always a great experience flying with some of the nation's great soaring pilots. It's a long drive, but my annual "soaring safari" to Central Florida has become a much anticipated annual event.



*Seminole Lake sky*



*H7 on the run. Photo by Susan Simmons.*

## PICTURE CORRECTION by Mark Palmer

Last month, we published a picture of **Neil Armstong** at the old Black Forest Gliderport. The individual on the left is one of BFGP's early founders, "**Big John**" **Brittingham**, but we were unable to remember the person in the center. Thanks to **Mike Cavanagh** for identifying **Wally Leland**. Wally was an instructor at the USAFA, started a soaring club there, and eventually started the Academy soaring program.



*Big John Brittingham, Wally Leland, Neil Armstrong at Black Forest Gliderport, 1965*

## N65840 TANKER 2-33 REFURB by Alice Palmer

Before being put on hold by snow, snow, and more snow this month, we were able to get the instrument panel in, instruments and front release connected, and all the side panels in. We can't forget to thank our late friend **Steve Johnson** for repainting the panel a couple of years ago. It looks brand new.



*Instrument panel installed*

**Doug Curry** finished installing the seat belts, side window, canopy, and canopy latch. The latch took some Curry incantations and magic to get it installed properly.



*Canopy and window installed*



*The Palmers had to try out the new seat belts.*



There are very few small tasks left before we're ready to weigh the glider. We're awaiting warm weather and hope to finish this project up soon!

Thanks for the help this cold and snowy month:

Doug Curry  
Mark Palmer  
Gary Baker  
Chris Dunmall  
John Gillis  
Steve Johnson

## FAA UPDATES SAMPLE TEST QUESTIONS

The FAA has just updated the bank of sample written test questions for Private through ATP in airplane, rotorcraft, and gliders. You can read the original General Aviation News article [here](#). (Thanks to **Curt Cole** of CSA for the tip.)

## AOPA PROPOSES 1202 FOR ALL VFR GLIDER TRANSPONDER OPERATIONS

The AOPA has submitted a proposal to the FAA that asks that transponder-equipped gliders be assigned the 1202 squawk code for all VFR operations, whether they are in contact with ATC or not. The link to the original AOPA article is [here](#).

## SHIPS FOR SALE

Have a ship you want to sell? Looking for a partnership? We can list it in *Airworthy*.

**FOR SALE:** 1/3 share in ASW-26E motorglider D2D. Based at KAP. If interested, contact [Gerald Peaslee](#).



## PHOTOS



*Mike Cavanagh took this photo of lennies over the Wind River range in Wyoming, February 27, 2021.*



*Lee Kuhlke makes glider noises while sitting in the cockpit of his new Ventus 3 FES, Hotel 1.*



*The Army swung by to check out how we were doing, Saturday March 6, 2021.*



*Bif sent this idyllic picture of the Seniors. It didn't look like this at Kelly that day.*



*Mark and Alice Palmer preflight Echo Fox for a dawn takeoff.*



*Mark presents a wave lecture with the famous wave diagram at the 1993 Women's Soaring Seminar held at KAP.*



*Hot Toes! Photo by Gary Baker.*



*Nearly thirty years later, Mark still can't stop mansplaining wave to women pilots.*



*Lee Kuhlke with Miyako McClain at Wings Over the Rockies, Exploration of Flight event, March 27, 2021. Photo by Kip McClain.*