

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

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

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

FROM THE EDITOR

Welcome to this month's JUMBO edition of *Airworthy*! At the beginning of every month I'm worried I won't have any content for our newsletter. But then the articles and pictures start coming in and before you know it, *Airworthy* is bursting at the seams. Thank you all for your contributions, both articles and pictures. Keep them coming!

This month I especially want to thank Jim Densmore of High Flights for sharing some tips for landing at Meadow Lake. Meadow Lake is close to Colorado Springs, has a glider operation, and traditionally has had ties with the old Black Forest Gliderport and now BFSS. This is a good landout option if you need it.

Weeds may not seem like a relevant article for a soaring club, but weeds on our lot are getting a bit out of hand. This month Raul and KAP neighbor Jeanne Allen show us who the enemies are and how to handle them. Weed pulling is not glamorous or fun, but it helps the appearance of our property and the KAP community in general. If everyone spends at least five minutes pulling a few weeds each time they come out, eventually we'll get them under control.

And we have pictures from the World Gliding Championships! Thanks to Raul and Bif, we

have a page full of pictures. Looking forward to Bif's report from Poland.

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

August 7, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

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

September 4, 2018 6:30 – 8:30

Monument Library
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Monument, CO

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

FLEET UPDATE

ASK-21 – See Brandon Kolk's article later in this issue.

2-33 – The refurb continues. See Alice Palmer's update later in this issue.

AC-4C Russia – New brake! Ready to schedule. See Dave Rolley's article later in this issue.

PW-5 – Ed Anderson did a little troubleshooting and found the USB port/voltmeter unit was causing the problem with the radio squelch. It is now fixed. Also, the sliding side vent window

blew off during a flight. Ed has obtained and fitted a replacement. He is also actively working to improve the airflow to make the cockpit more comfortable on hot days.

Blanik L-23 – Annual completed.

FRIENDLY REMINDER

Watch for mud! Heavy summer thunderstorms 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 August and early September:

McLain, Kip	8/4/2018
DeBacker, Frank	8/5/2018
Metzgar, Marc	8/11/2018
Palmer, Alice	8/12/2018
Palmer, Mark	8/18/2018
Paluch, Zach	8/19/2018
Peaslee, Gerald	8/25/2018
Price, Brian	8/26/2018
Rolley, Dave	9/1/2018
Sherrard, Jeff	9/2/2018

When you sign up for line duty on the schedule, be sure to include your cell phone number on the signup.

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.

ACCOMPLISHMENTS

Dave Leonard – 3rd Place is the US National Sports Class Championships at Nephi, UT. Congrats Dave!

Bif Huss – US 15 meter representative at the WGC in Poland. Thanks for representing the US, Bif!

John Gillis – Commercial Glider certificate, PW-5 checkout, tow pilot checkout, C badge 19402. You've been busy, John! Congrats!



Raul Boerner (CFI), John Gillis (Comm Glider), Quay Snyder (DPE), John Mann (Towpilot)

THANK YOU!

There are so many thank you's to go around this month. If I miss anyone, I apologize. If you know of someone who should get some recognition, please let me know.

John Gillis – For towing on the 4th of July!

Dave Rolley – For all the work to upgrade the brake on the AC-4C Russia. And for a last-minute run to Univair for paint supplies.

Ed Anderson – For finding the source of the squelch problem in the PW-5; sourcing and fitting a replacement side window for the PW; design and test of airflow improvements in the PW cockpit.

Frank DeBacker – For obtaining 4 new wingstands for the club ships.

Frank DeBacker, Gary Baker, and Steve Johnson – For installing two beautiful new windows in the operations building.

Frank DeBacker, Raul Boerner, Bill Gerblick, Andy Gerner, Steve Johnson, and Julie Kinder – For pulling over 100 pounds of weeds.

Steve Johnson – For work on Hangar 3's roof, hose upgrade on the new air tank in Hangar 3, and for replacing the floor in the men's room.

Dave and Jeanne Allen – For advice on weeds.

Doug Curry – For his continuing hard work on the 840 project. And his work on the Blanik. And his repairs on the Pawnee. And for mowing!

Becky and Julie Kinder, and Stephen Dalfollo-Daley – Becky and Julie for staying after their lessons on Friday to mow grass, and to Stephen for finishing up the job on Sunday. Great job everyone!

And thank you to all the contributors to this issue! There are more people to thank, and they are mentioned in the appropriate articles below.



Julie Kinder, first solo on the Ferguson

RUSSIA BRAKE PROJECT

by Dave Rolley

After several weeks of downtime, the AC-4C Russia is back on the line. Doug Curry signed off the work on the morning of July 13th, and Mark Palmer drew the short straw for the test flights. Mark reports that the brake is very effective now.

The following members helped with the Russia project:

Gary Baker
Raul Boerner
Doug Curry
Frank DeBacker
Kip McClain
Alice Palmer
Mark Palmer

In addition to their help at the club, several members made multiple trips to Bennett to help work on the Russia in my shop. Without their help the project could not have been completed.

Thank you to all of you for your assistance .



Russia hand brake installation



New disc brake



Dave Rolley, CEO and Chief Engineer of Fox Delta Engineering, and Mark Palmer, Chief Test Pilot, after the AC-4C brake tests



Frank DeBacker and Gary Baker installing one of the new windows (with Steve's help)



Sure, put the little guy upside down in the cockpit!

WELCOME NEW MEMBERS!

Henning Schymik is a new Instructor member. Henning started flying gliders in 1991 in Germany, mostly via winch launch. He came to Colorado in 1998 to get his BS in Aviation Technology from Metro State and towed for BFSS during the summer of 2000. He currently flies a Piaggio for Mayo Aviation at KAPA and is excited to be back at Kelly Airpark to get back to the most beautiful way of flying and teaching others how to do the same. Welcome Henning!

NEW WINDOWS! by Steve Johnson

The two new windows are installed in the front room. Frank is the superstar, with Gary and me coming in second. Members should be warned, as the front window is so massive their human brains may think they are outside, when in reality they really are in the clubhouse!!! This phenomena should pass as members get used to the view.



Henning Schymik

New member **Jeff Maki** had quite a checkout with Raul on Saturday, July 8th. Club introduction, field checkout, ASK-21 front and back seat checks.

Jeff is a professor of radiology at UC's Anschutz Medical Campus. He learned to fly in college in San Diego in the 1980's. He has owned a 1-26, Libelle, Pilatus, Pegasus, and K-6. He was part owner of a Phoenix motorglider until recently. Jeff is looking forward to flying in our amazing soaring conditions. Welcome Jeff!



Jeff Maki

We also welcome this month new member **Dylan Brown**. Dylan, who is 14, will be flying with Henning. Welcome to the club, Dylan!



Dylan Brown

TRANSPONDER PROCEDURE by Mark Palmer

Lately, the towpilots have noticed that their ADS-B and transponder transmissions have not been getting through. Instead, they were being blocked by the glider on tow having their transponder set to ALT rather than STANDBY. With two aircraft in such close proximity, the transponder signals are cancelling each other out or giving a garbled code to ATC.

So, just a reminder: When hooking up and on tow, the transponder should be set to STANDBY. When you talk to the towpilot at hookup, say, "Transponder on standby." Once you release from the towplane, THEN turn the transponder to ALT.

My personal release procedure is this:

- Clear the area
- Make a soft release
- Right turn
- Transponder to ALT

This way we send a clean signal to ATC.

THE SOFT RELEASE: RIGHT WAY VERSUS THE WRONG WAY by Raul Boerner

Short version: The pull-up is NOT part of the soft release. Don't yank then dive. Don't zoom.

Long version: The soft release reduces pressure on the tow rope, the retractable reel system, and the glider's release mechanism. In most cases it is optional. In some cases it is mandatory. The SGS tow release system requires the soft release per factory Bulletin. The PW-5 requires the soft release per Flight Manual.

To reduce the tension on the tow rope, all you have to do is apply very slight forward control stick pressure. This accelerates the glider ever so slightly and thus reduces some of the

pressure on the tow rope. The problem is that this could put the glider below the tow plane; the negative result could be the tow ring flying up and breaking the canopy or wrapping around the wing and aileron.

The solution is to release from a slightly higher position than the tow plane. How high?

Just fly to the top of the rudder, or maybe an extra two feet higher. To get up there, don't zoom. Slowly climb to the top of the rudder. Then stay there. While staying there, look around for traffic. Take a few seconds. When the area is clear, apply the minor forward control stick pressure and release the tow rope (in training, we teach to pull the release handle twice and hold it back on the second pull until you are sure that the rope has fallen away).

No zoom required. There are some who erroneously think that the climb (zoom) to the top of the tow plane's rudder is part of the soft release and has to be done rapidly and hard. No no no. The climb is only to prepare for the soft release. Besides, zooming knocks the tow pilot around in his cockpit.

Another point: The reason we offset to the right wing tip of the tow plane is only to help us better see that the tow rope has released.

Final point: Let the tow pilot know that you are releasing. Some soft releases are so soft that the tow pilot is not aware that the glider has released.

ASK-21 LANDING TIPS **by Brandon Kolk, Commercial Glider**

The ASK-21 has seen some record usage these past few months! It's a wonderful aircraft that brings a lot of smiles to its commercial passengers, club members, and family who get the opportunity to soar in her. While the passengers and pilot are smiling, the underside of the ASK-21's wings are frowning. A lot of discussion has been raised as to how we avoid

damage, and our experts have spoken up with some great recommendations!

1. Pilots should be aware that the ASK-21 has a **great** wheel brake. As airflow slows over the wing, be sure we are applying generous wheel brake to bring the ship to a halt quickly and let the wing drop without any forward movement. Put this on your Before Landing checklist for the ASK-21: ***"Don't let the wingtip drag. Stop all forward glider motion, with WHEEL brake, before the wing drops to the ground."***

2. If you are not confident that #1 will happen, then as you are slowing the ship, move off to one side of the runway (stay on the runway!) and let wing rest in the grass. Again, use the wheel brake to limit any dragging on the ground, even in the grass. This technique is very important on crosswind and quartering crosswind landings.

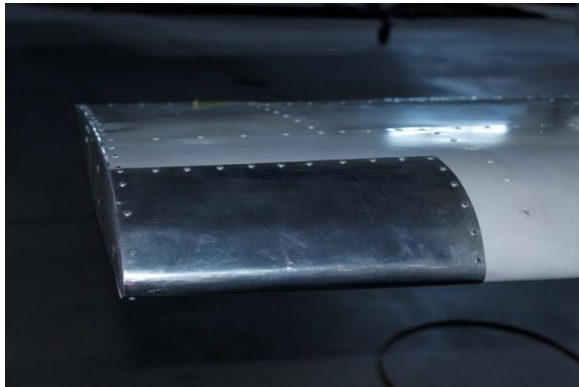
3. Communication is key! If you are not confident that you can avoid damage, ask an experienced ASK-21 pilot to ride with you. We are a club full of exceptional pilots and exceptional friends who are willing to help. ***"Be strong enough to stand alone, smart enough to know when you need help, and brave enough to ask for it!"***

4. If you happen to fail at #1, #2, & #3, don't let your automatic, instinctual reactions take over. **Example:** The left wing aileron has sustained the most damage. This seems to be from throwing the stick hard right in an attempt to bring the left wing back off the ground. With limited or no airflow over the wing, this does nothing, resulting in the aileron dragging below the wing and the wing skid/wheel. If this situation happens, neutral aileron is the best option along with generous wheel braking.

5. Don't let #4 happen. Refer to #1, #2 & #3.

N65840 TANKER 2-33 REFURB by Alice Palmer

There has been progress on many fronts this month. First, those of you who flew 840 recently probably remember the ding—actually, the giant dent—in the leading edge of the right wing. Well, Doug Curry has made a beautiful sheet metal repair that looks factory new. Here it is in the unpainted state:



We have also started the fabric work on the tail surfaces. Depending on the volunteer, this is either the most fun or the most tedious part of the project! I had forgotten how much time it takes to get the details right. But things are going well and the team is learning a lot.



Teamwork on the elevator



Hey Carolyn—Gary really DOES know how to iron after all!

Our team members have taken on special projects. **Ed** has taken on the task of replacing the old plywood seats with ones he is fabricating from Baltic birch plywood. They're going to be gorgeous!



Baltic birch plywood seats

Mark is our Parts Guy—he is our main POC with K&L Soaring in New York, and makes many trips to Univair to pick up supplies so we can save shipping costs.

Raul worked to clean up the leather stick boots and they now look like “fine Corinthian leather”!



And, of course **Doug** has taken on the fuselage as his pet project—or should I say, nemesis? He has sanded the nose cone to make it beautiful again and installed a brand new release arm (with some help from **Kyle**).



We also want to do some upgrades. The Board has approved new seatbelts, and **Gary** has taken on the task of researching options.

Thank you **Andy Gerner**! Andy donated two boom microphones. We’re still exploring whether or not these might work, given the constraints of the 2-33 cockpit and weight limitations.

Steve did the research on the parts that are needed for this upgrade and will do the installation when we’re ready.

Special thanks to some of our KAP community who saved the day for us with our fabric work recently:

Jamie Treat and **Dale Herr** rescued us with a longer run of Poly-Fiber fabric when we arrived for a volunteer day and realized that what we had remaining on our bolt was too short to fully cover the horizontal stabilizer. They dropped what they were doing to help us. Thanks guys!

Dave Allen stopped by with perfect timing to help us with a major wrinkle problem on a curved edge. We learned a lot about techniques for solving problems like that. Thanks Dave!

All of these guys have been very supportive of our project from the start, and we appreciate their time and enthusiasm for getting our old bird fixed up!

Another special thank you goes to former BFSS member and President, **Joe Berger**, who helped us finish up the wing polishing work. Thanks Joe! (Maybe we'll see Joe and Georgia at some more club events in the future!)



Raul operates the polisher with help from Alice and Joe

And of course, so many thanks for all the long hours the core team continues to put in on the project:

- Mark Palmer
- Gary Baker
- Doug Curry
- Raul Boerner
- Ed Anderson
- Charlotte the cat-faced spider

TOW PILOTS

Here are a couple more photos of our selfless tow pilots.



Todd Hunt



John Gillis

WEEDS

by Raul Boerner and Jeanne Allen

[Ed. Note: One of the most beautiful things on our Airpark is the wonderful smooth brome grass you see on the runways, the common area, and our lots. It has been meticulously nurtured over the 30 plus years here. But to keep it looking good, we need to keep the weeds out.]

Our property is being overrun by weeds, particularly Kochia. KAP hates Kochia, and we are KAP, too. We have a huge infestation at the west side of our clubhouse. This is a large area growing larger. Attention members who need to volunteer: My recommendation is that we establish a Weed Majesty whose job should be to either arrange for professional treatment, or to arrange for weed walkers to pull, dig, clip, and bag these nasty weeds (especially after a good rain). The weeds are killing our field grass. They are also helping to promote clump grass (another bad thing).

Kochia: CSU Extension fact sheet No. 6.314 says that "Kochia has a shallow taproot and can be easily pulled or hoed out **at early growth stages**. But, if it has already started producing seed, it is best to collect the plants and dispose of them, preventing further soil infestation. Mowing or cutting are limited options and must be timed to prevent the plant from re-growing and producing seed. Kochia will continue to

produce seed on branches below mowing levels."



Common Mullein: Easy to pull before flowering due to shallow taproot. If flowers are present, bag and dispose of plants to prevent spread of seeds.



Canada Thistle: Hand- pulling is not an option, but mowing can be effective if done every 10 to 21 days during the growing season. Especially effective combined with fall herbicide treatment.



Foxtail Barley: Shallow rooted grass that can be pulled.



LANDING AT MEADOW LAKE (KFLY) by Jim Densmore

[Ed. Note: As the club starts to put more emphasis on cross country flying, especially for our low-time pilots, I thought it might be a good idea to get a feeling for landing at another field. Since Meadow Lake (KFLY) is not that far away and makes an awesome cross country turnpoint, I asked Jim Densmore of High Flights to share some tips for landing there.]

The turf strip is kind of rough; we're trying to smooth it but it's not working very well. I'm not sure I'd recommend a fast glass glider, and/or one with retract gear, landing on it. It is fine in an emergency of course. The paved strip isn't a good option either because of the runway lights (*the runway width is 60' – Ed.*). The cross runway has runway markers as well but they're not lights and they're pretty wide. The cross runway might be the best option for many glass ships, wind permitting. Not being a glass ship pilot it would be difficult for me to provide more guidance than that.

- Landing short on approach to turf strip 15 will put you into 'the elephant pit.' That is, you may bend your glider.
- If gliders are currently flying at Meadow Lake, it should say so on the COS ATIS, 125.00. If there is no indication of glider operations on that frequency, and especially if COS is conducting south operations, jets and other big iron, uh, aluminum, may get routed right over Meadow Lake airport on approach to COS, usually between 9,000 to 11,000 feet, often making a beeline for the Black Forest VOR. If you have a spare radio you might hear them coming on the approach control frequencies, 124.00 or 120.60.
- We call our operations normally on the CTAF, 122.70. Weather conditions normally are available on our AWOS 118.45.
- If your glider has an engine that drinks 100LL, Phantom Fuel self serve is on the east side of the paved strip between taxi A2 and A3.
- Always an east pattern for runway 15-33 paved strip where the power traffic normally flies. Always a west pattern for runway 15-33

turf strip. On the radio this strip is known as either "turf strip 15" or "turf strip 33." And always a south pattern for the cross runway 08-26. Landings on runway 08 are strongly discouraged, but use it if needed.

- The paved strip 15-33 and the turf strip 15-33 are, in the eyes of the FAA, all the same runway – they're not far enough apart for the FAA. However, most of the powered community doesn't realize this even though we've tried to tell them. As always, be careful; you may get parallel operations from those unaware. They keep to the east, so it's normally of no consequence even if it's a bit unnerving.
- Tows are available for a reasonable fee to anyone who doesn't mind that the turf strip is kinda rough. We'll tow anyone off to the south. Towing to the north is a bit dicey with heavier ships due to rising terrain. This means using 15 with a light north wind, 33 with a strong north wind, and perhaps being unable to tow at all with moderate winds from the north especially on a hot day. If you need a tow and no one seems to be around, you can try calling us to see if we can get a tow plane to you. Best to call the Chief Tow Pilot, John Norton, 719-338-6029. If he doesn't answer, try me, 719-339-6757.
- High Flights Soaring normal operations currently start at about 10 am on Saturdays, 11:30 on Sundays, and whenever the lift starts on occasional and random weekdays in the summer.



John Gillis brings in 77 on 09 at KAP

NEW WING STANDS

Thanks to Frank DeBacker, we have new cool, groovy wing stands for the ASK, the Blanik, the Russia, and one more in reserve for 840 when it gets back to flying status.



SHIPS FOR SALE

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



*Blast from the past!
Our (then) youngest and oldest members,
11-year-old Zach Paluch and the late Jim Walker
on his 91st birthday, May 20, 2012.
80 years apart!*



*Former club member JL Sollender, now
2Lt. Sollender, at UPT flying the T-6 Texan II.
JL looks to be in line for C-17s.*



*Some people walk their dog.
Dave Leonard walks his ASG-29.*

PICTURES FROM THE WORLD CHAMPIONSHIPS
Thanks to Bif Huss and Raul Boerner



Bif on the grid (Raul)



13 tow planes and 140 gliders (Raul)



Brenell, Raul, Jack (Bif's crew and longtime mentor), and Bif resting before the madness begins (Raul)



US WGC Team (Bif)



Bif



Bif's ride – Discus 2t (Bif)



USA command center where Team Captain Colin Mead works with the team (Raul)



*The BFSS Gang!
Bif, Ceil, Brenell, and Raul*



On the grid (Bif)



Finishing for the day (Raul)

KELLY AIRPARK FLY-IN BREAKFAST by Mark Palmer

July 14th was the annual Kelly Airpark Fly-In Pancake Breakfast. This year we were blessed by wonderful weather, albeit very warm temperatures. Estimates ranged from 30 to 40 aircraft attending, from powered ultralights to warbirds.

The pancake breakfast was excellent – lots of pancakes, fruit, juices, and coffee. Donations went to the Elbert Fire Department. Thank you to our generous hosts Cassie and Rick Haehnel, and to all the Airpark volunteers who made this a wonderful event.

Andy Gerner was there displaying his Fox aerobatic glider. Dave Allen flew his award winning Waco. Jim Densmore from High Flights was there in his Cessna 180. Curt Cole from CSA came down in his Super Cub. John Gillis displayed his Sonex. Lots of vintage and antique Cessnas, Pipers, and many homebuilts were on display. The highlight was the repeated high speed flyby of a P-51.

A great time! Thanks KAP Homeowners! Can't wait for next year.



CAUGHT IN THE STORM by Mark Palmer

Thursday, July 26th found Raul Boerner and Alice and Mark Palmer at the field working away on 840. During the late afternoon a massive thunderstorm passed over the field, dumping lots of rain and small hail. There's nothing like standing in an uninsulated metal hangar when the storm comes. It was loud! The field was very flooded, but the next day the waters had receded.



CONGRATULATIONS!

We close out this issue with special news. While attending the World Gliding Championships in Poland, Chief Flight Instructor Raul Boerner proposed to his long time significant other, Brenell Briggs. Brenell, bless her heart, accepted, and so we're all expecting wedding bells soon. Congratulations you two! Who said Raul isn't romantic? Who else would fly his girlfriend to Poland to propose?

