

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

I'm hoping the summer will throttle back a bit now. Alice and I have been hopping this summer, first to Moriarty for the 1-26 and Low Performance Contest, and then early in July to Highland, IL for the Women Soaring Pilot Association Seminar. Despite the heat and humidity, we had a great time (see Alice's report below). We barely got back into town before it was our weekend for GOD duty. So we're a bit exhausted. I'm still hoping to make some attempts at my Gold Distance this summer. My attempt on Friday the 26th fell well short.

On another topic, I started listening to the new podcast, "The Thermal," hosted by Herrie ten Cate of Canada. His first episode features Jim Payne of Perlan fame, Rich Carlson of the Soaring Safety Foundation, and a story from a Canadian LS-4 pilot about a thunderstorm encounter. I highly recommend it. It's only available on iTunes right now, but should be available for Android sometime later this summer.

Mark Palmer, Editor



WSPA lineup. Photo by Neita Montague.

PRESIDENT'S MESSAGE by Bif Huss

Despite this summer's almost daily afternoon thunderstorms, we've finally started to see a return to the great flying conditions that we enjoy here at BFSS. I've actually had to refill my O2 tank several times now after multiple high altitude flights. As a result of the frequent rain showers, the field has never looked greener this time of year. Thanks to all of you that have pitched in to cut the grass and pull weeds—the club looks great.

We held our second monthly Club Pot Luck in July. It was very well attended. I'd like to thank Raul Boerner for organizing it. After dinner, Raul chaired an excellent discussion on off-field landings and local airfields. This is what we're planning on using the pot lucks for: a monthly, all-member gathering providing a chance to socialize, get to know your fellow club members, and also share topics of interest. If you have an idea or topic you'd like to discuss, please send me an email and we'll get it on the Pot Luck agenda.

Fridays are starting to become a very popular flying day. Thanks to Bill Gerblick and Stan Bissell for initiating Friday flying. Friday flying was originally planned primarily as a day to catch up on our flight training. Right now, we are down to only two active flight instructors, Stan Bissell and Raul Boerner. Their flight training often requires flying 2 to 3 flights per

student, which can be tough to do with the tow lines that develop on good weekend days. As a solution, we instituted Friday flying.

Now that we have scheduled towpilots for Fridays, we're seeing a lot of members showing up to fly. This is great! However, we'd still like to enable flight training to be maximized on Fridays. To allow this to happen, the Board has instated a policy allowing training flights to have front-of-the-tow line privileges before noon on Fridays. So, we encourage you to come out to the club to fly on Fridays but, if you see an instructional flight in line before noon, please give way to them.

Hope to see you at cloudbase in August!
Bif

[Ed. Note: Just a reminder, there is no scheduled line crew on Fridays, so if you plan to fly you need to bring your own line crew help.]

CALENDAR

Board of Directors Meetings

August 13, 2019 6:30 – 8:45

Castle Rock Library
100 S. Wilcox St.
Castle Rock, CO
<https://www.dcl.org/castle-rock/>

September 10, 2019 6:30 – 8:45

Castle Rock Library
100 S. Wilcox St.
Castle Rock, CO
<https://www.dcl.org/castle-rock/>

**BFSS Saturday Potluck Barbeque (after flying)
August 17, 2019**

SSA Convention

February 20-22, 2020
Little Rock, AR

1-26 Championships and Low Performance Contest

TBD, 2020, Sunflower, KS

FLEET UPDATE

ASK-21 – Nothing to report

2-33 – Restoration continues. See Alice's report below.

AC-4C Russia – Nothing to report

PW-5 – Nothing to report

Blanik L-23 – The rear speaker was moved away from the compass. Now the Blanik flies other directions besides south.

Pawnee – Nothing to report

FRIENDLY REMINDER

Mud season is here! 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:

Sherrard, Jeff	08/03/2019
Szwagrzyk, Jerzy	08/04/2019
Urschel, Pete	08/10/2019
Abbe, Joshua	08/11/2019
Aksyonov, Vitaly	08/17/2019
Anderson, Ed/Doug Houston	08/18/2019
Baker, Gary/LeFevre, Russ	08/24/2019
Beineke, Jacob	08/25/2019
Bohrer, Tim	08/31/2019
Brown, Dylan	09/01/2019
Conahan, JC	09/07/2019

Every flying member who does not have other duties in the club, such as instructor or towpilot, is now 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.

MAINTENANCE CORNER by Doug Curry

The L23 Blanik has an aluminum tail cone fairing above the tailwheel assembly. This continually abused piece of metal is critical to the pilot's safety!

I installed a new shock mount on the vertical fin spar plate. I do not know if it will solve an issue with the tailwheel assembly. The metal swivel housing is fine and the horizontal shock mounts are OK. The new tailwheel is a larger diameter.

The importance of the tail cone fairing is that it triangulates the lower rudder attachment and bearing plate to the sailplane. There are three screws mounted on a diagonal line on each side of the fairing. They support the lower portion of the rudder to the sailplane vertical fin structure.

Be Safe!
Doug Curry

ACCOMPLISHMENTS

Dave Leonard – 6th Place in the 18-meter Nationals

Zach Paluch – Re-soloed after a long break and earned his **A** and **B Badges** at the same time

Julie Kinder, Becky Kinder, and Kip McClain – PW-5 checkouts

Lt. Joe Gerner – CFGI checkride passed

Jeff Sherrard and Joshua Abbe – Bronze Badge Workshop #1 completed

Congratulations to all!

THANK YOU!

Steve Johnson and Jeff Sherrard – For painting the new shop wall in Hangar 3

Steve Johnson – For climbing on the roof of Hangar 3 in 90+ temps to seal a leak

Steve Johnson – For relocating the speaker in the Blanik

Don MacNiven – For graciously loaning the club a COM radio for the Pawnee!

And **Doug Curry** – For installing the radio

Frank DeBacker, Raul Boerner, Alice Palmer, Mark Palmer – For early Saturday weed pulling

Raul Boerner – For obtaining herbicide and spraying the kochia weeds on short notice before they went to seed

John Gillis – For grading work, and especially for taking that last-minute intro flight so we didn't let a guest down after a scheduling problem. And **Debbie Gillis** for letting John get out of his chores!

Roan Luke and Patrick Mendonca – For mowing around the ops building, scraping the wooden boxes in preparation for painting, and additional line crew help.

Alan Luke – For helping out on line crew

Lisa Farley – For painting the ladies room

Raul and Brenell Boerner – For organizing the monthly potluck

WELCOME NEW MEMBERS!

Joe Bankoff is our newest club member. Joe splits his time between his home in Atlanta and Copper Mountain, where he spends his summers. Joe's a current glider pilot and is looking forward to his field checkout. Welcome Joe!



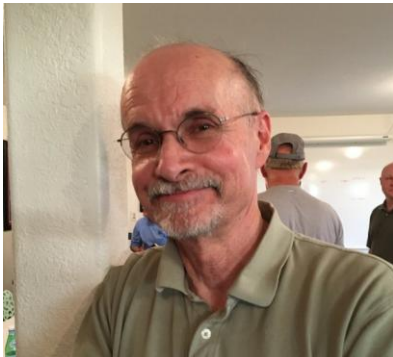
Joe Bankoff

Last month I promised a picture of new member **Nikola Gradinski**. Here he is!



Nick Gradinski

Also introduced last month was **Jon Stark**. Jon helped draw up the original papers for BFSS and was one of its first members!



Jon Stark

TWO MINUTE DRILL

No, it's not a last-minute Bronco comeback attempt. Raul has a nifty PowerPoint presentation titled *Two Minute Drill*. It shows how best to utilize our time getting ready to fly and minimizing the time we spend on the runway. Given the amount of traffic at KAP (especially during the summer) it's important that we occupy the runway as little as possible. Raul goes into much more depth than the summary below, but here's the (very) short version:

1. Get ready as much as possible while on the staging area, not the runway. This includes having your student or passenger strapped in and ready to go and completing as many checklist items as you can. If in your own ship, strap in and be ready on the staging area and have the line crew move you into takeoff position.
2. Pull onto the runway only as the towplane moves into position.
3. Minimize the time that you and the towplane are on the active runway.
4. Do your best to avoid being on the runway for more than two minutes.
5. If you're not ready or a problem comes up, pull back off the runway.

Ask Raul for a copy of the presentation so you can read the details.

TRAFFIC CONFLICT ALERT FOR ALL PILOTS by Raul Boerner

In the following real story, the towplane and glider launched to the north, flew a right-hand traffic pattern, and simulated a tow failure. The glider then turned right, 90 degrees, and landed west.

Very shortly after the towplane and glider launched, the motored plane applied takeoff power. Its loud powerful engine hindered the airplane pilot's ability to hear the glider's radio call. Still, the airplane pilot heard enough to abort the takeoff.



A **Premature Termination of The Tow (PT3)** can happen at any time between liftoff and normal release. Glider instructors inform towpilots of pending PT3 failures. We also alert Ground Operations Directors. And, we should also support airplane pilots' situational awareness; gliders can have either a simulated or real PT3 failure at unplanned times. We must remain vigilant.

During takeoff, power pilots need to keep an eye on the glider and towplane until sure that the glider is out of the immediate takeoff area and no longer a traffic conflict. Before takeoff, the power plane pilot should ascertain that the glider has sufficient altitude and time to execute a premature return for landing.

Back to our real story, we can easily speculate about the bad things that could have happened. Fortunately, the two pilots operated properly, and reacted appropriately, to the conflict.

WSPA SEMINAR 2019 by Alice Palmer

Our trip to Highland, IL, to visit the St. Louis Soaring Association for the Women Soaring Pilot Association Seminar was a great way to get out and fly somewhere else, see how another club operates, and learn some new things.

We had very hot and humid conditions, with the heat index near 100 every day we were there. We were grateful to SLSA for allowing us to keep our ship in the hangar so we didn't have to rig and derig each day.



*Enjoying some shade while waiting for tow
Photo by Diana Lauren*

Besides the opportunity to socialize with old and new friends and to attend interesting seminars, we got to fly from a beautiful grass field! Lift was 2 to 3 knots, very hard to center, with the lift band mostly between 2,000 to 3,000 feet AGL. So it was challenging and good practice for working weak lift. It also gave us renewed appreciation for the high cloudbases, strong lift, and great visibility that we are so lucky to have out West.

In addition to their wide, lush grass field, the St. Louis Soaring Association has impeccably maintained equipment and great facilities. We got to fly their brand new ASK-21 for our field checkout. They had many hardworking volunteers as towpilots, instructors, ground crew, mechanics, and food preparation folks keeping everything operating smoothly. Thank you SLSA and WSPA for making our seminar such a great event!



*Alice lands the new ASK-21 with instructor
Rich Hehmann in the back.
Photo by Mark Palmer*

FOX ON FOX

Earlier this month, Andy Gerner was interviewed by FOX 21 in Colorado Springs. Reporter Ashley Giovanna came out to take a ride in the Fox with Andy. Here's a link to the [interview](#).

LID COMPLIANCE by Raul Boerner

Fellow members,



This is too close.

Steve Johnson and I, last year, anchored some blue round plastic lids to the ground, in Hangar Three. We have four assembled gliders in that hangar; the owners pay good money for this privilege. The purpose of these lids is to help keep the gliders from damaging each other.

The position lids are being ignored. That is a bad thing. Damage caused by ignoring these locators would surely bring forward a discussion on who pays for the damage.

Please, please, and please don't ignore these position lids; use them. In the photo, the right edge of the Pee-Dub's elevator was 2" from the canopy of the SGS 1-36. That owner was, let me say it politely, troubled by the proximity; but you all know the real word. This is not a one-time event.

We are not looking to pass blame. We are just looking for "Lid Compliance."

An interesting comment is that in Germany, this same hangar space would hold six gliders. We should be able to store four gliders safely, provided we use the position lids.

Raul Boerner, Chief Instructor, BFSS



Creative hangar packing by the St. Louis Soaring Association—just before the rain fell!

5,000 NEW AVIATORS AT KAP by John Gillis

On Sunday, July 14th, after I was pleasantly distracted from yard duties to do a commercial flight, I returned to my wife who was saying she watched our bee hive swarm. So needless to say, my afternoon was spent rushing into Elizabeth to purchase another hive and relocating about 5,000 new Kelly Airpark aviators into their second home.



N65840 TANKER 2-33 REFURB by Alice Palmer

The team made good progress in July. We are stepping up our efforts and working some extra days for our last push to finish tapes and gussets. Soon we'll be able to turn the ship over to **Doug Curry** for the spray coats.

We finished applying the last long tape along the lower right longeron. The next task was the detailed tape work around the wheel well and skid. **Gary Baker** and **Mark Palmer** did a great job with those challenging tapes. Then **Raul Boerner** helped me apply gussets to the skid area and underside of the tail. This required a lot of patient iron work to get the gussets to fit well around all the bumps and hard points of the skid and tail.



*Gussets on the skid and tail
Photos by Raul Boerner*

We feel we're on the home stretch if we can keep up the pace!

Thank you **Dave Allen**, for your continued support and advice. And I can't thank the dedicated team of BFSS volunteers enough for all their continued work this month:

Raul Boerner
Mark Palmer
Gary Baker
Frank DeBacker
Doug Curry

Special thanks to **Steve Johnson**, **Gary Baker**, **Dave Rolley**, **Jeff Sherrard**, and possibly others who have put a lot of work into preparing and painting the shop wall. As a result of their efforts, we'll have a great space for Doug to spray, with two solid walls (supplemented by hanging plastic on the other two sides), access to water for the floor, and ample space to work. Many thanks guys!

SHIPS FOR SALE

I am selling my Ventus 2CXa-18/15. 2009, 490hrs. 50:1 L/D, Cobra trailer. Cockpit is larger than the typical "a" model. Based on flying at the 18m Nationals this month, it is a super glider. It performs with the latest JS-3 and V3. I have about \$160K in it and am selling it for around \$110k. Financing is available. If you are interested, contact me and I will give more details.

Lee Kuhlke
leekuhlke63@gmail.com

FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does not scrape across the ground (read: rocks). Before the wing drops, hit the wheel brakes. New saying: "Stop before the drop!"

PHOTOS



Pete Gabardi captured this picture of Quay Snyder and Brandon Kolk in 77. Pete was front seat in Bif Huss's Duo, Lima India.



Quay is subject again as he awaits takeoff. Stan Bissell is instructing in the Blanik.



Patrick Mendonca (above) and Roen Luke (below) make things to look good.



*Alice Palmer gives a cockpit briefing on the PW-5 to Becky and Julie Kinder.
Photo by Stan Bissell*





Zach Paluch flies solo again, with brother Henry as support crew. Photo by Stan Bissell



Kip McClain after first flight in the PW-5



Julie Kinder flies the PeeWee.



Grayson Kolk is checked out in the Pawnee by his Dad, Brandon



Becky Kinder takes her turn in the PeeWee.



Quay Snyder (right), congratulates new CFIG Lt. Joe Gerner. Proud papa Andy on the left.



Highland-Winet Field, home of the St. Louis Soaring Association

Continuing our series of landout sites in the general area of KAP, Raul and Brenell Boerner scoped out "Green Roofs," about 9 miles SW of KAP.

GREEN ROOF RUNWAY (JULY 1, 2019) by Raul Boerner

9.2 NM southwest of KAP.

3,000' long, prairie grass, uphill, landing north is preferred.

35' width marked by white plastic posts about 18" high, spaced 100' apart.

South half of the runway has a slight berm on east side; keep the glider wings level.

Private owner with two aircraft in a hangar. Easy car retrieve from Kelly Airpark.

Suggest landing to the north, on the north half (just north of the windsock), even with a tailwind, due to up hill.

Suggest landing very slightly west of centerline, just to add distance from east berm, although centerline is OK.

North half of runway is better, although south half is OK, but more bumpy.

Power line parallels the east side of the dirt road. Good clearance from runway.

Power line parallels the north side of Road 404.

