

Airworthy

The Official Journal of the Black Forest Soaring Society

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Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

July has come and gone and we're on the downhill slide into fall. The soaring weather has not been great this summer. The smoke from the western wildfires has put a damper on convection and on visibility.

Alice and I visited Moriarty, NM, in early July so she could attend the Women's Cross Country Camp. We had a great time even though the cross country weather wasn't up to the usual Moriarty standards. Still, it was great to see old friends, make new ones, and drool over the classic gliders at the Southwest Soaring Museum. It's worth a trip if you've never been there.

The Downhill Dash is on and scheduled for August 28 (**Late Note: this date may change**) and September 4. If you wish to fly or would like to crew, please let me know as soon as you can. Here's hoping we can get a break in the weather and pull off a great Dash.

Mark Palmer, Editor



Southwest Soaring Museum, Moriarty, NM

PRESIDENT'S MESSAGE by Bif Huss

I'd like to start out the August President's message by congratulating **Alice Palmer** on her selection as the new BFSS Chief Instructor Pilot. The BFSS Chief "CFIG" is an absolutely critical position responsible for training standardization and coordinating training scheduling among many other responsibilities. Alice, in a short time, has already demonstrated that she will do an outstanding job!

As I mentioned in last month's message, numerous members of BFSS participated last month in the 18 Meter Nationals and Region 9 Contest held in Nephi, Utah. We flew numerous days and had many adventures. I hope to have a comprehensive report on "Nephi" in a later issue of *Airworthy*.

The Kelly Airpark BOD continues its work on the plan for improving Kelly's runways and taxiways. They are in the final stage of approving the project. At present, the plan is to widen the runway to 40 feet and add aircraft runup and glider staging areas to the ends of runway 17/35. They are also looking at constructing high-speed exit taxiways to allow gliders to easily clear the runway after landing. Work on the runways will definitely affect BFSS flying, but the improvements will absolutely enhance our future operations. Potentially, work could commence in September, but it is

not certain yet. I'll update you as we get more information.

If you've noticed, we now are scheduling an AM and PM towpilot for Saturdays during the soaring season. This is to take advantage of the long summer days. Quite often, even when thunderstorms blow through, the afternoons clear up and are excellent for flying, especially training. The Saturday PM towpilot is there to help BFSS members take advantage of this flying opportunity.

We continue to be challenged with pilots and towpilots submitting their Operations/Tow Sheets in a timely manner. As a reminder, we have gone completely digital in submitting Ops/Tow Sheets. We are no longer gathering paper sheets from the clubhouse. **Please remember to submit your Ops/Tow Sheets immediately after you fly.** Also, the way we track maintenance issues is to use the notes section of the Ops/Tow Sheets. If you encounter an aircraft issue that requires maintenance, please note it on the sheet.

Our 3rd Saturday of the month potlucks continue to be well attended. No one was tasked with organizing July's potluck. The idea is for them to become a monthly gathering that everyone plans for and they just happen. Judging by July's excellent attendance, we're well on our way to achieving this.

We had our "Kochia weed pulling day" in July. Kochia is a noxious weed that is very resistant to herbicides. The only truly effective way to control it is to pull it. Thanks to last year's efforts, our Kochia infestation is significantly reduced. Thanks go out to the volunteers that continued the battle this year!

Finally, join me in congratulating **Bill Patrick** on his solo flight in 840. He demonstrated a textbook takeoff, flight, and beautiful landing. Welcome to the solo pilot's club Bill!

We also have a new Private Pilot—Glider in our club. Congratulations to **Roen Luke**, who passed his checkride with flying colors on July 17!

See You at cloudbase!
Bif

ATTENTION: SPECIAL MEMBER MEETING!

The BFSS BOD has scheduled a special meeting of the BFSS membership to consider a motion for BFSS to purchase Joe Bankoff's ASW-19. **The meeting is scheduled for 0900 AM, Saturday, August 28th, at the BFSS clubhouse.** The BFSS bylaws require that the membership approve the purchase of any aircraft. Furthermore, the bylaws require that a 30-day notice be given for a membership meeting.

CALENDAR

Board of Directors Meetings

August 10, 2021 6:30 – 9:00
Via Zoom

September 14, 2021 6:30 – 9:00
Via Zoom

BFSS Third Saturday Potluck Barbeque **August 21, 2021**

Women's Soaring Pilots Association Seminar
August 16 – 20, 2021
Springfield, Vermont

Special Membership Meeting
August 28, 2021, 9:00 AM
At the clubhouse

Downhill Dash

August 28 and September 4, 2021
[Due to the Special Membership Meeting, the 8/28 date may have to change; watch your emails]

FLEET UPDATE

ASK-21 – Annual completed

2-33 – Radio still unreliable; use handheld

AC-4C Russia – Still awaiting gear repair

PW-5 – Radio is intermittent

Blanik L-23 – Nothing to report

Pawnee – Nothing to report

FRIENDLY REMINDER

Despite what you may have heard, there is **NO** driving the golf carts on the grass. Please, please, **DO NOT** drive the golf carts on the grass. Driving on the grass can 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:

Beineke, Jacob	08/01/2021
Baker, Gary	08/07/2021
Abbe, Joshua	08/08/2021
Scott Dimick	08/14/2021
Brown, Dylan	08/15/2021
Clauder, Rick	08/21/2021
Culbertson, Rick	08/22/2021
Dean, Val	08/28/2021
DeBacker, Frank	08/29/2021
Boerner, Raul	09/04/2021
Gerner, Andre	09/05/2021
OPEN (Labor Day)	09/06/2021

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.

NEW CHIEF CFG APPOINTED

At the July Board meeting, **Alice Palmer** was approved as the club's Chief CFG. Alice has been meeting with the instructors to coordinate schedules and students. If you have any questions on instruction or instructional issues, contact Alice.

ACCOMPLISHMENTS

Roen Luke – Private Pilot checkride passed



Roen Luke is congratulated by DPE Quay Snyder on completion of his Private Pilot checkride.

Donald Hannon – Front seat ASK-21 checkout

Patrick Mendonca – Eagle Scout requirements completed

Bill Patrick – First solo



Bill Patrick prepares for his first solo flight, while instructor Jon Stark handles the line. Bill's solo was the first in 840 since it was refurbished.

THANK YOU!

Frank DeBacker – For installing a new starter on the tractor, installing new mower blades, mowing, fixing the urinal, and for Kochia pulling

Becky Kinder, Bif Huss, Doug Houston, Alice Palmer, Mark Palmer, Donald Hannon, and Kip McClain – For pulling Kochia

Chris Dunmall, Jacob Beineke, Joshua Abbe, Mark Palmer – For extra volunteer line duty. Chris Dunmall has been especially helpful on Fridays when we have no assigned GOD.

Tyler Hebrink – For the gift of liquid libations just before he left for Air Force pilot training in Texas. Good luck Tyler!

Mike Kinder and Mark Palmer – For line crew work at the Women's Cross Country Camp

John Gillis – For continuing work on the OGN antenna and network.

Bill Patrick – For agreeing to be the new 840 plane captain

WELCOME NEW MEMBERS!

Bob Penkus – Bob flew at the old Black Forest Gliderport and is now back with us. He has an Arcus on order.

Shreya Chandramouli – Shreya is a post-solo student. She recently graduated from Virginia Tech and is now working at Sierra Nevada.



Shreya Chandramouli

Mark Buist – Mark is a glider and power pilot who used to own a Ka-6. He's also an A&P/IA and is getting recurrent after being out of flying for a couple of years.



Mark Buist

Chris Mannion – Chris is a glider pilot and has flown in many spots in the country, most lately in California. Chris will be getting recurrent so he can fly his newly purchased PIK-20D.



Chris Mannion

PANCAKE BREAKFAST A SUCCESS by Jon Stark

Saturday morning, July 10th, saw some impressive aerial feats at Kelly Airpark as pancakes performed flips, rolls, and gyrations above the griddle at **Dave and Jeanne Allen's** hangar. Long a long tradition at the Airpark, the formerly annual event resumed this year after a two-year hiatus, with a big crowd enjoying breakfast, aircraft viewing, and copious hangar flying. In addition to the usual aviation suspects, many of our neighbors from nearby ranches and properties, plus our local fire protection and law enforcement folks, joined in to enjoy the lovely local weather and the delightful menu of pancakes, bacon, and all sorts of fresh fruit.

Glider launches were paused briefly as BFSS was well represented in the static displays. Our newly restored 2-33, 840, enjoyed a place of honor at center stage on the Allen's ramp. **Andy Gerner** brought over his Fox as well, and many of our fellow members were there to indulge in the culinary pleasures and

take a peek at the big array of flying machines. The engine-equipped aircraft on display included everything from a little powered parachute to a hefty Kodiak, with flyby passes including a rarely seen Hawker SeaFury (making distinctive sounds you wouldn't soon forget). Rumor has it that even more regional pilots had hoped to make it, but less accommodating weather elsewhere kept some at their home airports.

Jamie Treat had his special acro biplane out for all to see, and there were some muscular Corvettes on display to please those who like terrestrial application of horsepower. At the extreme other end of the spectrum, there was even a classic vintage Italian Vespa motor scooter, complete with an appropriately-sized passenger sidecar. Lots of visitors brought kids and friendly dogs, making for a very enjoyable morning. Our Airpark neighbors put a huge effort into putting all this together, and it was rewarded by a warm community spirit.



*840 on display in front of the Allen's hangar.
Photo by Jon Stark*



*Gorgeous Luscombe.
Photo by Clay Thomas*



Many types of flying machines were displayed, including Jon Stark's Bell 47 helicopter.



*Pancake Patrol
Photo by Clay Thomas*

2021 NEPHI CONTESTS by Raul Boerner (DM)

Late June brought two large contests to Nephi, UT, 30 minutes south of Provo. The Sports Class Region 9 had 30 contestants and the 18-meter National Class had 35. Sports Class is any glider—handicapped for fairness.

Brenell, Savanna, and I arrived a few days early so as to secure tiedown spots next to each other for **ZL Dave Leonard, D2D Dave Rolley,** and **DM me.** ZL had extra workload because he was also on the task committee. That meant he had to be up early for the 0800 task-planning meeting—the rest of us joined at 0900 for weather, task, and safety briefings

The tasks were WONDERFUL. They were logical, safe with landing options, and provided challenge and start management. They allowed me to accomplish numerous personal bests.

On Day One, the first 30 to launch were Sports Class. The last 35 were 18-meter Class. Sports had a two-hour task; 18-meters had three

hours. Since Sports took over one hour to launch and start, that meant all 65 gliders would be returning to Nephi...AT THE SAME TIME. HOLY COW.

Arrival support crews were clearing gliders off the runway QUICKLY to avoid, well, problems. Both Dave Leonard and I were on final glide, listening to the chaos with the CD (Contest Director) pleading over the radio, “Runway congestion, if you can arrive high, please do.” We both arrived high and held for 45-minutes until the craziness settled down. Good job, ground crew!

Daily: Got up early, studied weather, ate breakfast, drove to the airfield, prepped DM, pilot meeting 0900-1000 for weather, task, and safety briefings, back to the glider, finished prepping, towed to the runway after 1100 (since the AIRPORT CLOSED NOTAM became active at 1100), waited for the bullhorn to announce lineup on the runway’s centerline in assigned sequence, then waited for the signal to “compress” to the runway’s takeoff end, then waited for final compression, then...waited.

During the last waiting period, we could rest, eat lunch, fiddle with glide computers, and more. Around 1230, two sniffer gliders launched. Their job was to report adequate lift conditions.

After the start gate opened, it became pure fun, excitement, and challenge to fly for several hours among fellow pilots, having the same fun.



On task

Back at base several hours later, I would land, roll to the runway's end, have my wing caught by a hard-working young person assisted by an equally hard-working pilot's wife. They would pull me and the glider clear of the runway. Brenell would be signaled to pull in front with the car for the hookup and tow back to the tiedown area. Those ahead and behind me would be doing the same dance. Then we would settle down with a refreshment. We would email our flight logs to the scorer, and we would wait to either go out for supper or eat with the fleet during scheduled contest suppers.

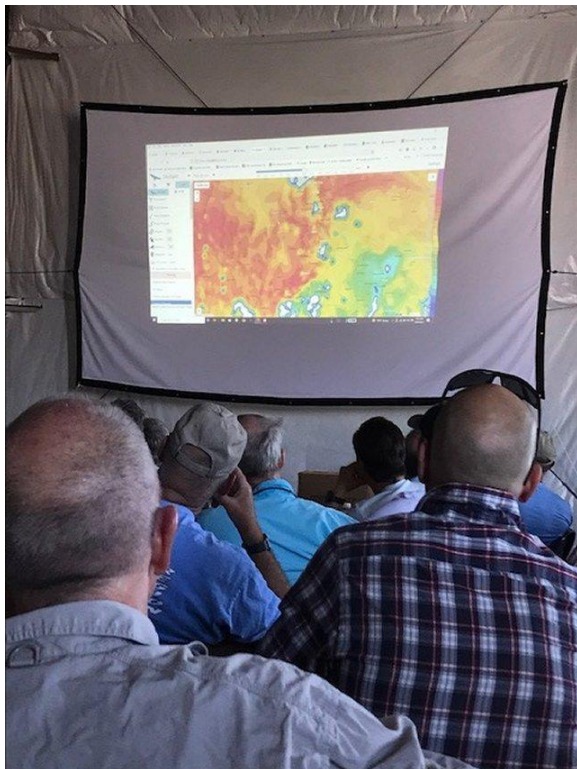
End result: Number 13 out of 30 in Sports Class for DM. Not bad since we have not had a Region 9 contest in several years. **Dave Leonard, Lee Kuhlke, Bif Huss, Dave Rolley and Clay Thomas** did well, too.



March to the grid



Before compression



Morning weather briefing



DM Team Captain Savannah relaxes.

WOMEN'S CROSS COUNTRY SOARING CAMP by Becky Kinder

Moriarty is as advertised: A terrific place for glider pilots! WSPA, Sundance Soaring, the Southwest Soaring Museum, the Albuquerque Soaring Club, and the town of Moriarty invested well in putting the Women's XC Camp together! It was excellent in large part due to the hospitality of the Albuquerque Soaring Club, who went out of their way to ensure that we learned tons and got to fly! Most participants brought their own aircraft, but for those who didn't there were flights in the club Grob or in a privately owned Perkoz or Duo Discus. Sweet!

CFGs **Colleen Koenig**, **Connie Buenafe**, **Mark Hawkins**, and **Stan Roeske** each donated their time and expertise, as did our ground instructors **Marianne Guerin** and **CarolAnn Garratt**. Other club members also kindly presented: **Steve Hill** offered landout tips; **Rick Kohler** of Sundance Soaring took time from towplane maintenance and tows to address common mistakes in planning a XC, and **Gary Osoba** was especially effective outside discussing cloud formations and weather. **Ridge Moreland** kept the line running smoothly all week long! **Bill Hill** did the heavy lifting with the ASC towplane.



Becky Kinder and Connie Buenafe prepare to launch in the Duo Discus. Photo by Alice Palmer

Some of our best support came from distant friends. **Mark Palmer** and **Mike Kinder** came from Colorado to crew. CFG **Neita Montague** traveled from Nevada to handle retrieve logistics and food ordering, but somehow ended up doing quite a bit of mentoring!

CarolAnn Garratt and **Marianne Guerin** spoke extensively, bringing clarity and structure while maintaining the low-key atmosphere. With about a 1.5 to 1 teacher/student ratio and no audience, it was easy to ask questions and get to know each other. Because I haven't yet tiptoed out XC and because the conference wasn't "...for newly minted glider pilots," I expected to be utterly lost at some point. Instead, I was shown the quality of the excellent training I've received as they built on it, showing me even more about what I can do in a glider. As if they hadn't given us enough, they included a "best of" from Air Sailing's Cross Country Camp materials, a treasure trove of articles and information for later study/review.



Alice Palmer and Connie Buenafe in Connie's Duo Discus await launch. CarolAnn Garratt takes off in her DG800 in the background.

The Southwest Soaring Museum provided a gorgeous backdrop for ground school. The Zuni was my favorite display, but I missed so much there—I've got to go back! Besides, I'm completely hooked on New Mexican cuisine! Much more than that, I made many friends and have lots to learn, so I plan be there again in 2022.



Womens Cross Country Soaring Camp participants. Photo by Mark Hawkins

UNASSISTED TAKEOFF by John Gillis

With the idea to expand our operations beyond the normal Saturday/Sunday, sometimes we find ourselves wanting a tow, have tow pilot, but no ground support.

This happened to me recently. We had ground support but they were at the other end of the runway. They were at 35; I was at 17. Wind was 8 knots out of the SE. Convenience overruled herd mentality (it was just one glider and GOD team at the wrong end) and I staged on the north end.

I had never launched my PIK-20D without a wing runner. It has no wing tip wheels, just a skid. It has a CG hook. It is flapped. But if you are like me and I know I am, I know I can do this. There was an east crosswind component. I positioned the sailplane with the main wheel on the west edge, left wing tip on the runway. Towrope pulled out and attached, I quickly put on my parachute and climb in. I felt rushed. I stopped. DO THE CHECKLIST! I actually did it twice. Full negative flaps until aileron control. Ready to release if the wing drops.

Radio to towplane to pull up slack. Then GO GO GO!

What I didn't anticipate was the yaw induced from the wing tip dragging on the runway. And the CG hook didn't pull the nose toward the tow plane. The ship started to ground loop

immediately to the left. Left hand ready on the release. Full aileron to the right and full rudder to the right. The left wing came up and I had control of the ship again. Hand still on the release, only momentarily to move the flaps to neutral to let the ship fly. The problem with having a flapped ship is, your left hand does a lot during takeoff.

Ain't CG hooks fun?!!!! They WILL make you a better pilot!

During my primary training, a lot of my sorties were unassisted takeoffs and I think even if you have a wing runner available, practice it whenever possible. All of us need to be comfortable with it.



John Gillis prepares to do battle in 2Mike.

RALPH JONES FLIES WEST

Ralph Jones, long-time Black Forest Gliderport and Colorado Soaring Association member, passed away earlier this year. A memorial service for Ralph is tentatively scheduled for Saturday, September 11, at Owl Canyon Gliderport. Contact Mark Palmer if you need more details.

OPS SHEETS

Don't Forget: After you have finished flying, be sure to submit your flight information within 24 hours to [Carrie Commerford](#) via the flight ops app. After you submit your flight, if you do not receive a reply from her, follow up with Carrie to confirm her receipt of the information.

Remember, submitting flight information is *your* responsibility!

Not only does it help keep the club finances in order, but this is how we track flight time for each club aircraft.

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](#).



FOR SALE: MM Fabrication Wing Wheel. \$150. Contact: [Raul Boerner](#)



PHOTOS



Old Black Forest and early BFSS member Fredo Killing caught up with Doug Houston recently.



ZL (Dave Leonard) landed at Calhan and was retrieved by towpilot Kyle Kendall. A neighbor took a short video of the takeoff. It can be seen [here](#).



Kyle Kendall pulls Bif Huss in the Duo Discus with D2D's wing in the foreground



Airfield road trips are now a thing. Women's XC Camp members checking out a landing site known as "Otto" north of Moriarty.



Clay Thomas took this picture out on course from Nephi during the 18m Championships.



The famous Moriarty hangar carousel



*Bill Patrick's nails his first solo landing, with lots of onlookers.
Photo by Jon Stark*



*Blast from the past!
Alice Palmer's student Brian Diehl solos 840 at the age of 14 in 1988, the first year we were in operation at Kelly Airpark.
Photo by Brian's mom.*



Alice Palmer gets to fly the Perkoz with Colleen Koenig at Moriarty.