

Airworthy

The Official Journal of the Black Forest Soaring Society

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Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

It's almost as if Moriarty, NM, is our second home. Early July had **Alice** and I there for the Womens XC Soaring Camp, our third trip south this year. Alice was one of the instructors and BFSS had great representation with **Deb Ings** and **Becky** and **Julie Kinder** attending. We didn't have classic Moriarty soaring weather, but it was better than last year. Check out the article by Julie in this issue.

August is often a time of transition between summer and fall flying. While we're going to be seeing cooler days, there's still plenty of soaring weather ahead. So get out there and do some flying!

Mark Palmer, Editor



Echo Fox (Foxy) and Velvet Echo (Vera) await the day at Moriarty.

PRESIDENT'S MESSAGE by Bif Huss

Hi All,

It's very good to be back to normal operations. The weather in early July produced some classic Colorado soaring days. We had numerous members post flights to the OLC, with many flights over 500K. **Dave Leonard** had the longest flight of July so far at 865K!

Since my last article, BFSS has made full use of the new runway at KAP. You'll note now that the runway shoulders have been planted with oats to minimize erosion until we can get smooth brome grass planted in November. Due to the numerous showers we've been experiencing in the afternoon, the oats are already starting to show. The shoulders are not perfect however, and each shower creates new furrows that could be problematic to a glider that drops its wing into them. Please be diligent at keeping your wings on the pavement. Using the "high speed" turnoff is a great way to avoid dropping your wing onto a soft shoulder. I highly recommend you give it a try.

Normal operations also generate other recurrent problems. Late or missing ops sheets and tow logs really gum up the works. Please remember to submit your sheets to Carrie in a timely manner. Please don't make her work

more difficult than it already is. [See article on how to submit OPS sheets below. —Ed.]

July also saw a successful return to the BFSS “Third-Saturday-of-the-Month Potluck.” The July potluck was very well attended, and it was great to see most of the club members there. Thanks go to **Donald Hannon** for organizing this event. The potluck was followed by a safety roundtable where the members were able to chime in and present ideas on how to improve safety at the club.

Last weekend, **Patrick Mendonca** passed his Private Pilot Glider, checkride and is now our newest certificated glider pilot. Congratulations Patrick! **Ethan Hitz** and **Julie Kinder** also completed their checkouts in the ASK-21. Great job all! I look forward to seeing all our young aviators over the Kelly skies.

The Club Class National Championships will be held starting on the 28th of August and will run through September 8th in Moriarty, NM. BFSS member, **Mitch Hudson**, will be the Contest Manager and I will be the Competition Director. We could sure use some help running the operation. If you’re interested in volunteering, please contact Mitch or me.

Finally, I would like to welcome the following new members into BFSS: the **Krantz family, Tim, Levi, and Kathy Peterman; Mike Franzmann; David Crabb; Berea Boerrigter; and Colin Mead**. I might mention that Colin is the current US Soaring Team Captain. Welcome to all our new members and I look forward to meeting you soon.

See you at Cloudbase!
Bif “H7”



Southbound near Boulder in the Ventus 3—Bif on a 700K plus day

CALENDAR

Board of Directors Meetings

August 9, 2022 6:30 – 9:00

Via Zoom

September 13, 2022 6:30 – 9:00

Via Zoom

BFSS Saturday Potluck Barbeque (after flying)

August 20, 2022

Women’s World Gliding Championships

August 13 – 27, 2022

Husbands Bosworth, UK

WSPA Women’s Soaring Seminar

September 12 – 16, 2022

Chilhowee, TN

Club Class Nationals

August 30 – September 8, 2022

Moriarty, NM

SSA Convention

February 24 – 26, 2022

Atlantis Hotel, Reno, NV

(Flight Instructor Revalidation Clinic

February 22 – 23, 2022)

FLEET UPDATE

ASK-21 (77) – New front and back microphones installed

2-33 (840) – Nothing to report

Blanik L-23 (9BA) – Under repair

Blanik L-13AC (2BA) – Nothing to report

PW-5 (1GM) – Microphone problem

ASW-19 (Z3) – Down for repair

Pawnee (76S) – New tires and brakes

Pawnee (41Y) – Upgrades continue

FRIENDLY REMINDER

The dry season is here. Please, DO NOT drive the golf carts on the grass. Driving on the dry grass can result in deep ruts and a lot of headaches for the club and airpark users. Also, please be careful and avoid driving on the runway shoulders while the new grass is taking hold.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for August and early September. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

Dunmall, Chris	08/05/2022
Mendonca, Patrick	08/06/2022
Leonard, Dave	08/06/2022
Nadein, Alex	08/07/2022
Maki, Jeff	08/07/2022
Price, Brian	08/12/2022
Palmer, Mark	08/13/2022
Palmer, Alice	08/13/2022
Paluch, Henry	08/14/2022
McClain, Kip	08/14/2022
DeBacker, Frank	08/19/2022
Paluch, Zach	08/20/2022

Mendonca, Patrick	08/20/2022
Patrick, William	08/21/2022
Nadein, Alex	08/21/2022

VOLUNTEERS NEEDED	08/26/2022
Penkhus, Bob	08/27/2022
Palmer, Mark	08/27/2022
Silberer, Zsolt	08/28/2022
Paluch, Henry	08/28/2022

VOLUNTEERS NEEDED	09/02/2022
Kuhlke, Lee	09/03/2022
Paluch, Zach	09/03/2022
Urschel, Pete	09/04/2022
Patrick, William	09/04/2022
VOLUNTEERS NEEDED	09/05/2022
VOLUNTEERS NEEDED	09/05/2022

On weekends, the early GOD shift is generally 9:00 – 3:00 and the late shift 11:00 – 5:00.

[IMHO, the early GOD should show up at 8:30 AM so flying can start at 9:00 AM. If the late GOD can show up by 10:30 AM, that will help too. –Ed.]

PLEASE REVIEW THE LAUNCH PROCEDURES BEFORE YOUR DUTY DAY!

Every flying member (except tow pilots and instructors on a regular teaching schedule) is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua will pair 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. **Reach out to Joshua if you feel you need to be paired with someone for more training. Be sure to go to the calendar page on the website and put yourself down in the Line Volunteer column for the day you're assigned.**

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. Include [Mark Palmer](#) so he can get it in *Airworthy!*

If you see **VOLUNTEERS NEEDED** 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.

GOD DUTY NOTE FROM THE BOARD

The BFSS Board wants the membership to know that any member who experiences a temporary or long-term physical issue that might hamper their ability to perform all aspects of GOD duties should inform the Operations Director (currently **Joshua Abbe**), who will assign another member to team with him or her as needed. This should maximize safety while ensuring each member's ability to fulfill their obligation to the club.

ACCOMPLISHMENTS

Patrick Mendonca – Private Pilot Glider practical exam passed!



DPE Quay Snyder congratulates Patrick Mendonca on successful completion of his Private Pilot checkride.

Brian Price – Flight Review

Dave Leonard – Flight Review via WINGS

Bill Patrick – First flight in his LS-4



Bill Patrick after the first flight in his LS-4 07/01. Photo by Raul Boerner

Ethan Hitz – ASK-21 checkout

Julie Kinder – ASK-21 front and back seat checkout and Flight Review



Julie Kinder completed her ASK-21 checkout. Photo by Stan Bissell

Dave Leonard – 4th place at 15M Nationals at Hobbs, NM

Vitaliy Aksyonov – 80.2 kts handicapped speed around the racetrack in the PW-5—whew!

THANK YOU!

Donald Hannon, Vitaliy Aksyonov, John Gillis, Rick Culbertson, Mark Palmer, Alice Palmer, Lee Kuhlke, Doug Houston – For Koschia weeding

Rick Culbertson, Mike Kinder, Frank DeBacker, and Mark Palmer – For mowing and trimming

Bill Gerblick and Julie Kinder – For towline replacement (Bill twice!)

Everyone – For helping to carry away those bags of weeds and cleaning up after the barbeque

Ethan Hitz, Patrick Mendonca, Gary Baker, Frank DeBacker, Wojtek Tomanek, Jon Stark, Stan Bissell, Julie Kinder, Alice Palmer, Mark Palmer – For extra GOD duty

Dave Rolley – For installing new boom mics in the ASK-21 and a new air chuck for the air tank

Brian Price and Becky Kinder – For helping to move the ASK-21 to **Doug Curry's** hangar for annual

Doug Curry and Bill Gerblick – For installing new tires and brakes for 76S and ongoing work on 41Y

Doug Curry – For completing the ASK-21 annual



*Newest Marvel Superhero—WEED KILLER!
(A.K.A, Vitaliy with his groovy weeder tool!)*

WELCOME NEW MEMBERS!

Colin Mead – Colin just moved to Colorado. He's the US Soaring Team Captain and owns a lovely refinished LS-4, CM. He's also a towpilot!



Colin Mead

Mike Franzmann – Mike is an attorney and CPA who flew power some years ago. After a few glider flights he was hooked, and he now wants to be a soaring pilot. He'll be starting training soon.



Mike Franzmann

Berea Boerrigter – Berea is a college student who already has some glider training under her belt. She'll be working with **Stan Bissell** on her Private Pilot Glider certificate.



Berea Boerrigter

David Crabb – David is a former hang glider pilot who is looking forward to starting his sailplane training with instructor **Vitaliy Aksyonov**, who got him hooked on our sport after a great introductory ride several weeks ago.



David Crabb

Tim Krantz – Tim is a Cañon City firefighter. He, along with son Levi and mom Kathy (see below), took several glider training flights with Colorado Soaring Association, and now want to continue their training. Tim will be starting his training with **Stan Bissell**.



Tim Krantz

Levi Krantz (no photo yet, hopefully next month) – Levi will turn 16 very soon and will start his glider training next spring after his hockey commitments are over for the school year.

Kathy Peterman – Kathy is a power pilot who flew a number of years ago and now wants to add Glider to her certificate. She’s looking forward to starting her training with instructor **Jon Stark**.



Kathy Peterman

Mentors – As part of our new membership initiative, we’re looking for club members to help mentor new members in the ways of the club. If you’re interested, contact [Zsolt Silberer](#). This is a very valuable program that can really help get our new members integrated into the club. Please consider stepping forward to help.

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 confirmation email, 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. And be sure to use the OPS sheet app!

OPS SHEET REPORTING

Just a reminder to everyone, effective 12/1/2021, the club started to use a fully integrated ops sheet application to report your flights, tows, oxygen, and ship squawks. The applications can be used on your computer, tablet, or smartphone. **THE OLD PDF FORM SHOULD NO LONGER BE USED.**

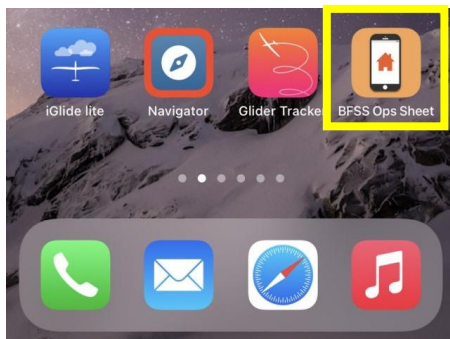
Here is a quick summary:

- OPS SHEET LINK:
<https://cdn.jotfor.ms/brandon.kolk/BFSS-ARateOpsSheetBETA>
- It is optimized for any device but works beautifully on mobile devices.
- You can save the link to the home screen of your iPhone or Android device for easy access.
- Each flight is an individual submission.
- Winter/summer rates are automatically calculated.
- No math is required!
- The submitting member and Carrie get a copy of the submission.
- Any fixes or improvements automatically appear in the app the next time you use it.

We are aiming to be 100% on this submission platform to aid in tracking all club metrics.

REMEMBER! THE OLD PDF FORM IS NO LONGER BEING USED.

If you have questions or need help setting this up on your phone, please contact [Bill Patrick](#) or [Brandon Kolk](#).



BFSS Ops Sheet app as it appears on the editor's iPhone screen (it has been renamed).

LONG TERM PLANNING COMMITTEE by Lee Kuhlke

The Board has asked me to lead a Long Term Planning Committee for the club. If you would like to be on the committee, let me know. At this time **Becky Kinder**, **Dave Rolley** and **Bill Gerblick** are on the committee.

There is no requirement to be on the committee to send suggestions for future items to be considered. Send them to me and I will compile a list. We can then meet and discuss priorities, costs, and interests to be shared with the membership.

Among items already presented are:

Private hangers in the back lot
Shelter for trailers
Shower in the clubhouse
RV parking and hookups

Fly high and fast,
Lee

CROSS COUNTRY CONUNDRUM by Clay Thomas

Monsoon season is upon us with all the conditions that make cross-country soaring challenging. More moisture in the air means the potential for clouds to overdevelop. On Saturday, July 23rd the weather forecast suggested that one should return to the airport by 2:00 PM or risk encountering storms.

The plan was to head west to the mountains and then go east and make it back by 2:00. The foothills were not working well, so it was time to head east. Conditions were strong. There was convergence working. At 67 miles out, the clouds ended. I knew I better turn home no later than 1:20 to beat the storms. As I approached Calhan, I saw a massive wall of clouds with rain. The Kelly Airpark AWOS reported winds 18 gusting to 31 knots, variable

from 180 to 310 degrees. That did not sound good. Time to consider alternatives.

It looked like there was the possibility of flying around the south end of the storm to get back. I shifted gears and tried to gain as much altitude as possible in case of heavy sink behind the storm. As I passed Meadow Lake, I could see a path home. Kelly was now reporting winds out of the north at 12 knots.

A contingent of club members was waiting to help me clear the runway.

Thanks to **Bif Huss** for towing and all the people that helped with ground ops.

(Clay's flight is on the OLC [here](#).)



*Before the wall
Photo by Clay Thomas*

O2 BUDDY SYSTEM

The BFSS Board requests that when filling your oxygen bottle from the oxygen cart, you employ the buddy system. With a partner, you have

someone who can double check your work and make sure that the bottles are filled and backfilled in the correct order. That way we can avoid losing oxygen in the large bottles. Be a buddy!

O2 BOTTLE PRESSURE MARKING

Up until now, the method used to keep track of oxygen cylinder pressure on the oxygen cart was to scribble the pressure on a taped on piece of paper (if we were lucky).

John Gillis has come up with a novel new way of tracking, using kitchen refrigerator magnets and some labels. You now can just select the correct magnet for the bottle pressure. Thanks John!



Marking bottle pressure



Pick-a-pressure

WOMEN'S CROSS COUNTRY CAMP by Julie Kinder

Private pilots have to be knowledgeable in cross country before taking their practical test. However, knowledge cannot trump experience. Ideally, every club would have a Duo Discus, ready with an instructor to begin training the next batch of XC pilots, but reality is rarely so nice. Many places, like ours, have Blaniks or ASK-21s—fantastic trainers—but taking the wings off one requires many hands (which adds up to a lot of steak dinners each land out) and damaging one can put a big hole in somebody's wallet.



Deb Ings, Becky Kinder, Alice Palmer, Julie Kinder prepare to depart for Moriarty and the Women's XC camp.

That's a big part of why the Women's XC Camp was such an incredible experience for me. It gave me a chance not only to soar outside of glide range of Moriarty, but a chance to fly with incredibly skilled instructors while I learned. In flying with several different people, I was able to see how each person's approach differed, usually based on their goals and comfort. Each person had a different emphasis—at times it could be dizzying going from one type of instructor/plane to another—but it gave me a better idea of how I wanted to run my cockpit when flying XC.

The morning meetings/lectures were incredible. While most of it was review, paired with the practical lessons we went through each day, they gave me a deeper understanding of the entire process, as well as tips and tricks I'd never thought about before. **Colleen Koenig, CarolAnn Garratt, Connie Buenafe, and Alice Palmer** were wonderful, encouraging teachers. Not only did they take the time to make sure all of us were on the same page in class, but they'd talk to each one of us after a day of soaring to see how our flights went and make recommendations for future flights.



Julie on a cross country flight with Uli Neumann in his Caproni.

Throughout the whole experience, my confidence was boosted, somewhat in my abilities, but mostly in the aircraft. Mathematically, I could recite and manipulate the numbers as needed, but I hadn't put them to use more than 6 miles outside my home airport. Even with a 50% glide ratio safety margin (in this case 20:1), it allowed us to realize how far we could truly fly.



Exploring the mountains east of Albuquerque

There have been many gentlemen who've encouraged me in my flying, and XC Camp was no exception. I'd like to specifically thank **Uli Neumann, Mark Hawkins, Stan Roeske, Mark Palmer, Gary Osaba, Bob Hudson, Rick Kohler, Ridge Moreland,** and others who took time out of their busy schedules to facilitate the camp for us ladies, so we could focus on learning and flying. I will always be grateful towards men like these, but I found being surrounded by women in a similar stage in training and being trained by other talented women was especially inspiring during the week. I'd highly recommend a camp like this to any pilot, but for the ladies out there, you need to join, not just for the practical experience, but for the camaraderie you rarely find elsewhere. You'll never find a more fantastic experience than the Women's XC Camp.



*Deb Ings launches in her Libelle, "Vera," at the Womens XC Camp, Moriarty, NM.
Photo by Tim Hawkins*

FLYING MAGAZINE ARTICLE

Flying magazine (which is now half online, half quarterly) has a nice little article on the Airpark. You can read it [here](#).

CAN I TIE MY GLIDER DOWN AT THE CLUB?

At the July barbeque, someone asked if private owners can tie their ships down overnight. This

would help alleviate the annoyance of rigging/derigging every day.

The answer is, Yes! There are several tiedowns available in front of the clubhouse and there is another in front of Hangar 3. You can also make one of your own. Bring your own tiedowns if you want. If you don't have any, check out something like the [Claw](#).

CLUB CLASS NATIONALS— VOLUNTEERS NEEDED

The Club Class Nationals are at Moriarty, NM August 30 to September 8. The contest is looking for volunteers to help with the line, moving gliders, and whatever is needed. You do not have to commit for the entire contest. If you are interested, contact Contest Manager [Mitch Hudson](#). Our own **Bif Huss** will be Contest Director, and club Treasurer **John Gillis** will be there to lend a hand at the event. If you've never been to a contest before, this is an excellent opportunity to see how one works.

MAINTENANCE OF NASAL CANNULAS by Raul Boerner, with published excerpts by Deborah Leader, RN

After each glider cross-country flight, I noticed that my nose would run, a lot. I don't mean run away from my face, I mean histamine drainage. My thought was that our club's property had finally reached the stage of having so many weeds that allergies were overcoming me.

Dry aviation oxygen aggravates the sinuses, too—I carry a lubricating nasal spray to help keep my nose linings moist. Dry sinuses with a dirty cannula is a bad mix.

My wife asked me about how often I clean the cannula and tubing. Umm, not often enough, apparently. On her advice, I discussed my nose with a doctor. Then I found an article. Below are excerpts, written by [Deborah Leader, RN](#),

updated 11/17/2021, and reviewed by Sanja Jelic, MD:

Most manufacturers advise that patients change their nasal cannulas once a week *for regular daily use* or up to a month for sporadic use.

You can prolong the life of your cannula by taking proper care of it and washing it regularly. The biggest danger in not doing so is a buildup of bacteria, which may lead to infection. After each use, clean the cannula with an alcohol wipe.

For a deeper clean, soak the tubing in warm water with a small amount of dish soap and white vinegar, which is a good bacteria killer that won't eat away at the tubing material.

Once you have thoroughly washed the cannula, rinse it well in cold water to be sure all the soap and bacteria have been removed. Hang the cannula to dry before using it again.

Change your cannula any time you have been sick or feel like you may be coming down with something, to avoid exposure to bacteria.

PICTURES FROM FLY-IN BREAKFAST

Saturday, July 9th was the annual KAP fly-in breakfast. It was well attended and there were plenty of interesting aircraft on display. Thanks to the **Norman Family** for hosting this year.



Breakfast at the Normans'
Photo by Wojtek Tomanek



Alan Hoover's modified Pitts racer
Photo by Wojtek Tomanek



Jon Stark brought his Bell 47 to the party.
Photo by Clay Thomas



Jamie Treat's beautiful bird, The Treat Special
Photo by Wojtek Tomanek



A Visiting Extra 300
Photo by Wojtek Tomanek

SHIPS FOR SALE

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

FOR SALE: ASW-20A, has winglets and lift-up instrument panel. Top of wings have been refinished. Current condition inspection. One-man rigger, wing stands, tail dolly, and wing wheel. \$25,000. Contact [Jeff Sherrard](#).



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



FREE TO A GOOD HOME: Older Logitech joystick and rudder pedals. Great for Condor! Contact [Ridge Moreland](#). Ridge is in Moriarty, NM.



FOR SALE: I am selling one of my Magnum Summit eBikes. This is a great bike, especially for use around KAP. It is less than 2 years old and only has 700 miles on it. The only reason I'm selling it is that my wife has decided she wants a cruiser instead of a mountain bike. You can find out more info on it at:

<https://magnumbikes.com/products/magnum-summit-27-5>

BFSS Discount: \$1600. Contact [Bif Huss](#)



FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does drop into the soft shoulders along the new runway. Offset your rollout to one side so you can drop the wingtip wheel or skid on the pavement. And, "Stop before the drop!"

MORE PHOTOS!



John Gillis over Summit House in 2Mike



Wojtek tries on the 1-26 for size. He even wore the matching t-shirt. You look good in that ship, Wojtek!



Joshua Abbe runs his checklist before a great flight in the PW-5.



Speaking of 1-26s, here's John Wahl's just-completed 1-26C/R at Moriarty. Look closely!



Gary Baker still hasn't learned to put the canopy cover on from the upwind side. Mark Palmer assists. Photo by Wojtek Tomanek



Vitaliy at Pikes Peak in the ASW-19, 07/09



Alice Palmer runs through her checklist as she prepares to take off from Moriarty, during the Women's XC camp.



Joshua Abbe straps in his son David, 8, for a ride in the ASK-21.



Lonely is GOD when everyone else is out on course!



*Accidental Art!
Selfie at Moriarty by Becky Kinder*



Moriarty sky



Patrick Mendonca's first passenger after passing his Private Pilot exam was his brother, Lucas. Photo by Stan Bissell



Just to remind you we're in a drought—at Owl Canyon Gliderport, the gear collapsed on a ship during landing. The sparks thrown up by the grinding of the tow release started this small grass fire, quickly put out. OCGP also had a grassland fire as close as 200 yards away. Photo by Curt Cole



Donald Hannon and Bif Huss preparing for their flight to Pikes Peak in the Duo on 7/31.



John Wahl's To-Die-For 1-26 Panel



Another beautiful place Clay Thomas visited recently in his JS3.



OK, well at least 1-26 S/N 182 has a glass cockpit!