

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80103

Volume 29 Number 12

December 2017

FROM THE EDITOR

Welcome everyone! Welcome to the newest incarnation of Airworthy, the BFSS Newsletter. It has been on hiatus for a number of years. Now, with the number of club members increasing, it was time to come back. Airworthy is for members and friends of BFSS. It's a way to keep communications open between members. It bridges the gap between the email lists and the website.

Airworthy will contain news relevant to BFSS members. It will include articles and reports from members, pictures, profiles, updates on the fleet status, want ads and more. It will be electronic only.

A newsletter is only as good as the content. If you want to share a great flight you had, write it up and send it in. Do you have some great pictures you want to share? Send them to the editor in .jpg format.

Send your questions, comments or content directly to me at aliceandmark669@earthlink.net.

I hope you enjoy it!

Mark Palmer, Editor

FRIENDLY REMINDER

Don't drive the golf carts on the grass. Ever. Even if you're being chased by velociraptors from Jurassic Park. Velociraptors are the responsibility of another committee.

CALENDAR

Board of Directors Monthly Meeting
December 5, 2017 6:30 – 8:00
Castle Rock Library

BFSS Party —Tentatively January 13, 2018
(Location TBD)



BFSS GLIDER FLEET COMMITTEE

The club now has a glider fleet committee. Their charter is to determine what a viable training fleet should be. They are also to determine possible approaches to acquisition, costs and financing. They report monthly to the Board and will provide a report to the membership at the annual General Membership Meeting.

The Committee members are Stan Bissell, Gary Baker and Bif Huss. If you would like to give your input to the committee, contact one of those gentlemen.

BFSS 30TH ANNIVERSARY!

Believe it or not, 2018 marks the 30th Anniversary of BFSS operating out of Kelly Airpark. The club's first tow at KAP was on May 14, 1988. Sounds as if we should have a party! If you have any ideas on how to celebrate this accomplishment, let the Board know.

FLEET UPDATE

Pawnee – the Pawnee will be down for an engine swap the first weeks of December. No tows will be available the 9th and 10th of December. Doug Curry will be doing the engine swap in his hangar. Thanks Doug!

AC-4C – The Russia is still down for maintenance while we look for a replacement rudder cable. That's been harder to find than anticipated.

ATTENTION ASK-21 PILOTS

Thanks to the hard work of several members, the scrapes on the lower wing of the ASK have been repaired. To prevent the scrapes from reoccurring, the recommendation of the instructors is this: Land on the centerline of the runway as usual, but as you slow down move to the upwind side of the runway (don't roll off the runway). Before you lose aileron control, use the wheel brake to fully stop any forward motion. We want to keep the wing from grinding against the rocks on the sides of the runway.



MACH .01 SIMULATOR

The flight simulator is up and running in the new simulator room. Yeah! It's running Condor 1.5 and has the Colorado scenery installed.

Thanks to Steve Johnson for remodeling the room. Thanks also to Mike Ballard, who ordered and built up the simulator. Former member Mark Johnson contributed the funds to purchase the computer. Mike Clausen donated the monitor. Dave Rolley did the computer integration and Dave Rolley, Dave Leonard and Raul Boerner set up the configuration.

The cost to use the sim is \$5.00 an hour. If you're not familiar with Condor you should schedule some time with one of the instructors to go over how it works.

There is a documentation folder on the desktop that contains a number of the "Condor Corner" articles from *Soaring* magazine. The Condor User Manual is also on the computer.

Please do not upgrade any software without talking to Dave Rolley.

With the winter months upon us and the towplane down for a bit, now might be a good time to get comfortable with Condor.

SHIPS FOR SALE

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

SSA VISIT AND RECOMMENDATIONS by Bif Huss

On October 21-22nd BFSS was visited by SSA President Ken Sorenson, SSA Growth Initiative Committee Chairman Jim Calloway and SSA Regional Director, Frank Whitely. Due to its outstanding location and facilities, excellent flying area and rich past history, BFSS was selected by the SSA to be the BETA test club for the SSA's new Growth Initiative Program. This program seeks to grow soaring membership in SSA clubs throughout the U.S by using the SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis method to survey club members to identify areas where the club can take advantage of methods to grow the club's and US Soaring membership. Some examples of areas identified included taking advantage of BFSS's 503 tax exempt status to develop youth and seniors programs, produce information cards for club members to give out to interested potential pilots, create flyers to post in local FBOs, etc. We had a great turnout from the membership followed by a pot luck bratfest put on by Raul Boehner and Brinnell Briggs. The visit was a great success with many ideas presented to take advantage of growth opportunities.



BIF TO THE WORLDS!

Club member Marvin "Bif" Huss "H7" has been selected to the US Soaring Team to compete in the Standard Class next summer at the World Gliding Championships to be held in Ostrow Michalkow, Poland. Go Bif!

CREDENTIALS COORDINATOR

John Mann is now the Credentials Coordinator. If you have any updates or changes to your status on your qualifications, contact John.

FRIENDLY REMINDER

As club members, one of our responsibilities is to occasionally act as the Ops Duty person. Be sure to check the Ops Duty Calendar on the web page. Check it frequently as it may change. If you can't make your duty day, it is your responsibility to find a replacement. Only contact Ingo Kuenzel in the event you are unable to find a replacement.



GOLF CART REMINDER

by Raul Boerner, CFI

Golf carts are easy to drive. Everyone wants to drive one. To keep our fellow Kelly Airpark owners and residents happy, the Home Owners Association has created some rules; our Club supports these rules and has a few of its own.

1. With respect to driving our golf cart, the BFSS requires the drivers to be Club members. Sorry, non-members may not drive this complicated machine. For family, our Club has a Family Member category.
2. A KAP rule that helps the grass stay alive is to keep off of the grass in the common areas, regardless of whether the grass is wet or dry. The dry Colorado air can be stressful to grass in the country. Golf cart tracks are telltale.



FACEBOOK

Did you know BFSS has a Facebook page? Yes, we do. So don't forget to go and 'Like' us at Black Forest Soaring Society!

FRIENDLY REMINDER

If you're the Ops Duty person, remember to call Denver ATC and Colorado Springs ATC before we start flying. And be sure to call them back when we stop flying at the end of the day!

ACCOMPLISHMENTS

Quay Snyder – renewed Designated Examiner
10/21/2017



Brandon Kolk – Commercial checkride
10/21/2017



Jacob Beineke – First Solo! – 11/25/17



Mark Palmer – ASK checkout complete
11/19/2017



OUR BFSS ROOTS by Alice Palmer

With a big anniversary coming up for the Black Forest Soaring Society in 2018, it might be a good time to revisit some of the club's history. Over the next few issues of *Airworthy*, we'll take a look at some highlights of the club, starting first with a look back at our roots.

BFSS is part of a long legacy of successful glider clubs along the Front Range. In the spring of 1962, 17 prospective members, including such well-known soaring names as Dave Johnson, Ken Kolstad, and Mark and Ruth Wild, gathered to form the Pikes Peak Soaring Association. The club purchased a Schweizer 2-22 and began flying off of property owned by the Wilds that eventually became the Black Forest Gliderport. That year the club constructed a clubhouse that included bunkrooms for visiting pilots, as well as our hangar 1. Launches were typically by winch, especially for training, but the club also towed with a PA-18 Super Cub.

In those early years, the club began actively exploring the Pikes Peak wave in the winter months and thermals with high cloud bases in the spring, summer and fall. The Labor Day Soaring Contest began to be the end-of-summer tradition for many pilots throughout the region. The club also ventured into the mountains for glider camps in Aspen, Buena Vista, and Westcliffe.

In 1965, the club merged with the Denver Soaring Club and became the Colorado Soaring Association. Soaring in the area truly began to thrive.

Over the next 25 years, the Black Forest Gliderport (BFGP) became a destination for pilots around the world seeking good wave. This "Pikes Peak Diamond Mine" was where thousands of pilots earned their gold and diamond altitude gains, as well as Lennie I (over 25,000 feet), Lennie II (over 35,000 feet), and even a few Lennie III (over 40,000 feet) badges. In 1979, Sabrina Jackintell set the women's world absolute altitude record of 41,460 feet (12,637 meters). Many wave camps were held each winter, with pilots staying in the bunkhouse or the small 3-room Lennie Inn on the field.

Summer months saw strong thermals, with lots of student flying at the commercial operation called Wave Flights, Inc. It wasn't unusual to have over 100 flights per day on the weekend, with 5 towplanes operating. Lots of young pilots from around the country first soloed during one of the many Youth Camps.



Black Forest Gliderport

By the mid-1980s, the growth of Colorado Springs presented new threats to BFGP. Colorado Springs Airport began planning for a new north/south runway, with the approach to 17L almost directly over the gliderport. Land values kept increasing and development was

moving northeastward from the city. In 1985, Mark Wild sold the property to a developer.

As these events were taking place, the Colorado Soaring Association realized the club's survival was at stake and made the decision to buy the old Waverly West Soaring Ranch north of Fort Collins, renaming it Owl Canyon Gliderport. After CSA's move north, a group of remaining glider pilots formed the Black Forest Soaring Society.

With the imminent closing of BFGP, there was a pressing need to find a permanent home for the new club. In stepped Ben Kelly, who had the dream of an airpark for aviation enthusiasts. Ben began developing some of his family property into the Kelly Airpark (KAP). Ben was not just a power pilot, but a soaring enthusiast as well. In exchange for promoting the sale of airpark lots, Ben donated a commercial lot to BFSS and ensured that KAP would include soaring as one of its central activities.

Then began an intense effort to move the club north to what then was mostly open pastureland. Ben had platted lots and was constructing roads. In the fall of 1987, BFSS dismantled hangars and contracted with a building mover to take the operations building to the new site.

The building was loaded on the truck and made it halfway to KAP before the mover encountered a restricted bridge in Elbert County that he could not cross. He parked the building, and there it sat for about a month. Many phone calls later, the building was moving again and lifted in place over the new foundation, still on the steel beams. The three hangars arrived too, in pieces, and work started to reconstruct hangars 1 and 2. Hangar 3 would have to wait until money could be raised. There was still much work ahead, just as winter set in.

Next month: BFSS gets settled and begins operations at KAP.



Fall 1987: Ops Building on the Move



Hangars Start to Go Up



No Flying Yet, But Glider Pilots Can Always Find A Way to Have Fun

A NEW CLUB MEMBER?

Congratulations, Brandon and Jenn!



“My wife Jenn and I gave birth to Greyson James Kolk. Born 11/1/17 in the early morning. Greyson came exactly 3 weeks early but healthy as an ox. His nursery is aviation inspired from floor to ceiling of course. Jenn and I are not only saving vigorously for college but saving for his flight training simultaneously!”



Brandon has had a busy month! Below is the story of his commercial checkride.

“On 10/21/2017 I took my commercial checkride with Quay. The checkride itself was as expected with a few curve balls here and there. I spent one year preparing at BFSS for this day and felt very prepared thanks to Raul, Stan & Quay. During the year of training I used every instructor and soaked up their knowledge on the ground and in the sky. I typically flew “Tanker” 2-33 simply due to its availability, its beautiful paint job and amazing duct tape modifications but also qualified in the Russia & Blanik. On the great booming lift days of the 2017 summer I outfitted the 2-33 with its own oxygen system rigged up in the back seat which allowed me time to tinker and get hours of experimentation in the air. The oxygen system worked flawlessly and allowed me to stay aloft for several hours (If you want to do it yourself let me know I have all the necessary parts).”

