

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

Even though the soaring season is pretty much shut down, the club still gets in some flying days. It was a pretty productive November – Dylan Brown soloed, and Vitaliy Aksyonov got his private license and then finished up with a front and back seat check in the ASK. Oh, and we had a Diamond flight! See below.

For the Palmers it was an exciting November. In late October we closed the deal on Bob Weien's DG-300, Echo Fox. EF hadn't flown in 7 years and Bob just hadn't gotten around to selling it. So with a bit of a push from Mr. Rolley, we checked it out, did some calculations, and made the deal. Between this and that we didn't get a chance to fly it until November 10th. I got the chance for first flight. It went very well and we can't say enough about how pleased we are. Alice got two flights in on November 16th and couldn't stop grinning. Thanks to Bob Weien for letting us take over, to Dave Rolley, Raul Boerner, Gary Baker, Steve Johnson, Doug Curry, Brandon Kolk and all the others who helped with advice and support. We're looking forward to soaring season!

While we don't have an official date yet, pencil in one of the Saturday evenings in February for the club's Winter Party. More details to come!

Note: In the pictures section of last month's issue, there was an uncredited photo of lennies

from a cockpit. That photo was taken by Mike Cavanaugh, flying wave out of Westcliffe back in the late 1980s. Thanks for letting us use your beautiful photo, Mike!

Finally, note that starting in January the monthly Board of Directors meetings will be held at the **Castle Rock Library** on the **2nd Tuesday** of the month. This will hold for all of 2019. The only exception will be May when we hold our annual member meeting.

And finally, finally, here's wishing everyone very happy holidays!

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

December 4, 2018 6:45 – 8:45

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO
<https://ppld.org/monument-library>

January 8, 2018 6:30 – 8:45

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

BFSS Winter Party

February, 2019

Info to come

Minden Wave Camp

April 8 – 12, 2019

Minden, NV

Contact www.soaringnv.com

1-26 Championships and Low Performance Contest

May 28 – June 7, 2019

Moriarty, NM

Women Soaring Pilots Association Seminar

July 1-5, 2019

St. Louis, MO

FLEET UPDATE

ASK-21 – Altimeter repaired. Waiting to be reinstalled.

2-33 – Still under refurbishment. But we’re getting closer! See Alice’s article below.

AC-4C Russia – Nothing to report

PW-5 – Nothing to report

Blanik L-23 – Nothing to report

FRIENDLY REMINDER

Snow season is coming! Heavy winter snows and rain 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 December and early January 2019:

Metzger, Marc	12/1/2018
Paluch, Zach	12/2/2018
Peaslee, Gerald	12/8/2018
Price, Brian	12/9/2018

Rolley, Dave	12/15/2018
OPEN	12/16/2018
OPEN	12/22/2018
Urschel, Pete	12/23/2018
Abbe, Joshua	12/29/2018
Aksyonov, Vitaliy	12/30/2018
Anderson, Ed	1/5/2019
Baker, Gary	1/6/2019

(Note that we have two OPEN slots in December. If anyone would like to step up and take one of the slots, please let Ingo know.)

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. Be sure to go to the Calendar page on the club website and put yourself down for the day you’re assigned.

FRIDAY TOWING SUSPENDED FOR THE WINTER

Regularly scheduled Friday towing is being suspended for the winter. John Gillis, who lives at Kelly, is willing to tow on the occasional Friday, if that Friday towing is prearranged with John directly. Friday towing will resume in the spring.

ACCOMPLISHMENTS

Dylan Brown – First solo and A Badge. Congratulations Dylan!



Raul congratulates Dylan on his solo.

Joshua Abbe – B Badge. Great flight Joshua!

Vitaliy Aksyonov – Private Pilot Glider. ASK-21 front and back seat checkout. Congratulations Vitaliy!



Quay Snyder, DPE, congratulates Vitaliy Aksyonov on completing his Private Pilot Glider checkride.



Vitaliy Aksyonov and Ingo Kuenzel after Vitaliy's ASK front/back checkout. It was a bit chilly that day, November 25, 2018.

THANK YOU!

Steve Johnson – For the never-ending work on the golf carts (including replacing the batteries in the main cart)

CFI SCHOLARSHIPS

The SSA is pleased to announce a new scholarship program for CFI-Gs.

This program was kick-started by an initial generous donation from John Weber and others. The goal is to generate more CFI-Gs at clubs, which will then help foster club growth.

The basic elements of the program:

SSA will offer 13 scholarships for \$1500 each to be used to offset applicant's expenses in becoming a CFI-G.

The scholarship can be applied toward an initial CFI-G certificate, an add-on glider rating to an existing CFI certificate, or the re-certification of a lapsed CFI-G certificate.

The CFI-G certificate/rating must be completed within 18 months of when the applicant is notified of the scholarship award.

The applicant must be an SSA member and an active member of an SSA Chapter.

The name of the applicant must be submitted by an SSA Chapter president or chief instructor, along with a letter of recommendation.

One applicant per Chapter.

The applicant will provide a brief soaring biography and explanation of what their motivation and goals are in becoming an instructor for their club.

The Chapter must provide an additional \$500 funding to the applicant. This could be in the form of waived club expenses associated with the CFI-G training, and can be paid out by the club whenever the club chooses.

SSA scholarship funds will be paid to the new CFI-G upon completion of the CFI-G certificate/rating and receipt of documentation from the Chapter confirming the Chapter's \$500 contribution.

Scholarship recipients will be selected by a small SSA committee created for this purpose and will be awarded to applicants who appear to be a good fit on a first come basis until all 13 scholarships are committed.

Scholarship applications may be submitted to the SSA office beginning January 1, 2019.

Chapters are encouraged to submit applicants who are likely to become active instructors at your club. The ultimate goal is to grow the sport through stronger clubs and better flight instruction/training programs. The scholarships are intended to encourage the development of new club flight instructors. Clubs should select applicants considering their likely effectiveness as teachers/instructors. It is hoped that this program will provide an incentive to individuals who might otherwise not begin their CFI-G training, or are unlikely to complete their current CFI-G training, for financial reasons. It is also hoped that this program will provide an incentive to clubs to encourage their members to become flight instructors.

Ken Sorenson, SSA Chairman of the Board

FOR SALE

PowerFlarm Portable. \$200. Fails at startup. Estimated cost to repair in Europe is \$500. So for \$700 or so you can have a new device for half the price of a new one. I have more details. Includes ADS-B and Flarm antennas, remote antenna. Contact [Mark](#) .

PROPERLY CLOSING THE HANGAR DOORS by Raul Boerner

It happens. We get in a hurry and fail to properly secure the hangar doors. Simply pushing the CLOSE button is not enough. After a windy and snowy weekend, we found the door to Hangar Two bowed out. It looks like the last time it was closed, the pins were not checked for proper seating.

When closing a hangar door, lower it until about four inches (4") above the ground. Then, walk to the pins and shake the door until the pins properly fall into the anchoring holes in the

concrete. Then, return to the control box and finish lowering the door those last four inches.

Door damage could set our Club back multi-thousands of dollars.



DIAMOND FLIGHT!

Dave Bachler proposed to his girlfriend, Dr. K. LeAnn Yoda, on Saturday, November 3rd in the ASK. His airborne proposal was a complete surprise!

Here are a few of Dave's words on their wonderful flight:

Wow! What a rush life can be...Saturday, 3 November 2018, was the day that my future bride, Dr K. LeAnn Yoda, officially accepted my proposal and said "Yes!" at 10,000 feet MSL while we slipped through the winter skies above Kelly Air Park in the club's ever-popular and capable ASK-21.

During the launch/tow phase, the air was brisk and refreshing, the winds were a bit gusty, but well within the runway direction and cross-wind limits of the glider and tow.

As we went higher on tow, I shared a few poetic thoughts with LeAnn before releasing in a wide open area free of clouds, at 10,500 feet MSL. The clearing turn revealed a stunning view of the mountain vistas with just a dusting of snow to highlight their multiple facets.

I then executed a gentle negative-G, wings-level, "bunt." During those few exhilarating, precious moments, I floated the ribbon-decorated box forward to LeAnn in the front seat as she exclaimed delight in the view and the sensation of weightlessness.... I also called her by her full name and asked her if she would join me on a lifelong "diamond" flight and be my wife....happily, she said "Yes!" before even taking time to open the box. Whew!

As we approached the airfield, I amended the standard traffic advisory call by stating, "Black Forest Ground, Glider 77, Diamond Flight, mission success." A heartfelt "Congratulations" came in reply over the CTAF frequency....

I decelerated and stopped the beloved ASK precisely at the midfield cross-taxiway where we were greeted by a small but happy group of club members each clutching silver (plastic) champagne goblets and bottles ready to open.



Congratulations to the two of them! Now we need to find an SGS 2-32 to borrow so Pastor Raul can marry them in the air!



Dr. LeAnn Yoda and Dave Bachler after the "Diamond flight." Photo by Ed Anderson.



Post-flight congratulations! Mike Keefe, LeAnn Yoda, Dave Bachler, Gary Baker, Dave Rolley, Kip McClain, Kyle Kendall, Frank DeBacker and a bottle of champagne. Photo by Ed Anderson.

**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!"

N65840 TANKER 2-33 REFURB by Alice Palmer

Our major focus right now continues to be gluing the fuselage fabric. The bottom and left side fabric are attached.



Left side fabric through initial shrinking

Work is nearly complete on the right side fabric. We've had some detail work to do on the door frame that takes extra time.



Working on the door frame



Right side fabric in progress

So far we've been pretty lucky with weather. We did lose one day due to cold this month. Our propane heater is working well. It keeps the area two feet above the fuselage very warm even though our feet stay cold! Oh, well, as glider pilots we're always glad warm air rises.

Thank you, Dave Allen, for stopping by on Thursdays. We enjoy seeing you and appreciate your advice (and contribution of fabric for gussets)! Thanks also to Jamie Treat, for your continued support!

Thanks to the team members who continue to dedicate significant time and put up with the challenging conditions without complaint!

Gary Baker
Mark Palmer
Raul Boerner
Doug Curry
Ed Anderson

WEEKLY CONDOR RACES by Mark Palmer

Club member Mark Johnson is hosting Condor Races. Condor is the very popular soaring simulator. If you have Condor 1.0 and Colorado scenery 2.0, an internet connection, a joystick and rudder pedals, join us. Once a week, Mark picks a task and you get to pick the ship. The races only take an hour or less. Mark sends emails to club members on dates and times but if you miss it, contact him [here](#).

The races are a lot of fun and it helps keep your skills sharp during these cold, dark nights of winter. Plus you get to fly all those cool ships.

NEW MEMBER PICTURE



*New member JC Conahan III.
JC has been flying with Ingo and Raul.*

SPECIAL USE AIRSPACE by Raul Boerner

Today, you decided to fly from Kelly Airpark to Calhan, and back. Based on your weather briefing from FSS (via 1-800-WX-BRIEF), or via <https://sua.faa.gov>, you learn that A-639B is active. It is near Calhan airport.

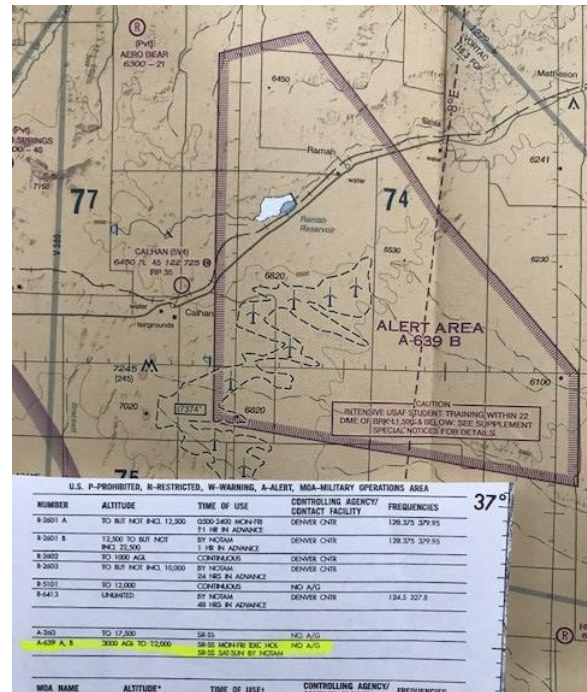
Being an Alert Area, you know that both you and the participating aircraft are equally responsible for collision avoidance. You check your Sectional Chart and find that there is no communications established for this airspace. So you choose to be very careful, with your head on a pivot; you might also choose to monitor 121.5 MHz while transiting A-639B. You might also choose to announce, in the blind, that you are entering the area in the northwest section (good idea, Batman!).

Being new to this website, you also decided to utilize the filter to reduce the amount of data displayed.

But, another pilot, somewhere similar, did not do a full briefing and was not aware that

military training was in progress. This video is what happened:

<https://youtu.be/FGN4BLrGYSM>



PHOTOS



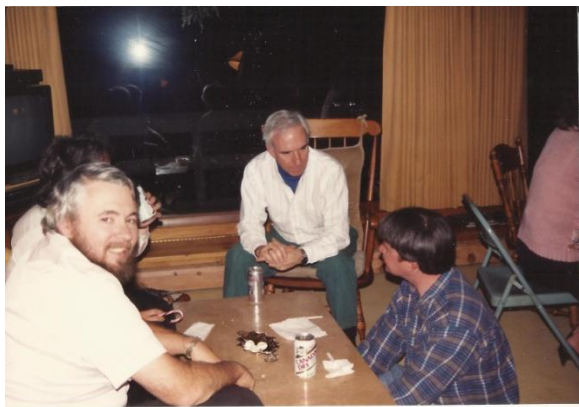
Throwback December – Alice (then Goodlette) in the backseat of 57 Sierra, a 2-33, the “Orange Pumpkin.” Alice and Mark were flying in wave to 14,000 feet from the old BFGP. What you can’t see is that her gloves are stuffed in the gaps in the canopy to keep her from freezing. Christmas 1981. Photo by Mark Palmer.



*Mark brings Echo Fox in for landing.
Photo by Stan Bissell.*



On November 18th Vitaliy Aksyonov took his first passenger, friend Max Danilin, for a ride in the Blanik.



*1993 BFSS holiday party at John and Jeannette Goodlette's house.
How many of these BFSS members to you recognize?*



Vitaliy's friend Max took these pictures as Vitaliy flies the pattern.