

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

Airworthy Archive: SoarBFSS.org/Airworthy

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

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FROM THE EDITOR

Although it says fall on the calendar, winter is definitely here. Snow and cold the last couple of weeks has been challenging. The sunny days are warm but not warm enough to generate much lift. Lots of smooth, sled rides from tow to the ground.

John Gillis checks in this month on the resurrection of PIK-20D, 2 Mike. John's experience makes me wonder how many perfectly good sailplanes are cocooned in trailers, forgotten and unloved, just waiting to fly again. How many have been abandoned because an owner passed away, logbooks lost, or families having no idea what to do with it? How many lost Libelles, ASWs, even 1-26s? Good on John for bringing 2 Mike back to the skies.

Following up Bill Hill's OLC article in the November *Soaring*, **Dave Rolley** breaks down the OLC from our club perspective. That should start to inspire us for next season.

The *Airworthy* staff (Mark, Alice, and felines Frannie Mae and Herschel) hope you have a great Thanksgiving. May you have a Merry Christmas, Happy Hannukah, Feliz Navidad, Happy Solstice!

See you in 2020!
Mark Palmer, Editor



*View from the front of Bravo Alpha
Photo by Patrick Mendonca*

PRESIDENT'S MESSAGE by Bif Huss

In this month's *Airworthy*, **Alice Palmer** writes about volunteerism. I'd like to add my own thoughts about volunteerism and our club. We have a wonderful facility here at Black Forest Soaring and the BOD is very happy with the progress that the club is making.

Over the last several years, we've seen improvements in rehabbing the clubhouse, installing a clubhouse patio, building a Club workshop, maintaining our grounds, and installing a Club entryway sign and walkway from the hangars to the clubhouse (thanks **Zach** and **Henry Paluch!**). These have all been projects where individuals have stepped up and

contributed their valuable time to making our club a great place to hang out and fly.

We need to keep “the press on” as we say in the Navy. Our club bylaws call for the BOD to establish standing committees to make sure the Club operates properly. These committees consist of Buildings and Grounds, Aircraft Maintenance, Operations, and Membership to name a few. Losing **Steve Johnson** has left a huge hole in our ability to keep the club operating at the level we’ve become accustomed to. Steve’s outstanding efforts made him a one man, “do it all” committee. It’s crucial now, going forward, that we fill the gap that Steve’s passing has left and that people step up and volunteer to serve on these committees. The plan is for the BOD to readdress the Club’s committee structure and to make sure that everyone has an assignment in addition to their GOD, Towpilot or CFG duties. The following committees are in immediate need of volunteers:

Building and Grounds: (This committee requires the most volunteers) Responsible for maintaining the clubhouse, cutting the grass, weed maintenance, and repairing hangars/clubhouse. We need a Chairman for this position and many volunteers.

Maintenance: Responsible for maintaining aircraft currency, identifying/tracking aircraft gripes/squawks, washing, and care for the aircraft and their trailers. We especially need plane captains for each aircraft.

I would also like to have someone step up and become the Club’s Social Director. **Raul** has been doing an excellent job in this area, but he has a lot on his plate and I would like to see someone take this over full time.

Responsibilities would be coordinating our monthly potlucks during the season and organization of the club’s annual Winter Party and Awards Ceremony.

We need your help. You can volunteer for one of these committees by emailing me or any of the Club’s directors. Our plan is to have everyone assigned to a Club committee in the near future. Our club is only as good as we, the members, make it. I know we have a lot of talent out there in the membership. We could sure use that talent to make our club better than ever.

Thanks!

Bif Huss, President, BFSS

CALENDAR

Board of Directors Meetings

December 10, 2019 6:30 – 8:45

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

<https://www.dcl.org/castle-rock/>

January 14, 2020 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)

Will resume in the spring

SSA Convention

February 20-22, 2020

Little Rock, AR

Soaring NV Wave Camp

April 13-17, 2020

Minden, NV

1-26 Championships and Low Performance Contest

June 16-25, 2020

Sunflower Soaring, Hutchinson, KS

Women’s Soaring Pilots Association Seminar

August 24-28, 2020

Springfield, Vermont

Downhill Dash Summer, 2020

FLEET UPDATE

ASK-21 – 77 will shortly be on its way to Williams in California for it's 9,000-hour check.

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

AC-4C Russia – Nothing to report

PW-5 – Nothing to report

Blanik L-23 – Brake work and sand removal from wheel completed, along with 100-hour inspection

Pawnee – Upgraded oil temp gauge installed

FRIENDLY REMINDER

The winter snow season is here. 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:

Price, Brian	11/30/2019
Rolley, Dave	12/01/2019
Palmer, Alice	12/07/2019
Szwagrzyk, Jerzy	12/08/2019
Urschel, Pete	12/14/2019
Abbe, Joshua	12/15/2019
Aksyonov, Vitaliy	12/21/2019
Anderson, Ed	12/22/2019
Palmer, Alice	12/28/2019
SWAP AVAILABLE	12/29/2019
Beineke, Jacob	01/04/2020
Bohrer, Tim	01/05/2020

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.

ACCOMPLISHMENTS

Roen Luke – First solo and A Badge!



Roen Luke solos the Blanik, 11/3/2019.

Photo by Stan Bissell

Dylan Brown – C Badge

John Gillis – PIK-20D checkout

Alice Palmer – AC4C Russia checkout

Pete Urschel – AC4C Russia checkout

Raul Boerner – Completed the installation and test of new hydraulic brake system in his LS-6

C BADGERS by Alice Palmer

On November 2, five pilots met with **Alice** and **Mark Palmer** and **Dave Rolley** to discuss knowledge topics for the C Badge, including lift sources, an introduction to cross country, and rigging and crewing.

Attending were **Dylan Brown**, **Julie Kinder**, **Becky Kinder**, **Donald Hannon**, and **John Gillis**. We had a fun discussion with everyone sharing

their experiences and ideas. For Dylan, this was the final requirement and he was awarded his C Badge. The others have just one or two more requirements to meet before they, too, can be issued their C Badges. Congratulations everyone, and thank you, Mark and Dave, for adding your expertise during the event.

We plan to hold another C Badge workshop and a Bronze Badge workshop after the first of the year. Let us know of your interest and we'll make sure you're on our email list for more information.

STRATEGIC PLAN UPDATE

Approximately 43 members (about half of all members) took the online survey. Three issues stand out: towing, instructing, and training aircraft. Interestingly, half of the members live south of Kelly and half live north. The Strategic Planning team will work on mining the data received and give an expanded report at the December Board meeting.

WALKWAY PROJECT COMPLETE

Henry Paluch has completed his Eagle Scout project, a new walkway and fence between the clubhouse and Hangar 1. Well done, Henry and crew! Henry's goal was to make our grounds more accessible for the Craig Hospital visitors, and he solved our drainage problem at the same time. Thank you Henry!



New walkway. Photo by Raul Boerner.

WELCOME NEW MEMBERS!

This month we welcome **Patrick Mendonca**, a new student who will be flying with Raul. Patrick has been a frequent visitor this summer and has pitched in to help at various times.



THANK YOU!

Doug Curry – For fixing the Pawnee tailwheel (twice!), installing the new high-tech oil temp gauge in the Pawnee, fixing the Blanik brakes, and performing the Blanik 100-hour inspection

Bill Gerblich – For arranging the lease on Pawnee 68Z and for his continuing work helping Doug Curry on 76S maintenance.

Todd Hunt – For towing in 68Z over two weekends to keep us flying while 76S was out of service. Todd put in a lot of hours and still had a smile on his face at the end!

And also a **BIG THANKS** to **Jason Harwell**, the owner of Pawnee 68Z, for allowing us to lease his ship to fill in for our Pawnee while it was in repair. Jason came through for us in a big way, allowing us to cover our towing needs for two busy weekends of flying!

Jeff Sherrard – For taking the ASK trailer to Parker Trailer for maintenance and for lots of extra line crew help

John Gillis and **Michael Westlake** – for plowing snow and grading. Both brought their own tractors!

Pete Garbardi – For extra Friday line crew help

Julie and Becky Kinder – For cleaning up and sorting through a lot of old stuff in the clubhouse

Frank DeBacker – For volunteering to be project manager on the ASK-21 9,000-hour check, including making arrangements with Williams

Vitaliy Aksyonov – For creating an online membership roster including pictures

Dave Rolley – For having the Palmers and Echo Fox in his home shop, “Fox Delta Engineering,” for nearly a week, and for his work on helping install the new transponder (and about a dozen other items on the punch list)

VOLUNTEERISM by Alice Palmer

If you read *Airworthy* regularly, you may have noticed that many of the same names appear over and over in the Thank You column. I’d like to acknowledge additional members who perform behind-the-scenes services to the club.

You are aware of our **instructors** and **towpilots**, to whom we are always grateful. Our dedicated **840 Team** continues to volunteer where needed to get our beloved bird flying as soon as we can. And don’t forget our **commercial ride pilots** who introduce newcomers to our sport.



*Raul Boerner, Becky Kinder, Alice Palmer, Julie Kinder, and Kyle Kendall—
Part of the 840 volunteer team*

You may not be aware of the following folks who perform duties critical to the club’s operation:

Board Members who meet monthly or more often as needed to discuss and make decisions on critical club issues:

Bif Huss, President
Chris Dunmall, Treasurer (a position he’s held for many years)
Frank DeBacker, Secretary
Dave Leonard (past President)
Gary Baker (multi-term Board member)
Ed Anderson (also on Strategic Planning Committee)

Were you aware the following people also fill important roles that keep us flying?

Brandon Kolk, Membership Coordinator
Jerzey Szwagryk, Commercial Ride Coordinator
Val Dean, Fleet Insurance Coordinator
Clay Thomas, Oxygen Delivery Coordinator
Kip McClain, Avgas Delivery Coordinator
Joshua Abbe, Ground Operations Duty Coordinator
Vitaliy Aksyonov, working on website updates
Bill Gerblich, Chief Towpilot
Raul Boerner, Chief CFI
Quay Snyder, Designated Pilot Examiner
Doug Curry, Chief of Fleet Maintenance
Dave Rolley, Chairman of Strategic Planning Committee and untitled Do-er of many things
Brian Price, KAP Association Liaison
Mark Palmer, *Airworthy* Editor

I made up a few of those titles, but the duties of each of those people are extensive. They often involve hours of work to schedule, monitor, attend meetings, and deal with challenges and, need I say, aggravations, that we members rarely see. You may also notice that many of the folks listed above are frequently in the Thank You column as well.

When you see these folks, please recognize them for helping to keep us operating year round. There may be others I've left out and if so, please let me know and I'll acknowledge them in the next *Airworthy*.



John Gillis grades the ramp with his tractor.

If you don't see your name above or in the Thank You's frequently, we know that isn't because you don't want to help. Family obligations, school, work travel, raising kids and putting them through college, taking care of aging parents, and many other of life challenges sometimes make it hard to devote extra time beyond our scheduled GOD duty.

But still, I pose this challenge to you. Call it a New Year's Resolution if you're into those.

Can you, at least once per month:

1. Come to KAP and FLY. Flying keeps you current and engaged, helps you better understand the needs of the club, lets you get to know other members, and helps our club thrive.
2. Devote two extra volunteer hours to a project or ongoing need of some sort. Some examples:
 - Clean bathrooms
 - Sweep the gravel from the carpet, then vacuum the clubhouse
 - Gather up the trash and take it home to put out with your household trash
 - Clean out the refrigerator or freezer
 - Clean a glider or the towplane
 - In the summer, mow grass or spray/pull weeds

If nothing else, the daily GOD can probably use a couple of extra hands on the line during the busy part of any flying day.



ASK-21 maintenance volunteers

Maybe between trying to sneak in a flight or two and trying to make your child's soccer game or other family commitments, you just can't stay for a couple of extra hours. If not, do you have other skills you can contribute to help move the club forward? Something you could do during a quiet evening at home?

Usually, if you see something that needs to be done, it is probably because no one has (yet) stepped forward to lead the project. Can you take the lead on a project and recruit others to help? Or can you devote a few hours to helping ongoing projects that are led by others? Here are some ideas:

- Volunteer for one of the committees (see Bif's message on page 1)
- Help organize the Winter Party
- Help organize a club BBQ when they start up again in the spring
- Help organize a club maintenance or cleanup day
- Help organize a club outing to another soaring location next summer
- Lead or help with an effort to replace the dead grass in the lawn next spring
- Help with finishing up the Hangar 3 shop
- Coordinate and deliver/pick up parachutes (monthly or quarterly) to the riggers in Colorado Springs (Rodney) or Golden (Walt)

Reach out to a Board member, a coordinator, or other project leader and offer your help. If you're not sure who to ask, contact me and I'll

help get you to the right person. Even a few hours a month will be a great benefit to the club. Thank you!



Patrick Mendonca (above) and Roen Luke (below) on grounds maintenance



ARCHEOLOGICAL DIG CONFIRMS EARLY ORIGINS OF BFSS

The archeological dig is, in this instance, meaning the box of old BFSS documents in our basement that former BFSS President Phyllis Wells dropped off at our house a while back. While going through the material, Alice found three lost back issues of *Airworthy*. The February 1988, May 1991, and November 1991 issues have been scanned and uploaded to the webpage. As far as I can tell, the February 1988 issue is one of the earliest *Airworthys*. Check them out. There are even a couple of names you may recognize.

Meanwhile, the original paper copies are stored in a climate controlled vault below the Vatican. Or not.

CALL SIGN “IRONMAN” by Deonna Neal

Quay Snyder will be too modest to tell you, but during the weekend of November 2/3 he qualified for the Ironman World Championships, which will be held in Kona, HI on Saturday, October 10, 2020. That race is televised on NBC (perhaps you'll catch a glimpse of him!).

Quay earned this coveted Kona slot when he placed 3rd in his age group at Ironman Florida.

Quay swam 2.4 miles in 1 hour and 6 minutes (average 1:41 min/100m). He rode 112 miles in 5 hours and 31 minutes (average 20.32 mph). He ran 26.2 miles in 4 hours and 9 minutes (average 9:28 min/mile).

His total time on course (including transitions) was 11 hrs, 1 minute, and 51 seconds.

I was able to go down to Panama City Beach to help support him during the race weekend. It was great to see him achieve a goal he has been pursuing over these past 5 years! I've attached a picture from the awards ceremony.

Congrats to Quay!



Quay Snyder placed 3rd in the Ironman Florida. He qualifies for the Ironman World Championships in Kona, HI in October, 2020. With him is former BFSS member Deonna Neal.

THE RETURN OF 2 MIKE by John Gillis

Cell phone rings. Unknown number—is it just another scheme? Is my auto warranty expiring? Did I really win a luxury weekend at a Hilton resort? I gamble, answer. It's an elderly man, clearly distressed, explaining that his son has passed away, and he is reaching out to find his son's glider. His daughter grabs the phone, explains her brother had passed and the records they have show it was last at Kelly Airpark.

They got my name from the Kelly Homeowners website, as at that time, I was on the Board of Directors. I said I didn't know of this glider, but was a member of the glider club and would do some research. I took their name and number. They were grateful.

I put out a call to club members, do you know of this member, **Mark Ransom**? Is his glider at the club? This started the investigation. Turns out, yes, the glider, a PIK-20D, was at the club. It's been there since at least 2003 and possibly 2001. Nobody knew him. He wasn't active, but our accountant **Carrie** provided some info. He last flew with the club in a club plane back in 2003. Not the PIK. Probably to get current. He stored the plane at the club and paid storage fees until his death.

More CSI: I get a report from the FAA on the plane. They send me detailed records showing ownership transactions back to the date the plane was imported from Finland in 1977. In 1997, Mr. Ransom was in a partnership with another fellow on the plane. I searched and found he actually had a glider business in California. Contacting that business, I found he recently had passed away.

The plane was originally sold to another gentleman in California for \$16k in 1977. Google tells me the plane sold for \$60k in 2019 dollars. New sailplanes were cheap compared to today's offerings.

I met with his father and fellow club member **Jeff Sherrard**. We assumed it was one of the trailers on the back row. None of the keys the father had worked on the padlock, and he gave us permission to cut it off. Quick work with a bolt cutter gave access. I felt like Geraldo Rivera opening Al Capone's vault. The door swung down and inside was a perfectly preserved sailplane. A little dusty, some mold on the horizontal surfaces from condensation, but beautifully preserved. We extract it and find the canopy cover nicely fitted. We expected a lot of rodent damage and nesting—zero. Just dust and dried on mold. I grabbed the registration. We closed the sarcophagus back up.



2 Mike basks in the sun for the first time in years.

Talking to the father, he had a box with the instrument pod and some other stuff. We asked about logs. No. Nothing like that. He asked, "What should we do next?" Other club members came by, including the **Palmers**, and it was recommended the ship be inspected by **Doug Curry** to make sure it's airworthy, and then we could establish a value. I volunteered to facilitate the process and help them sell it. At the time I wasn't in the market. But the lack of logs was an issue. I posted on rec.aviation.soaring asking about the impact of lost logs on the sale of a plane. Got responses from, "run, don't walk, away," to "it makes no difference." Doug had a backlog and couldn't get us in for at least a month.

Then **Bif**. I blame it on Bif. He offered me a ride in his Duo Discus one day, and we did 5.5 hours

and 600K. Hook set. I need a plane with legs. Now I'm interested in the PIK myself. I recently got my commercial rating and have been flying the club Russia and PW-5. But I didn't enjoy being leashed to the club. I went back to the PIK and enlisted **Raul Boerner** and **Donald Hannon** to help me pull her out and wash her off. She looked marvelous. Like the quiet girl in the shadows at the dance, she was swaying with the music in perfect time. Can we dance?

Three weeks later I pestered Doug to get her inspected and the next morning, same day as Steve's memorial service, he told me to have the glider at his hangar. I called the father and he told me he found the logs. Game changer! I got help from **Vitaliy Aksyonov** to assemble. Doug and I spent the day between doing the annual on the glider, attending Steve's memorial, and meeting with the father to get the documentation. **Dave Rolley** and **Gary Baker** helped disassemble and give sage advice.

The plane is in great condition, sans the rotted out tailwheel and 20-year-old Gates battery. The main wheel looked new and still held air. No corrosion. Anywhere. No rodent infestation. The mold on the surfaces was superficial. The PIK-20 was one of the first glass ships to use polyurethane paint instead of gelcoat. It was perfect. No crazing. Also found it was one of the first to use carbon fibre and was autoclaved.

Reality sets in. I hadn't planned on buying a ship until I could pull from a retirement fund with no penalty (specifically designed for this, 3 years out). I have almost enough of my liquid savings to just buy it. But I need a bit more. Can I dance with the girl in the shadows? My wife says go. Dance. Use some we have stowed to make it so. I am SO going to pay for this later.

I decided to make an offer on the plane. It was close to what the father said his son told him it was worth, and we closed the deal.

The plane is a 1977 Eri-Avion PIK-20D. It sits as equipped from the factory with state-of-the-art

avionics and computers from 1977. The oxygen tank still held 1500 psi. The vario and old Terra radio both worked. It was like having the Millennium Falcon come alive after centuries sitting on Hoth. She's tanned, rested, and ready to dance.

Also all the past documents were with the plane, including Western Union telegraphs from the manufacturer to the original owner about airworthiness directives CIRCA 1977, when the Bee Gees' *Stayin Alive* was a hit!

My plan is to fly her sometime this year, eventually, upgrading the avionics and O2 system (hint retirement fund!). But she can dance as is right now. You will be seeing 2M dancing at the cloud base.

Update. *Dateline, 11/9/2019.* CO15 weather is classic Colorado. Snow last week, 70-degree days after.



2 Mike heads to the flight line followed by a cast of many

I tow the PIK sarcophagus (tube trailer) to the club to assemble. This is a learning experience. The trailer is not a Cobra. It's a pain. But it's my pain. Taking notes on mods. It goes together nicely. The Palmers are there to help. Control check positive. Just waiting on Raul to do a briefing on flaps and CG hook. Done. Ready. We tug to the end of 35 and I climb in.

I've got a peanut gallery to help, giving advice, sarcasm, pointers, general mayhem. I'm ok—I'd do the same. Get secured, checklist complete, ready. A small lady bug comes through the open slider. A green one. Very pretty. She is going to make sure my flight is successful. I close the window, give a thumbs up and wiggle my tail.

My lady bug has landed on the top of the canopy inside, and tells me GO GO GO. Wing runner did a great job.



Jeff Sherrard runs the wing for 2 Mike.

Level, we accelerate. I had positioned the trim full forward because I had no idea what to set. Better to pull than push. Full back stick until I had aileron control, then I eased pressure, the tail came up. I was at full negative flaps and pulled neutral. That released her from the grips of gravity and she and the green lady bug became one with flight.

Tow was uneventful until I checked my airspeed and found it to be reading only 30 knots. This was not optimal. I radioed to all ships at sea that I had no airspeed. Radio responses ranged from: that is not possible, as I was flying, to Raul chiming in that the Wright brothers didn't have an airspeed gauge either. Seems there is an issue with my pitot/static system. My steam vario was pegged at 10 knots. My electric vario was reading properly. Altimeter was nominal.

The lady bug was no help, but comforting. I decided to take the tow all the way to 11K as I need time to figure out how the plane flew. I popped off and started to see how she felt and sounded. At first, just gentle turns, adjusting trim at zero flaps. Then apply some flaps for thermalling and see how that works. Then apply some negative flaps, and wow, did the vario start telling me I was dropping and going fast! Still at 10K, some forward stalls just to feel the burble. I needed to know where she broke before I landed. Listened to the wind noise, pressure on the stick.

I lingered near the entry point (joined by a hawk and green lady bug), scratching to maintain altitude as the Airpark got busy, then finally had to pull the plug. I pull the spoiler, and the landing gear alarm goes off. Landing gear down. My plan is, land a bit fast as I have no idea how fast I am. I'm high, but that's fine. As I turn downwind to base, I pull spoilers. I expected a big drop, but no, not very effective.

I apply more flaps. No ASI. Listen to the wind. Feel the plane. Base to final, I'm high. Spoilers full, flaps full. Still, I'm going to overshoot my aim point. Full forward slip. This brings her down. Fast.



2 Mike on final approach

I pull out of the slip 50 feet above the runway and close the spoilers at flare—not good—she balloons. Ease back in the spoilers. Settling down, touchdown, now full negative flaps and retract the spoilers. So much to do in such a short time. Roll out in front of the club, stop, and drop. No more flights until I can figure out the pitot/static situation. But 2 Mike has returned to the air after almost 20 years.

**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

We don't have much to report on 840 this month. Between time required for maintenance on the Pawnee and Blanik and the early onset of winter, progress in the last few weeks has been minimal.

We did get budget approval from the Board for the wing work. Check in with us again next month when we hope to report some additional progress.

2019 OLC SEASON by Dave Rolley

The overall 2019 OLC season concluded on September 23, 2019. The overall 2020 OLC season began on September 24, 2019.

OLC Categories

There are multiple categories within the OLC. All the categories are based on individual

flights. The standing you see the most often is the OLC-Plus. Those standings can be arranged as Worldwide, National, Regional (SSA Regions), and by club.

Another OLC category you may hear mentioned around the club is OLC-Speed. You may also hear this called the "Speed League," or just "League." This category is a speed contest flown in 19 rounds (weeks) with the fastest 3 cross country flights (pilots) from each club, in each round, being scored. For 2019 the League started on April 20th and concluded on August 25th.

In the USA the OLC-Speed is split into 2 groups: Gold and Silver. BFSS is in the Gold group with 17 other clubs. The Silver group has 90 clubs. Each year the bottom 4 clubs in the Gold group move to the Silver group and the top 4 clubs in the Silver group move to the Gold group for the following year.

BFSS 2017 – 2019 OLC-Plus Club Performance

Year	BFSS Standings		BFSS		KM	Points
	Worldwide Standing / Total Clubs	USA Standing / Total Clubs	Members	Flights		
2017	298/1491	30/172	14	133	34,953	34,323
2018	289/1496	20/169	16	149	39,514	40,692
2019	223/1480	19/170	22	182	45769	46,479

BFSS 2017 – 2019 OLC Speed Performance

Year	League	BFSS OLC-Speed Standings	Points
2017	Gold	13/18	60
2018	Gold	9/18	64
2019	Gold	10/18	72

At the club level 22 members posted 182 flights.

BFSS 2019 OLC Top Ten

Pilot	Flights	Duration	OLC-Plus Points	OLC-Speed Avg (Km/h)
David Leonard	28	137:19	14,830.57	128.75
Clay Thomas	20	75:51	6,446.35	94.93
Bif Huss	25	77:46	6,197.86	66.35
Rick Culbertson	13	45:25	4,552.43	117.47
Stephen Johnson	13	31:53	1,951.13	45.75
Raul Boerner	9	22:58	1,898.61	63.14
<u>Vitalii Aksonov</u>	11	26:47	1,502.44	31.15
Val Dean	5	19:47	1,216.32	19.69
<u>Nikola Gradinski</u>	5	12:40	1,033.47	67.22
<u>Gerald Peaslee</u>	4	11:09	946.97	75.77

BFSS 2019 OLC Top Ten (Pilots with Less than Gold Distance)

Pilot	Flights	Duration	OLC-Plus Points	OLC-Speed Avg (Km/h)
Stephen Johnson	13	31:53	1,951.13	45.75
<u>Vitalii Aksonov</u>	11	26:47	1,502.44	31.15
Frank DeBacker	6	12:29	753.01	34.87
Mark Palmer	5	11:58	747.34	39.87
Kip McClain	7	10:23	689.41	25.57
William Gerblich	8	17:46	611.33	17.66
Brian Price	2	4:53	275.84	25.67
Alice Palmer	1	3:12	255.38	66.18
Joshua Abbe	2	5:40	203.42	31.33
Ed Anderson	4	5:37	172.94	8.77

BFSS 2017 – 2019 OLC Champion:

Year	Pilot	Best 6 Flights		Flights	Duration	OLC-Plus Points	Average OLC-Speed
		Worldwide Standing /Total Pilots	USA Standing /Total Pilots				
2017	David Leonard	516/14257	49/1125	34	143:41	14,825.74	116.35
2018	Dave Leonard	738/14915	38/1054	35	144:10	16,144.32	124.82
2019	Dave Leonard	568/14087	30/1043	28	137:19	14,830.57	128.75

The BFSS participation in the OLC has increased considerably over the last three years. All it takes is carrying a recorder that the OLC recognizes on your flight. A software-based recorder (app on a smartphone) is acceptable. No task declaration and no official observer is required for OLC flights. FAI Badge flights also qualify. *(The club has available the FlywithCE recorder in the battery room – Ed.)*

Well done to all 2019 participants. Let’s see if we can get some more folks to join in the fun for the 2020 season!

PHOTOS



*Alan Luke (l) and Roen Luke (r) with Perlan Project Chief Pilot Jim Payne
Photo by Clay Thomas*



The Mad Tinkerer, Dave Rolley, rewires the Palmer’s transponder cable.



Yup, winter is here. Clay Thomas preps 77 for an intro ride.



Raul's groovy disc brake conversion



Donald Hannon captured these interesting clouds on 11/15 from Ft. Logan.



Early shot from a new prototype club webcam, aka, "KAPcam" (more details to follow in the next Airworthy)



NextGen BFSS pilot Greyson Kolk came out to cheer on Roen during his solo.



Just another busy Friday fly day



Palmer and Rolley test out the ClearNavs in the ASK-21.



If you know of any women interested in soaring scholarships, please have them contact Alice Palmer at scholarships@womensoaring.org.