

Airworthy

The Official Journal of the Black Forest Soaring Society

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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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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

The year is winding down. Right now, thoughts of wave flying are on my mind. I'm looking out the window to the west and admiring the lennies. I'm keeping my fingers crossed that I'll get to dip my toes into wave flying again this season.

With the new year almost on us, I'm urging folks to keep their currency up. Go fly! If you're a private owner, get checked out in one of the club ships and try something new. January 1st, 2022, is a Saturday. Why not start with a first flight of the year with one of our instructors?

The club Russia pilots got a very special early Christmas present this year—a bespoke tail dolly constructed by **Bill Patrick**. Thank you so much Bill! That's been on the wish list for years.

Also special thanks to **Doug "Kart King" Houston** for installing new batteries in Cart 2. Thanks Doug!

Finally, the staff here at *Airworthy*, (**Mark, Alice**, and the cats **Frannie Mae** and **Herschel**) want to wish you all Happy Holidays, Merry Christmas, Happy Hanukkah, Happy Kwanza, and a Happy New Year! See you in 2022!

Mark Palmer, Editor



Doug Houston took this beautiful photo looking west. 11/28/2021

PRESIDENT'S MESSAGE by Bif Huss

Even though the cumulus clouds have migrated south, there is still a lot of activity at BFSS. As you may know, our L-23 was damaged by a hard landing. **Doug Curry** is in the process of repairing it, but it may be down for a significant time. We are fortunate though, to be able to lease an L-13AC from the Soaring Eagle Foundation as a replacement in the meantime. Many of you will recognize "2BA" when it filled in for the L-23 two winters ago. 2BA is a beautiful glider and will enable us to keep our training program on track.

I just got word that our future ASW-19's replacement canopy has finally arrived. This means that, weather permitting, we should see **Joe Bankoff's "Z3"** on the line as a new club ship sometime in December or January.

As a reminder, unused "A" funds become a donation to the club if not used by the end of February. Please consider a donation to the Steve Johnson Youth Scholarship if you're not going to be able to use all of your A funds. Up to \$100 can be donated to the Youth Scholarship from your unused A funds.

Also, applications for the 2022 Youth Scholarship are due to me, the Youth Scholarship Coordinator, by February 20th. You can find the application on the BFSS website.

Last week, **Mark Palmer** installed the new computer for the club's Condor simulator. Our simulator is now running Condor 2 with virtual reality. This is truly an outstanding training device in addition to being a lot of fun. I hope you'll get with Mark or me and check out our new "sim."

Speaking of Condor 2, **Vitaliy** has resumed his Condor Night sailplane races. This season's Condor Night will be on Thursday nights. These are tremendous fun and I highly encourage you to join us. If you don't have your own Condor system, the Club's new simulator should be available to join the fun.

Finally, I'd like to congratulate **Patrick Mendonca** on becoming an Eagle Scout. Patrick's Eagle Scout project was the construction of the outstanding walkway from the BFSS parking lot to the clubhouse. Patrick raised funds and directed the construction of this significant improvement to our club. Congratulations Patrick!

See you at cloudbase!
Bif "H7"



2BA rejoins the fleet. Photo by Bif Huss

CALENDAR

Board of Directors Meetings

December 14, 2021 6:30 – 9:00
At the clubhouse

January 11, 2022 6:30 – 9:00
Via Zoom

WINTER PARTY! **SAVE THE DATE!**

February 5th, 2022 (tentative)
Details to come

SSA Convention

February 24 – 26, 2022
Atlantis Hotel, Reno, NV
**(Flight Instructor Revalidation Clinic
February 22 – 23, 2022)**

Senior Soaring Championships

March 11 – 18, 2022
Groveland, FL (*Go Team H7!*)

1-26 Championships and Low Performance Contest

May 10 – 19, 2022
Chilhowee Gliderport, Benton TN

Standard and 20-Meter Multi-seat Nationals

June 7 – 16, 2022
Sunflower Gliderport, Yoder, KS

Open Class and 15-Meter Nationals

June 23 – July 2, 2022
Hobbs, NM

Club Class Nationals

August 30 – September 8, 2022
Moriarty, NM

Downhill Dash

Summer, 2022

BFSS Saturday Potluck Barbeque (after flying)

Will begin again in the spring

FLEET UPDATE

ASK-21 – Microphone issues. Use handheld.

2-33 – Radio issues. Use handheld.

AC-4C Russia – New tail dolly!

PW-5 – Boom mike problems. Use handheld.

Blanik L-23 – Down for repair

Blanik L-13 AC – Nothing to report

Pawnee – Nothing to report

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.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for December and early January, 2022:

Baker, Gary	12/04/2021
Beineke, Jacob	12/05/2021
Boerner, Raul	12/11/2021
Brown, Dylan	12/12/2021
Buist, Mark	12/18/2021
Culbertson, Rick	12/19/2021
OPEN	12/25/2021
OPEN	12/26/2021
DeBacker, Frank	01/01/2022
Dean, Val	01/02/2022

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. **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.

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.

ACCOMPLISHMENTS

Patrick Mendonca – Eagle Scout awarded



Bill Patrick – C Badge

Brandon Kolk – WINGS phase completed

Ethan Hitz – PW-5 checkout



*Ethan Hitz on his first PW-5 landing
Photo by Stan Bissell*

THANK YOU!

Randy Rothe and the **Soaring Eagle Foundation**
– For the lease of Blanik L-13 AC “2BA.” Thanks so much!

Bill Patrick – For constructing a tail dolly for the Russia, and for donating the materials



*The Russia's new tail dolly
(more pictures at the end of this issue)*

Doug Houston and **John Gillis** – For installing and testing new batteries in Cart 2

Rich Barclay – For help with removing the interior windows from the old radio room

Chris and Sharon Dunmall – For the gift of table, chairs, and sideboard for the front room remodel

Doug Curry – For adjusting the brake on the PW-5 and donation of HP printer/copier

Doug Curry and **Dave Rolley** – For working on the PW-5 radio issue

Bif Huss – For donating the Oculus Rift S VR headset for the sim room

Brandon Kolk – For the new Dell computer for the sim room

Mark Palmer – For setting up the new computer with Condor 2 and VR

Jon Stark – For donating temporary hangar space for **Deb Ings's** Libelle

Lee Kuhlke – For putting together a trailer layout diagram

Gary Baker, Alice Palmer, Bill Patrick, Mark Palmer – For extra GOD duty (apologies to anyone we might have missed)

Becky Kinder, Gary Baker, Frank DeBacker, Chris Dunmall, and others – For continued work on the clubhouse remodel (see article below.)

John Gillis – For new tires for the Blanik trailer

Bif Huss – For working insurance issues on the Blanik

Doug Curry and **John Mann** – For assessing the work needed on the L-23

Bill Gerblich, John Gillis, Bif Huss, and Doug Curry – For derigging the L-23

Stan Bissell – For developing the checklist and checkout plan for the L-13AC, and for flying with many club members for their checkouts

FRIENDLY REMINDER

The winter is here. Please, **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.

UPGRADED SIMULATOR NOW ONLINE by Mark Palmer

Thanks to the generosity of several club members, the new, upgraded simulator system is now online. The new simulator uses the same Mach 0.1 hardware, but we're now running on an upgraded computer that not only hosts Condor 2, but also can incorporate an Oculus Rift S virtual reality goggles. Many thanks to **Brandon Kolk** for the computer and **Bif Huss** for the Oculus Rift S. **Mark and Alice Palmer** donated the software and keypad.

Besides the basic Condor 2 gliders we also have the ASK-21 and the ASW-19.

Come by and visit and check out on the new sim. Contact me for a personal checkout. Written instructions will be coming soon.



Becky Kinder flying the ASW-19 to Palmer Lake and back

CLUBHOUSE UPDATE by Becky Kinder

Miracles happen! Christmas elves, aka, **Gary Baker** (volunteeris ridiculi), **Dave Rolley** (volunteeris compulsorus), and **Chris (all around nice guy) Dunmall**, tore out the old radio room!



Dave Rolley, Chris Dunmall, and Gary Baker after some creative destruction

Progress has continued largely due to Gary's determination. The clubhouse is beginning to look like it could reflect Steve Johnson's vision for it.

Touch up on the battery room will be simple. The volunteer is ready to go early next week. Then we'll paint the computer/instructor room. If budget permits we'll carpet.

A big thanks to all who have helped prep, paint, tear out, haul away, and research upcoming projects!

Mike Kinder, Vitaliy Aksyonov, Mark Palmer, and Gary Baker moved the counter to the fire pit after Gary Baker and Chris Dunmall removed it.

Gary Baker repaired the drywall throughout the construction and did much of the painting. He and **Frank DeBacker** repaired the floor, which required the courage to go where none has

dared since Steve: the crawlspace! (It is dry, another of Steve Johnson's accomplishments.)

Brandon Kolk took time from setting up our electronic submission process (an enormous task) to assist with carpet research.

The beautiful table and chairs in the front room are gifts from **Chris** and **Sharon Dunmall**. They're also donating a matching sideboard. Anyone willing to help move it from their home should contact Chris or me.



Table, chairs (and sideboard coming soon) donated by Chris and Sharon Dunmall

I'm probably forgetting someone and something! It's a joy to work with people willing to lend a hand! Thanks for making our club an even better place!

BFSS FISCAL YEAR CHANGE **by John Gillis**

The BOD has voted to align our fiscal year to the calendar year starting January 1st, 2022. This change primarily will affect our budgeting process as our budget will now have to be approved prior to the next fiscal year, meaning this December.

Committee chairpersons, please begin assembling your budget items with your committee members. I would like to have a preliminary budget for review by Dec 1st.

Members, work with your chairpersons to consider any items you would like put into the budget.

This fiscal year change does not affect our A-rate schedule. A-rate members will still bring their balances up to \$1500 on March 1st.

HIGH FLIGHTS CONDUCTING GLIDER GROUND SCHOOL

Our friends at High Flights will be conducting a 10-week glider pilot ground school, to be held on Monday evenings starting January 24th. It will be held in person at the Embassy Suites in Colorado Springs. If you're interested, contact [Randy Rothe](#).



Doug Houston took this picture of wave from near Parker Road and Chambers in Aurora. 11/3/2021

DAVE ON WAVE by Dave Rolley

Here are a couple of considerations I'm working with as I look at trying to use the wave/convergence forecasts for winter flying.

Type of flight:

I'm not looking for an altitude badge on these flights. I'm hoping for 100 to 500 km flights. I don't intend use Class A airspace.

Onboard Equipment:

Obviously, a good O2 system.

My glider has ADS-B Out so I should be visible to ATC, and that should minimize any conflicts

with the heavies headed into or out of DIA. (Side note: the western approach routes for Denver can have the traffic below 18,000 feet well back into the mountains.)

It is going to be cold. Maybe not bunny suit cold, but a whole lot colder than shorts and a t-shirt. So try your clothing choices on, both on the ground and in a couple of local flights before committing to head west.

Now for the conjecture part of the considerations:

Aircraft:

Performance level should probably be ASW-19 or better.

Without some type of coordination, Class A airspace places a limit on how high you can get. This is generally not going to be a flight along the front edge of the foothills. You are likely to be miles to the west of that boundary. What you want is the ability to turn east to run downwind and make it to a landable location. If you make the decision to run east you are probably not sitting just below the Class A airspace. The tailwind may add 50% to your glide ratio but you are also going to run through sink.

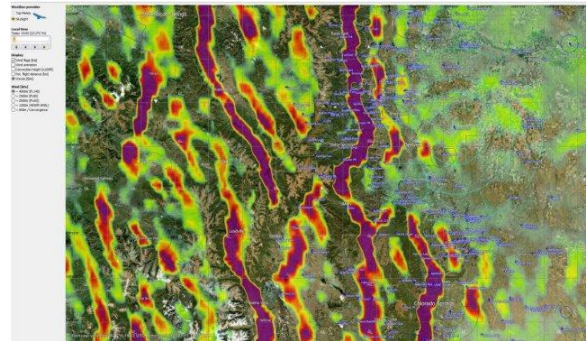
I've been in a Cessna 182, two people, half fuel, and configured for best climb over US-24 east of Divide and going down at 5 knots. A 25 to 70 hp engine in a glider won't be any help. The solution is to pick your path and RUN east. Wave sink is not like most sink. It can go all the way to the ground. You get out of it by running out the side.

Access to the lift areas:

So far this year the primary wave forecast has been well west. A quick generalization is around Bailey, about 40 NM west of Kelly. There are often three or more weaker lift bands forecast between Bailey and Perry Park. The forecasts generally show the wavelength of the wave band to be around 10 km (5 NM). So a lift band

about 2.5 NM wide and a sink band about 2.5 NM wide. Generally the strength is shown in the middle of the band tapering off to the edges. I wouldn't be surprised to find the strength biased to the upwind side of the respective band.

Both RASP and SkySight show the phenomenon well. Check both models to see how they compare. Differences indicate areas of even more uncertainty than just the base uncertainty of a weather model.



*SkySight wave forecast for November 19, 2021
Screenshot by Brian Price*

Check the overall cloud cover, the surface winds, and Boundary Layer Average winds. BL AVG around 30 kts should be a good working point. 50 kts+ is likely to be very uncomfortable. Over the last month I've seen 70 kts on the BL AVG. For RASP look at the 600 mb (about 14,000 foot) forecast. For SkySight look at the 5 km (about 16,000 foot) forecast.

It should be possible to start in one of the tertiary lift bands to work your way up and west, stair stepping to the primary. So a tow or engine run to the lift band around Perry Park and working from there is the likely starting point.

Remember, I'm discussing observation based on forecasting models. My goal this winter is to see if the forecast can be used for winter cross country flying.

JIM FOREMAN FLIES WEST

Glider pilot, towpilot, author, and photographer **Jim Foreman** passed away on November 28th at the age of 93. Jim lived for a number of years in Colorado and was very active at the old Black Forest Gliderport. He was a prolific writer and photographer. One of his most iconic soaring photographs was of **Bill Hill** in his new Zuni over Black Forest. It was the cover of the February, 1980 issue of *Soaring*.

You can see many of Jim's writings and his photography at his homepage www.jimforeman.com



Jim Foreman

[Picture from his obituary page](#)

LAZ HORVATH FLIES WEST

Laz Horvath, who, with his brother **Stephan**, founded Estrella Gliderport in Tempe, AZ, in the late 1960s, passed away on November 9th. Laz was a well-respected instructor and aerobatic pilot. He and his brother Stephan escaped from Hungary in 1956 and eventually worked their way to Arizona. There they founded one of the great gliderports in the county.



Photo via Arizona Soaring Facebook page

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 motorglider D2D. Based at KAP. If interested, contact [Gerald Peaslee](#).



WANTED: Cobra or similar trailer for 15m standard class ship. Contact [Mark Palmer](#)

PHOTOS



Joshua Abbe checks for landing traffic after landing the PW-5 on the grass. 9/4/21



Yes, it does take a village. Chuck Grube, Jon Stark, Mark Palmer, Julie Kinder, and John Gillis help move Deb Ings's Libelle from trailer to Jon's hangar. Not shown – Deb Ings, Becky Kinder, Bif Huss. Photo by Bif Huss



Two Eagle Scouts – newly minted Eagle Scout Patrick Mendonca and Eagle Scout and Scout Leader Raul Boerner



An engineer and a lawyer walk into a hangar... John Gillis and Jon Stark work on the Libelle canopy latch while Deb Ings observes and Julie Kinder holds the tail.



*Doug Curry, with help from John Gillis and Bill Gerblick, remove the wings on 9BA.
Photo by Bif Huss*



*Airworthy Editor with Laz Horvath before flying a 1-26E at Estrella Sailport
January 1972*



Besides building a new Russia tail dolly, Bill Patrick also worked on the trailing edge of the wing fillets.



A Sunday morning

CREATION OF A TAIL DOLLY, IN PICTURES
Photos (and the labor and materials) by Bill Patrick

