

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



Volume 34 Number 12

December 2022

Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

Facebook External Page: [BFSS Public Page](#)

Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

The calendar still says fall, but it's feeling a lot like winter out at the field. Time to get the thermal clothing out and bundle up. But we're still chugging along with instructional flights and folks trying to keep their currency up. The last couple of weekends there has even been some weak lift—the **Palmers** have kept 182 in the air for an hour or more in weak lift, as has **Brian Price** in his 1-36 and **Vitaliy** in the ASW-19. It's a good time to practice working that weak stuff, even if you don't go anywhere.

From the staff here at *Airworthy* Central, we wish everyone at BFSS, Kelly Airpark, and all our extended soaring friends a wonderful, happy, and warm holiday season!

Mark Palmer, Editor



Autumn wave at sunset 11/7/22

PRESIDENT'S MESSAGE by Bif Huss

Happy holidays everyone! The days are much shorter now and the cumulus are few and far between. We've had a lot of good flying weather though (if you want to keep up your stick and rudder skills), with many days reaching 50 to 60 degrees. Also, we're entering wave season for those of you who wish to go hunting the legendary Black Forest Wave. I had some great wave fights last year and am looking forward to riding it again!

I have several announcements this month. The first is that I would like to commend everyone on getting their JOT flight sheets in on time. We're doing much better this month with timely submissions. I would like to remind everyone though, that if you have an aircraft maintenance writeup, to please submit that via email to our Maintenance Officer, **John Mann**. His contact information is available on the member roster. Timely submission of maintenance "squawks" allows John to address the issue expeditiously and minimize aircraft downtime. Speaking of the member roster, please update your roster photo. This can be done by shooting an email to our IT guru, **Vitaliy Aksyonov**.

Vitaliy is also hosting his 2023 Condor 2 racing series. This year, the races are held on Wednesday nights. These are great fun and are

an excellent way to not only keep your flying skills sharp, but also to learn cross country techniques and racing tactics. You'll also notice that the BFSS Condor simulator can now be scheduled on the calendar. I am available to work with anyone who wants to learn/improve on their cross-country techniques on the BFSS simulator. Just contact me and we'll set it up.

As a reminder, you must fly out the remainder your initial \$1500 "A" member prepayment by the end of February or those funds revert to the club. If you desire, you may contribute \$100 of those funds to the **Johnson Youth Scholarship**. I'll be talking about the Youth Scholarship in more detail later in this issue.

Finally, **Lee Kuhlke** has been leading the BFSS Long Term Planning Committee. They're doing great work on developing ideas to improve the club. If you have input for them or would like to participate, please contact Lee.

See you at Cloudbase!
Bif "H7"



Jon Stark and Vitaliy Aksyonov return to base in Jon's Bell 47. They did the Racetrack at 80 knots and 800 feet AGL. (Disqualified for being too low!)

CALENDAR

Board of Directors Meetings

December 13, 2022 6:30 – 9:00

Via Zoom

January 10, 2023 6:30 – 9:00

At Clubhouse

Membership Meeting and Club Cleanup Day

Saturday, January 14, 2023

(backup date January 21)

BFSS Winter Party

Date TBD but tentatively in mid-February (before the SSA Convention)

SSA Convention

February 23 – 25, 2023

Atlantis Hotel, Reno, NV

(Flight Instructor Revalidation Clinic

February 21 – 22, 2023)

Downhill Dash

Summer, 2023

BFSS Saturday Potluck Barbeque (after flying)

Will begin again in the spring

FLEET UPDATE

ASK-21 (77) – Wing and canopy covers being repaired. New microphones are ordered. Dive brakes were adjusted.

2-33 (840) – New battery installed

Blanik L-23 (9BA) – Repairs continue

Blanik L-13AC (2BA) – 100-hour inspection completed

PW-5 (1GM) – Nothing to report

ASW-19 (Z3) – Tail cover is being repaired

Pawnee (76S) – Nothing to report

Pawnee (41Y) – Rebuild continues

Any maintenance issues should be reported directly to the Maintenance Officer, [John Mann](#), via email. Please include as much detail as possible, and pictures where appropriate.

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.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for December 2022 and early January 2023. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

McClain, Kip	12/03/2022
Maki, Jeff	12/04/2022
Mead, Colin	12/10/2022
Nadein, Alex	12/11/2022
Hannon, D/Franzmann, M	12/17/2022
Patrick, Bill	12/18/2022
OPEN	12/24/2022
OPEN	12/25/2022
Penkus, Bob	12/31/2022
Rolley, Dave/Tim Krantz	01/01/2023
Silberer, Zsolt	01/07/2023
Tomanek, W/Peterman, K	01/08/2023

For the winter, we have no assigned Friday GODs, so volunteers are much appreciated. Thank you to **Chris Dunmall** for helping on Fridays when he can.

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.

Order Your 2023 Calendar in Time for Christmas



*Our very own Deb Ings in her Libelle at Moriarty is featured on the SSA Calendar cover!
Photo by Tim Hawkins*

MEMBERSHIP MEETING AND CLUB CLEANUP DAY – JANUARY 14, 2023

There will be a Membership Meeting to be held at the clubhouse on Saturday, January 14, 2023. The purpose of the meeting is to decide on what should be done with the AC-4C Russia.

That same day will be a Club Cleanup Day. Last year we were able to haul away quite a bit of “junk.” This year one of the main items will be to break down and dispose of the old concrete block fire pit. Please come out and join us for both the member meeting and the cleanup!



FIRST FLIGHTS by Alice Palmer

Once again in 2023, our BFSS instructors are offering to fly with club members for First Flights of the Year between January 1 and March 31 at no cost to you for the instructor. Take advantage of their time and expertise to work on your crosswind landings, PT3s, simulated off-field landings, west or east landings, or anything else you'd like to polish before soaring season. You can even complete a WINGS flight activity to get you that much closer to your WINGS phase.

If you don't have an instructor in mind to fly with, reach out to me and we'll get you set up with someone who can help you achieve your goals in preparation for a great soaring season.



*Val Dean prepares to hook up Vitaliy Aksyonov and Quay Snyder on a 2022 First Flight.
Photo by Bif Huss*

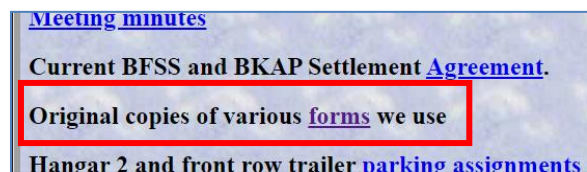
STEVE JOHNSON YOUTH SCHOLARSHIP by Bif Huss

I am pleased to announce that the application period for the 2023 BFSS Johnson Youth Scholarship is now open. Scholarships will be awarded March 1st. The Johnson Scholarship is named for **Steve Johnson** who personified the spirit of volunteerism and love of soaring. The BFSS Johnson Youth Scholarship is designed to help young pilots defray the cost of BFSS flight charges and to help them obtain their FAA Private Glider Pilot certificate. It will be awarded annually by March 1st to deserving individuals as determined by the BFSS Board of

Directors. Details of the scholarship(s) are as follows:

- Scholarship(s) are awarded in multiples of \$250 to a maximum of \$1000.
- Applicants must be less than 23 years old.
- Applicants must be a BFSS member.
- Award will be credited to the recipient's BFSS account.
- Award may be used to reduce awardee's "A" membership funding requirement.
- Award funds will be used first before "A" membership funds are used.
- Award funds not used during the award season will revert to the scholarship fund.
- If a member leaves the club, unused funds will revert to the scholarship fund.
- Awards will be made primarily to individuals exhibiting an enthusiastic desire to participate in the sport of soaring and who demonstrates outstanding club volunteerism.

The application can be found at the **forms** link under the **FLYING > MEMBERS ONLY** section of the BFSS website.



If you're interested in applying, please fill out the PDF application form and return via email by **February 19th** to:

Bif Huss
bifhuss@gmail.com
BFSS Johnson Youth Scholarship Coordinator

Editor's Note: You can also make a donation to the Johnson Youth Scholarship fund and get a year-end tax deduction!

HANNON LEAVES BOARD

Donald Hannon has resigned from the Board for personal reasons. Donald's position will be left vacant until the spring Board elections. Donald plans to stay with the club. Thank you Donald for all you have done for us!

ACCOMPLISHMENTS

John Gillis – Self-launch endorsement at Williams Soaring Center

Tim Krantz – Passed his Private Pilot Glider written exam

THANK YOU!

Doug Curry – For battery replacement in 840, cutting and drilling replacement wear skid plates, 100-hour inspection on 2BA, work on ASK-21 airbrakes and microphones, and investigation of 77's horizontal stabilizer gelcoat crack. And ongoing work on 41Y and 9BA. And fabricating parts to repair our ancient hangar doors. And probably a whole bunch of stuff we haven't even listed. THANK YOU DOUG!

John Gillis – For expanding the club's OGN reach

John Mann – For ongoing coordination of the maintenance on our fleet

Tim Krantz, Kathy Peterman, Wojtek Tomanek, and Lewie Lewis – For hosting OGN receiver stations at their homes

Stan Bissell, Alice Palmer, Mark Palmer, Chris Dunmall, Zach Paluch, Tim Krantz, Kip McClain, Andy Gerner – For extra GOD duty

Berea Boerrigter – For finishing out her GOD training day by herself in the bitter cold

Raul Boerner and Rick Culbertson – For Hangar 2 moisture barrier installation

Zsolt Silberer – For donating power strips and light bulbs to the club

Patricia LaFollette, Carolyn Baker, Alice Palmer – For canopy and wing/tail cover repairs

Bill Gerblich – For hangar door repairs



Bill Gerblich works on Hangar 3 door maintenance with parts fabricated by Doug Curry.

Brandon Kolk – For printing, laminating, and organizing instructor training materials and for his generous donation of funds to the BFSS training program

Quay Snyder and Jon Stark – For book donations for training

Bill Patrick – For hooking up the ice maker to the new refrigerator

Dave Allen and Kelly Airpark – For seeding smooth brome on the runway shoulders. The brome will begin to replace the oats, which were planted in the summer as a temporary measure.

Bill Gerblich, Doug Curry, John Gillis, and Bif Huss – For towline repairs and preparing spare parts for the bullet

Dave Rolley – For work on adjusting the ASK-21 airbrakes and for setting up and building a case for Crew 182's new OGN transmitter



OGN transmitter. Cat not included.

WELCOME NEW MEMBERS!

We continue to have a lot of interest in our club from prospective members. We are very happy this month to welcome two experienced glider pilots as new members. We've asked them to share a little background with us. Please introduce yourself to **Todd** and **Nathan** when you see them at the club.

Todd Hahn – A little about myself: My wife and son just moved to Colorado Springs in October/November from Houston. My son will start at UCCS next fall in Electrical Engineering. I started soaring in 2015 at the Greater Houston Soaring Association (GHSAs) and in 2019 received my glider Commercial rating. Right now I have about 460 hours (all in gliders), two-thirds of that in a DG-200, and have been thoroughly enjoying cross-country flying and contests since 2018. Among several regional contests and many local contests, I competed at the 2021 Sports Class Nationals at the Soaring Club of Houston. Got my Gold Distance and Diamond Goal this summer. I was a constant volunteer at GHSAs during my seven years there, often helping out with ground crew duties, intro pilot duties, dispatching duties, and helping with various kinds of maintenance. I redesigned and maintained their website and managed their email lists and their Facebook presence. I've also held various board positions, including

GHSAs board president for two years. I've worked for Texas Instruments in the Houston/Sugar Land area since 1999 and will continue to work remotely for them. I design and maintain software (compilers) for programmable embedded digital signal processors. I look forward to meeting you all, working with you all, and learning about mountain flying!



Todd Hahn

Nathan Jordan – I am an active duty Lt. Col. in the Air Force and just moved here from Edwards AFB. My background is an F-15E WSO. I am a Test Pilot School Graduate and most recently was an instructor at the school, primarily teaching in Cessna 172s and gliders, 2-33, ASK-21, and Grob-103. I'm a CFI ASEL and Glider, have about 1950 hours in light planes and gliders and 1400 military hours. I've owned three light airplanes and I currently have an RV-7A and an RV-10. I didn't build either, but I spent the last two years replacing the Subaru engine in my RV-7A with a Lycoming. I'm looking forward to instructing, giving rides, and learning about cross country soaring.



Nathan Jordan

YOU THINK YOUR 5-HOUR DURATION FLIGHT WAS TOUGH?
by Mark Palmer

I recently listened to episode #35 of *The Thermal* podcast, hosted by **Herrie ten Cate** of Canada. In this particular episode, Herrie spoke to an ornithologist from BirdLife Tasmania. Recently, a juvenile bar-tailed godwit, “B6,” (a shore bird) flew from Alaska to Tasmania. 8,425 miles. 13,560 kilometers. In 11 days. Over water. Without stopping. Really—it did not stop to rest any time during the flight. You can check out the podcast on Apple or Android. Or you can read about this amazing flight here: <https://www.usgs.gov/centers/alaska-science-center/news/juvenile-bar-tailed-godwit-b6-sets-world-record>

By the way, I highly recommend *The Thermal* podcasts.



Bar-tailed godwit
Photo from *The Thermal* podcast website

FRIENDLY REMINDER
Winter is here. Please, **DO NOT** drive the golf carts on the grass. Driving on the 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.



460 pounds of donated clothing!

NAVAJO AIRLIFT
by Rich and Dana Barclay

We delivered 460 pounds of great stuff to the 38th annual Navajo Christmas Airlift on Saturday, November 12. The weather was perfect for the 2-hour flight to Gallup NM. There were planes of all sizes from a Cessna 140 to a Cessna 208 on the ramp. Ground crews picked up the bags as fast as we could unload. Very well organized, great people.

Thank you to the following KAP and BFSS people who donated to our stuffed airplane. We could not have added another bag. THANK YOU!!

- | | |
|-----------------------------|------------|
| Skipworths | Johnsons |
| Crandalls | Thomasases |
| Atkins | Dan Jordan |
| Dick Merring | Hoovers |
| Treats | Grosses |
| Mark and Alice Palmer, BFSS | |
| Becky and Mike Kinder, BFSS | |
| Marty Brophy, CPA | |

Thanks to all and happy holidays.



Unloading on the ramp at Gallup, NM

I ENDORSE THIS CANDIDATE by John Gillis

FAR 61.31(j)(1)(iii)

No person may act as pilot in command of a glider—

(iii) Using self-launch procedures, unless that person has satisfactorily accomplished ground and flight training on self-launch procedures and operations and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in self-launch procedures and operations.

So, even though I hold a Single Engine Land rating with tailwheel and high performance/complex endorsements, I still had to get additional ground and flight training to be able to legally fly a motorglider. Silly FARs, right? I thought so too until I went through it.

I definitely can see requiring the endorsement for a pure glider pilot who never swung a prop to go through this, but really, me? What are they going to tell me that I already don't know? Let me tell you.

I patiently await delivery of a self-launching Jonkers JS3 RES. This is a pylon-mounted, retractable electric self-launch (RES) 18-meter ship. So, I need my endorsement to legally fly it and get insurance. The problem is the flight training part of the FAR. You need to find a two-place motorglider and CFI to do that. This is not easy. Two-place self-launchers are very expensive, and very few are available to train in. One place that offers it is Williams Soaring in California. They have two gliders to do this, an ASG-32Mi 20-meter and an ASK-21Bmi. This is like our ASK-21, just newer, with some additional controls and a big noisy thing in the back. So, I decided that at the end of our season, I'd fly out to Williams and get my endorsement.

A bit about Williams Soaring first. This is the Mayes family business. It's a commercial glider operation run by **Noelle Mayes**, the matriarch, a Schleicher dealer run by **Rex**, the paterfamilias, a repair facility sold to a former employee, and the factory for ClearNav instruments headed by son **Ben**. They have 3 full-time flight instructors (Ben is their chief instructor), offer glider rentals, 3 towplanes, and storage for maybe 50 private ships in trailers. Rex is their A&P/AI and DPE. There is a large social club attached to the office that offers a nice common room with all the trappings of a social club. Their giant hangar houses the rental ships, both on the immaculate concrete floor and hanging from slings from the rafters.



Hangar storage at Williams

On the other side of the hangar is a collection of aircraft any aviator would be envious of. Schafer Aviation sits in the hangar to the north where all repairs are performed (our 9000-hour work on our ASK-21 was completed there). The next hangar is a machine shop with some of Rex Mayes's private projects including a Grumman Seaplane. All this sits on 20 acres next to two county roads and surrounded by rice fields. The runway is maybe 2500 feet long and 12 feet wide, dirt on either side. Field elevation is 68 feet and we are hundreds of miles from the ocean. The soarable mountains are about 25 miles to the west.

I take the first flight out of DIA to SAC and land in Sacramento at 0830. Grab a rental car and I'm at Williams by 1000. I already knew the Mayes family as they ran the 2020 Nationals at Montague. Ben and I sit down and start chatting. He said there really is no published standards for the endorsement; it was up to him and me to determine what was sufficient.

We spent two hours or so discussing my power background, observations of known motorglider challenges, common errors and risks, and critical decision points. It was pretty clear I knew how airplane engines worked and how to operate them, but what I found was that there was a lot of care and feeding of the delicate little motor during critical flight phases. These are not O-540 Lycomings, they are basically oversized RC aircraft engines being asked to do a lot, and expect them to fail.

So after our ground school, time to get checked out in the ASK-21BMi.



ASK-21BMi

The ASK-21BMi is basically our ASK-21, but with an upgraded interior and a few more controls on the sides and a little pod in front of the stick with a couple of levers. An ILEC engine controller sits just on top of this pod. So we go through the instrument, how it raises the mast, monitors the engine, controls ignition. Ben points to failure points in the engine bay, so many. He hands me a laminated flip checklist

that has a page for each phase of flight (just for the motor): Pre-start, Self Launch, Cruise/Climb, Shutdown/Cooling, Inflight Relight.

Ben does the first flight to demonstrate. I follow with the checklist. Clear Prop! Engine to temp, check mags, normal stuff, full throttle to 7800 RPM and away we go. Blue line is about 55 knots (the speed to fly under power). Break ground, reduce power to 7200 RPM after clearing obstacles. Continue climb. Monitor water temps. If you dip your nose, RPM goes up, pull throttle or pull up. If you get slow, RPM goes down, push down. Vario is almost unusable as it's in the prop wash. So watching the altimeter. It's noisy, busy.

We climb to 2000 AGL and perform the shutdown procedure. This basically is shutting the engine down, watch the prop stop windmilling, engage the prop stop and increase airspeed to get the prop to seat against the stop. Then lower the mast to the cooling position, about 60 degrees back, and monitor water temperature. Once the temp is OK, about 6 minutes, stow the mast. Soar. A lot to think about in the first 2000 feet of your launch.

So then we relight, simulating a relight to avoid a landout. Power on, mast up, prop stop off, ignite, monitor the engine. Climb if it's producing power, land out if it's not, and basically coming in with half spoilers. We climb back up to 2000 AGL and shut down. Land as a normal glider. Now it's my turn.



Concentration in a busy cockpit

The takeoff was unremarkable except I expected some P-factor from the prop. There was none. It tracked true. Felt like a normal aerotow. But things got busy once we broke ground. Full throttle, cleared the buildings at the end of the field, watch airspeed, watch RPM, pull throttle back, monitor climb, watch engine temp. This is all within the first 300 feet.

Get your head out, look for traffic, but scan the engine controller, RPM, temps, airspeed! The noise! I found a rhythm of a scan. Head on a swivel, scan for traffic, then airspeed, then altimeter, then engine, repeat. By 1000 AGL everything has settled down and trimmed, just monitor the engine and climb. But don't go anywhere, because that motor could quit any moment and we might need to land, so orbit. We hit our "release altitude" and I shut the motor down, lock the prop, put it in the cooling position and monitor temps. We can't put it away hot because it would cook the prop. Six minutes later we can safely stow the engine. We've lost 400 feet. I do a reignite and climb up another 1000 feet. Stow again. Land as a classic ASK-21.

A lot of these procedures are engine specific. My electric RES will have different steps/issues than **Bif's** Solo in his Ventus 3M and different than the ASK-21Mi. But all the basics apply, there's a lot going on during a self-launch and a lot can go wrong. So busy! So noisy!

So what does this cost?

Motorglider and instructor came in at \$475. Flight from DIA to SAC and back was \$400. Hotel was \$120. Rental car was \$100. I ate out three meals, so another \$100.

Well, let's just say soaring is not cheap.

Consider myself ENDORSED!

DARRYL HICKEY by Mark Palmer

We were saddened to learn earlier this month that long-time Black Forest Gliderport flyer **Darryl Hickey** passed away this past August. Darryl flew at the old Black Forest and had a Libelle 301 for many years. Some years ago he had purchased 1-26E #542, "Blue Jay," from the club.

JOURNEY OF BLUE JAY by Becky Kinder

"Blue Jay," a Schweizer 1-26E designated N17912, has come full circle, returning to its nest among the BFSS gliders. The club owned the plane for many years but eventually it became a hangar queen and was sold.

Darryl Hickey purchased it in 2016 and flew it out of Meadow Lake. An accomplished distance flyer, he kept it hangared and invested in good avionics, a Mountain High oxygen system, and an excellent radio setup. Once word spread that we were interested in a 1-26, **Dave Rolley** called Blue Jay to our attention. When we asked **Doug Curry** if he knew of a good 1-26 for sale, he immediately mentioned Blue Jay. He put us in touch with **Nick Bergren**, Darryl Hickey's nephew and executor of his estate.



Blue Jay arrives at Doug Curry's hangar.

Meeting Nick gave us a real sense of the history of this aircraft. Nick is a ASEL pilot and clearly treasured his uncle (who by all accounts was quite a character). Nick remembers his only glider flight with Darryl, which launched from the old Black Forest. Working with him is a joy, particularly because he appreciates the history

of BFSS and our sport. We agree that a good home for 912 matters.

Apparently, the club acquired 912 at the old Black Forest. She was built in 1972. Based on the logbooks, it looks as if the first owner (*long-time Colorado Soaring Association member **Don Derry**—Ed.*) sold it in about 1983 and it went through a few owners before BFSS bought it. The first familiar signature in the logbook is from an A&P, **Alice Palmer**, who replaced the brake linings in 1989. In the '90s the club apparently leveraged the ship for a time. The paperwork was signed by **John Goodlette**—Alice Palmer's father. In the late '90s an IA named **Doug Curry** began inspecting the aircraft most of the time. **Jon Stark** tells me he flew it a long time ago. I heard a rumor that **Quay Snyder** has flown it. We'd love to know who else has time in our "new" toy!



Mike Kinder checks out the seating in Blue Jay.

Last weekend the clubhouse was full. Everybody took an interest, and we really hoped to fly the plane. Unfortunately, despite credible reassurances from a now anonymized source, we had a problem. Blue Jay is out of registration.

It couldn't be helped. Darryl passed away on August 3. Nick didn't learn of his death until weeks later, after the registration had expired. Although we have sent in the paperwork/email, the FARs are pretty specific. There's an order to the registration process and deviations appear to be frowned upon. We're checking options to see if we can get it registered faster than the predicted six months from now. However, until

it's registered legally, Blue Jay will only be flying in our dreams.

Stay tuned!

Becky, Mike, and Julie Kinder
"Blue Jay"

VISIT TO SHOW LOW by Raul Boerner

In early October, I took a trip to Show Low, Arizona, to help **Tom Holloran** with doing weight and balance procedures on SN 002. Tom is the GP Gliders USA Representative and a friend of mine.



The Jetta assembled

Why so much weighing? My goal was to come up with a chart that is more USA; we are accustomed to using "arm and moment" while others use percent of MAC. Using data sent by **Jerzy Peszke**, I am currently on version 12 of an Excel spreadsheet that uses conditional formatting (color-changes) to affirm that weight and balance are within limits. This project is keeping me entertained while waiting for my glider.

It was fun assembling the glider. Both Tom and I moved like a couple of new guys: slowly and meticulously. The glider looks like it is going 200 mph, just sitting on the ramp. Then, we put it on scales and started gathering numbers. On my next visit, we'll do some additional combinations of ballast and motor positions. Afterwards, Tom will fly it.

The new plan is for me to return to Show Low when the weather agrees. Tom’s wife, **Elaine**, is a gracious lady who welcomed me into their home as if I was family. I look forward to the next visit and with getting Tom airborne.



Jetta in the box

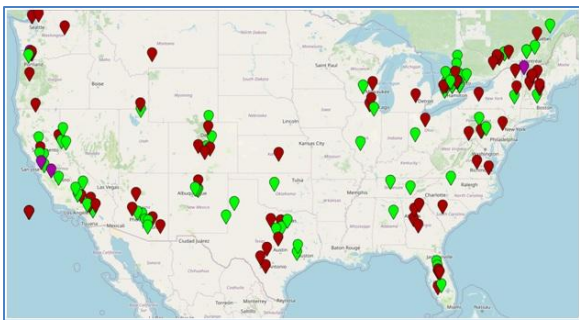
ONLINE GLIDER NETWORK (OGN) AND BFSS by John Gillis

In early 2022, the SSA received wonderful donations from the estates of **Dr. Peter Buck** and the **Loewenhardt family** totaling \$2.15 million. Of that, \$4,000 was allocated to help subsidize installation of 150 OGN receivers at soaring sites around the US to track and analyze sailplane flights.

If you want to learn more about OGN, start here

<http://wiki.glidernet.org>

Here is a map of installed OGN receivers.

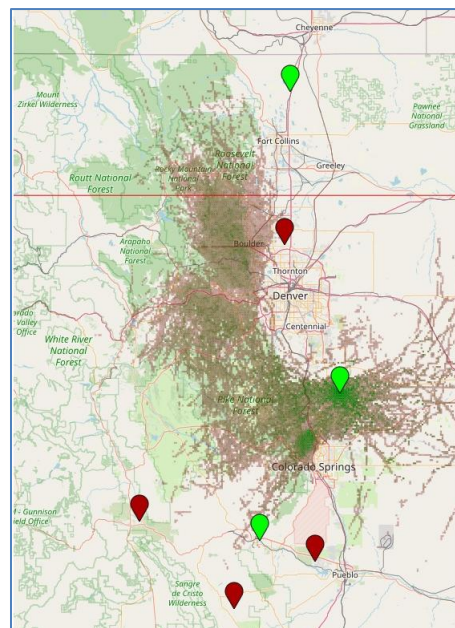


When the donation was made, **Bif**, being in the SSA upper management, asked for my input on how it should be used, and I immediately

responded to fund OGN receivers around the nation. It was well received and has been done. SSA created a group of tech guys who would build and deploy these receivers, called focals. I am the focal for our region, having successfully deployed a receiver at the BFSS clubhouse. I installed our OGN receiver two years ago at BFSS as an experiment to see if it could be a valuable resource for the club. You will notice it on the front of the clubhouse below a 1-meter antenna, feeding an ammo box, which houses the electronics. We have a large-screen TV in the main room that displays the OGN.

A bit about OGN. It’s a cloud-based network (meaning it’s on the internet) of ground-based FLARM receivers listening to FLARM signals from aircraft and relaying their location to the cloud to be displayed on various OGN websites. So, if you have FLARM in your glider, and you are within line of sight of a receiver, they can send your position to the cloud. The problem is you need to be line of sight. Once you get on the back side of Pikes Peak, our OGN receiver can no longer see you and you drop off.

Below is current OGN coverage from the BFSS receiver. The red balloons are offline receivers, the green ones are online. The reddish green dots are positions the BFSS receiver was able to see.



This last season had three OGN receivers in Colorado: Owl Canyon, Soaring Society of Boulder (SSB), and BFSS. We pretty much cover Pikes Peak to Wyoming on the Front Range. But go deeper into the Rockies and coverage drops. The goal is to get coverage where the best soaring is, the corridor from Boulder to New Mexico down the Sangre de Cristo and Wet Mountain ranges. This is where BFSS comes in.

We have members who live south of Pikes Peak in fantastic reception coverage. **Wojciech Tomanek** lives in Pueblo West, **Tim Krantz** in Canon City, **Kathy Peterman** in Westcliffe and **Steve "Lewie" Lewis** in Salida. All that's needed for an OGN station is an internet connection, an antenna, a Raspberry PI computer, and a willing host. Between the SSA and BFSS we have everything. The SSA procured all the hardware, configured the software, and sent me four stations. I have deployed them to our members to get installed at their homes. All we ask is for them to keep the powered up, and an occasional recycle of power. As you can see from the picture, the one in Canyon City is powered up.

Come next soaring season, we should be able to cover all cross country ships heading through the Arkansas Valley and south to probably Alamosa and the New Mexico border. We are working on getting receivers up the Collegiate range towards Leadville, Steamboat, and Rifle.

OGN TRACKER by Mark Palmer

Below is a picture of the OGN tracker built up by **Dave Rolley** for Team 182 (since we don't have FLARM installed in the 1-26). For instructions on how to build your own, try this link: [OGN Tracker build](#)



SHIPS FOR SALE

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

FOR SALE: Schweizer 1-26E, S/N 610, N126SF
530 hours TT
512 lbs empty weight
Ball vario, audio vario
Total energy probe/system
O2 system – 38 cu. ft. bottle, A-14 regulator, blinker, mask
360 channel radio, boom mic, PTT on stick
Stored inside in Elbert County, Colorado
Schweizer open trailer (good condition)
Last annualled in 2019 by Doug Curry

\$8500

Tom Mottinger – tmmottinger@msn.com or text at 303-243-0282



610 and its panel



FOR SALE: 1/3 share in ASW-26E motorglider D2D. Based at CO15. If interested, contact [Gerald Peaslee](#).



PHOTOS



Stan Bissell took this picture of Berea Boerrigter on tow. 10/30/22



Zach Paluch with the University of North Dakota Decathlons.



What do towpilots do at the end of the day when the sun's still out? Bill Gerblich makes a bunch of replacement vinyl sleeves for the towline bullets.



Yeah, it's nice and toasty under the closed canopy! Alice Palmer and Mike Franzmann on a chilly Sunday.