

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



Volume 35 Number 12

December 2023

Club Web Page: [SoarBFSS.org](http://SoarBFSS.org)

Airworthy Archive: [SoarBFSS.org/Airworthy](http://SoarBFSS.org/Airworthy)

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

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

Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Well, November went by fast! Lots of things happened this last month, from first solos, to Private Pilot checkrides, to hangar doors coming down. The soaring is now turning into gliding for the next few months. I'm going to be doing lots of planning for next year and working on upgrades to the DG-300 and the 1-26 trailer. And, of course, lots of Condor flying. **Vitaliy** will be starting Condor Nights on Wednesdays starting next week, December 6.

As the year winds down, all of us here at *Airworthy* headquarters (**Mark, Alice, Frannie Mae and Herschel**) wish you Happy Holidays and a wonderful 2024! See you in the new year!

Mark Palmer, Editor



*Todd Hahn giving an introductory ride on a Sunday morning*

## PRESIDENT'S CORNER

by Becky Kinder

The Tuesday, November 28 Board meeting focused on the budget for 2024. One enjoyable facet of these meetings is the consideration of potential next steps. Would members prefer to extend the new ramp even further, or should we build an extension from the Hangar 3 ramp to the existing assembly area instead? What needs are most pressing? How can we best serve our members? Unfortunately, we haven't found a certified crystal ball to inform our decisions, so we just do our best.

Last month's Safety Meeting superseded this Saturday's informational meeting to discuss revisions to our membership policy. There has been considerable confusion about the exact proposals, their impact, and the intent behind each element. The Board will be on hand to answer questions, and to listen to concerns. Please attend this Saturday's meeting at 9:30 AM and bring something to share at the potluck afterward.

It should be a great day for some hangar soaring, and the World Championships will just be getting under way.

Lift & blessings!  
Becky

## MEMBERSHIP MEETING SATURDAY, DECEMBER 2<sup>nd</sup>

There will be a membership meeting this Saturday, December 2<sup>nd</sup> at 9:30 AM in the clubhouse. The purpose of the special membership meeting is to present the background and details of the new member categories, answer member questions, and then to listen to member concerns and suggestions. The meeting will provide the Board with information to take into further consideration of the revised categories. A potluck lunch will follow the meeting.

## CALENDAR

### Board of Directors Meetings

**December 12, 2023 6:30 – 9:00**

Via Zoom

**January 9, 2024 6:30 – 9:00**

Via Zoom

### 37<sup>th</sup> FAI World Gliding Championships

**November 28 – December 16, 2023**

Narromine NSW, Australia

### Women's Cross Country Camp

**June 30 – July 5, 2024**

Moriarty, NM

### Women's Soaring Seminar

**July 22 – 26, 2024**

Yoder, KS

### 1-26 Championships

**July 31 – August 8, 2024**

Hamilton, TX

### Downhill Dash

**Summer, 2024**

### BFSS Saturday Potluck Barbeque (after flying)

Will begin again in the spring!

### SSA Convention

**October 29 – November 3, 2024**

Knoxville, TN

## FLEET UPDATE ON THE ASK-21

Just a heads up – current plans call for the ASK-21 to make the trip to Williams Soaring in California sometime around mid-December for work on various issues. If all goes to plan, it should be back home by the end of January. Plan accordingly.

### 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 and early January . *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

|                          |            |
|--------------------------|------------|
| DeBacker, Frank          | 12/01/2023 |
| Dean, Val                | 12/02/2023 |
| Nadein, Alex             | 12/03/2023 |
| Franzmann, Mike          | 12/08/2023 |
| Dunmall, Chris           | 12/09/2023 |
| Wood, Harold             | 12/10/2023 |
| Kinder, Julie            | 12/15/2023 |
| Gerner, Andy             | 12/16/2023 |
| Hahn, Todd/Olsen, Rutger | 12/17/2023 |
| Kinder, Becky            | 12/22/2023 |
| Hannon, Donald           | 12/23/2023 |
| Hitz, Ethan              | 12/24/2023 |

Price, Brian 12/29/2023  
Ings, Deb 12/30/2023  
Jordan, Nathan 12/31/2023

Baker, Gary 01/05/2024  
Kinder, Mike 01/06/2024  
Krantz, Levi 01/07/2024

**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.

**ACCOMPLISHMENTS**

**David Crabb** – Passed his Private Pilot Knowledge Exam

**Matt Rendos** – B Badge issued

**Vitaliy Aksyonov** and **Alice Palmer** – Completion of WINGS phases

**Zach Paluch** – ASK-21 front and back seat checkouts

**Rutger Olsen** – First solo and A Badge



*Rutger Olsen congratulated by CFI Stan Bissell*

**Wojtek Tomanek** – Private Pilot practical exam passed--a long time coming! After waiting for the 2-33 to be finished, along came COVID, then the runway repaving project, then his instructor got sick, and then we had three months of bad weather – and through it all Wojtek persevered. Congratulations!



*DPE Elliot Crawford with Wojtek Tomanek after passing his checkride*

**THANK YOU!**

**John Gillis** – For Jotform work and improvements

**Chris and Sharon Dunmall** – For a generous donation to the Steve Johnson Youth Scholarship

**Chris Dunmall, Gary Baker, Harold Wood, Kaylee Harmsen, Quay Snyder, Alice Palmer, Mark Palmer** – For extra GOD duty

**Kaylee Harmsen** – For cleaning the clubhouse

**Bill Gerblich, Raul Boerner, Becky Kinder, Kip McClain, Donald Hannon, Nathan Jordan, Mike Kinder, Todd Hahn, Quay Snyder, John Gillis** – For helping with the removal of the Hangar 3 door

**Scott Dimick, Mark Palmer, Donald Hannon, Vitaliy Aksyonov, Julie Kinder, Raul Boerner, Chris Dunmall, Mike Kinder** – For trash clean up

**Kathy Peterman and Alice Palmer** – For cleaning restrooms



*New solo pilot (Rutger Olsen) is helped by new Private Pilot (Wojtek Tomanek).  
Photo by Stan Bissell*

## **NEW MEADOWLAKE INSTRUMENT APPROACH by Todd Hahn, Safety Officer**

As you likely already know, there is a new RNAV (GPS) instrument approach procedure (IAP) into Meadowlake Airport (KFLY) that was published by the FAA a little more than a month ago.

This approach procedure has two items BFSS pilots should know about:

(1) The hold "oval" for this instrument approach procedure transits north-to-south just east of

the airfield (see attached graphic for *approximate* location) and west of the aerobatic box. The hold altitude is 10K to 11K feet MSL.

(2) The "start point" of this instrument approach procedure is a point called "JOCKY," which is approximately 6 miles south of Kelly.

I and a few members who were recommended to me got together to discuss this new IAP. We have a few observations.

First, we are concerned that this new IAP could become popular in VFR conditions. Why? It will be good practice for instrument students—and in relatively less-congested airspace. Also, the instructor and student do not have to talk to ATC as the IAP is outside of class Bravo and class Charlie airspace.

Second, when practicing instrument flying in VFR conditions, a student typically wears "foggles" or is "under the hood" looking at their instruments only. With the student concentrating on instruments, the instructor is *supposed* to be looking outside, performing their FAR-mandated obligation under VFR conditions to see-and-avoid. Will that always happen to the degree it should? Some of us have doubts.

The hold procedure being close to Kelly is not our only concern. According to **Stan**, any given airplane may not need/want to execute the hold procedure when practicing and therefore may go directly to JOCKY from wherever the aircraft originated. Say, for example, an aircraft departs Centennial and goes directly to JOCKY. This could put the aircraft close to Kelly as it transits towards JOCKY. The aircraft could possibly be on the west side of the airfield, or possibly over it depending on how they depart Centennial. Stan estimates the aircraft could fly as low as 8500 feet MSL or so during that transit.

Now, with all of that said, so far we have no concrete evidence that this IAP has caused an



increased amount of traffic around Kelly at this time, although I have heard of two anecdotal reports that some pilots have noticed more traffic traversing N/S near Kelly and the aerobatic box. Note that this procedure may become more popular as the flight schools learn about it.

With the potential for increased traffic over/around Kelly, we think it's prudent that pilots exercise increased lookout vigilance, especially for traffic coming from the north and the south. Also, we encourage private glider owners to consider installing ADS-B out and/or ADS-B in, if not already equipped. Stan believes most of the student training aircraft in this area have ADS-B in.

We've also recommended to the Board of Directors to work towards equipping the 2-33 and the ASK-21 with ADS-B out. The towplane 76S already has ADS-B out and the ASW-19 already has ADS-B in and a nice FLARM/ADS-B traffic display.

I have had an email conversation with Kelly Airpark residents **Jamie Treat** and **David Allen** about this subject. They have been in contact with the Meadowlake Airpark Association president **Dave Elliott**. Jamie and David highlighted this situation to Dave Elliott and as a result, Dave Elliott has formally requested that the FAA remove the hold procedure north of JOCKY (the "hold oval") from the published instrument approach procedure. It appears the FAA will act on this request. In fact, there now is a NOTAM stating that the hold procedure is not authorized.

From the FAA employee that Dave Elliott is working with:

Here is the released NOTAM, while we are amending the procedure.

!FDC 3/2945 FLY IAP MEADOW LAKE, COLORADO SPRINGS, CO.

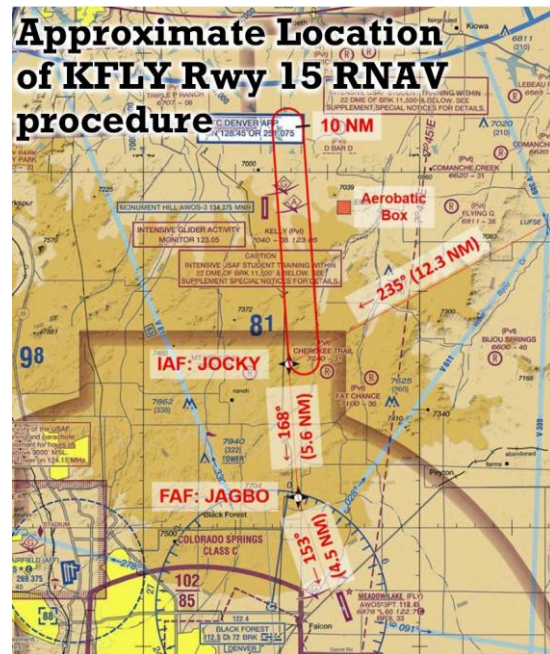
RNAV (GPS) RWY 15, ORIG...

TERMINAL ROUTE FROM ADANE TO JOCKY NA.

TERMINAL SEGMENT HOLD-IN-LIEU OF PROCEDURE TURN NA.

Notes: (1) In the above NOTAM, I believe NA means "not authorized." (2) Even though there is now a NOTAM for the hold procedure, that doesn't mean that everyone will see it. So people may still fly that hold oval.

There may be more on this subject. Eyes out and stay tuned.



## HANGAR 3 DOOR COMES DOWN

Saturday and Sunday, November 11 and 12, were big days for bringing down the door of Hangar 3, in preparation of new doors to be coming soon. Many thanks to **Bill Gerblich**, **Raul Boerner**, **Becky Kinder**, **Kip McClain**, **Donald Hannon**, **Nathan Jordan**, **Mike Kinder**, **Todd Hahn**, **Quay Snyder**, and **John Gillis** for helping with the removal of the Hangar 3 door.

What a big effort! New sliding doors are coming soon.



*Old sheathing removed; now to get down the frame. Photo by Raul Boerner*



*Vitaliy Aksyonov and Raul Boerner look over the finished work on Sunday. Photo by Scott Dimick*



*Bill Gerblich and Scott Dimick begin the demolition project on the Hangar 3 door. Photo by Raul Boerner*

## **WORLD GLIDING CHAMPIONSHIPS 2023—NARROMINE, AUSTRALIA** by Raul Boerner

*(Raul wrote this article for Airworthy before his departure for Narromine, where he is crewing for **Tom Holloran**. Raul is sending daily email updates to the club.)*

In the soaring world, there are several competition steps on the ladder to fame and fortune—that is, how to spend it: Worlds, National, and Regional. You start with Regional and maybe end up at the Worlds. Our club is fortunate to have members who participated in some or all of these, over the years:

- 1) **Dave Leonard** and **Bif Huss** in Worlds;
- 2) **Rick Culberston**, **Raul Boerner**, **Tom Serkowski**, **Darrel Watson**, **Doug Houston** in Nationals;
- 3) **Dave Rolley**, **Clay Thomas** in Regionals;
- 4) **Colin Mead** as USA Team Captain;
- 5) **Deonna Neal** as Scorer; and
- 6) **Cindy Roth (Mead)**, **Quay Snyder**, **Deonna Neal**, **Stan Bissell**, **Sean Bradbury**, **Maureen Watson**, **Brenell** and **Raul Boerner** as Ground Crew.



*Tom Holloran ready to go. Photo by Raul Boerner*

Please forgive me if I did not mention any BFSS members, above, who participated in previous years. If so, send me an e-mail and I'll add it to one of my upcoming posts from Narromine, NSW, Australia.

We also have famous international pilots that you may have heard about, or watched their YouTube videos: **Sebastian Kawa**, **Stefan Langer**, **Uys Jonker**, etc.

If you want to follow the contest, the link is <https://wgc2023.com.au/>

Brenell and I are ground support for Tom Holloran—representing the USA in Standard Class category. There are six USA pilots on the team; their names can be found on the WGC 2023 website. We will be in Australia for one (long) month and return a couple of days (daze) before Christmas. Unless a kangaroo puts on boxing gloves and punches me in the snout, cheered on by a baby-roo in the pouch, I'll send updates



*Raul caught this picture of the Czech team unloading their gliders.*

#### **FRIENDLY REMINDER**

The winter snow season 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. Also, please be careful of the runway shoulders while the new grass is taking hold.

## **HUMAN BIASES by Todd Hahn, Safety Officer**

**Steven Bateman** of AOPA held a recent webinar that looked into how we can reduce the non-commercial general aviation (GA) accidents. The level of non-commercial GA accidents (that includes us!) has been steady for several years. So how can we reduce the accident rate? Steven argued that nearly all of the remaining accidents are due to human factors, and specifically, are due to various human biases.

He discussed several biases that pilots are susceptible to and I'll very briefly summarize the first few here:

**Cognitive bias:** The tendency to only accept evidence that suits the current plan or your current perception and ignoring or discarding evidence that suggests something else is actually true.

**Continuation bias:** The tendency to continue the existing plan even when conditions change.

**Hindsight bias:** The tendency for people to perceive past events as having been more predictable than they actually were. This can have a significant impact on planning and can lead to making errors relating to the first two biases. This bias can result in an erosion of safety margins.

**Outcome bias:** The judging of a decision based on its *outcome*, rather than how exactly the decision was made in the moment. This bias is similar to the hindsight bias and can also lead to an erosion of safety margins.

Some of these biases have been cited by NTSB accident reports, so it is wise for pilots to know these biases and furthermore analyze their own behaviors and decisions in a post-flight self-debrief (or with an instructor!) with these biases in mind.



How can we identify and counter these biases in our own thought process? First, we should practice safety risk management. This means identifying the hazards and risks associated with your flight (PAVE, IMSAFE, pre-flight self-briefings, etc.) and understanding the FAA hazardous attitudes and identifying which ones you are susceptible to. As a reminder, advisory circular AC 60-22 (*Aeronautical Decision Making*) covers the hazardous attitudes, and it's always a good idea to review it every year or so.

[https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_60-22.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_60-22.pdf)

Second, simple awareness of these biases is the first step in recognizing them. Then, take it further and for each of your flights, assess your decisions with the above cognitive biases in mind. Was there a decision that you made that happened to result in a good outcome, but was possibly a risky decision? Were you just lucky and could the outcome have been different if the conditions were slightly different? What surprised you on the flight and why were you surprised? Was that a result of some kind of bias? Or did you make a bad decision due to cognitive bias, continuation bias or expectation bias? Is there "operational drift" occurring, or "normalization of deviance"? Recognizing your susceptibility to biases in everyday flights will prime your bias detector for detecting situations where one of these biases could play a more significant role. This exercise will prime you for making better decisions.

There is much more on this subject (and much more for me to learn). I encourage you to review the slides that Steven has posted at:

<https://www.aopa.org/~media/Files/AOPA/Home/Flying%20Clubs/Safety%20Repository/November%202023/November%20Safety%20Section%20PDF%20-%20Normalization%20of%20Deviance>

Fly safe, and work to understand your biases.  
–Todd



*Wave over Dinosaur National Monument*

## WHAT ARE SHORTWAVES?

by Clay Thomas

With rapidly changing soaring conditions in Colorado, it helps to pay attention to all available weather cues. Often you will see the National Weather Service mention an approaching "shortwave." What is a shortwave, and how can it affect your soaring day?

A shortwave, also known as a shortwave trough, is a disturbance in the atmosphere's mid or upper part, which induces upward motion ahead of it. Shortwaves exist, typically, between 10,000 to 18,000 feet MSL. If other conditions are favorable, the upward motion can contribute to thunderstorm development ahead of a shortwave. In summary, here's how shortwaves can affect soaring:

1. **Lift and Sink Zones:** In a short wave there are alternating areas of lift and sink.
2. **Enhanced Lift:** Shortwaves can enhance thermal lift.
3. **Wave Barriers:** Shortwaves can act as barriers to soaring flight. If a glider encounters a strong headwind associated with a shortwave, it may not be easy to progress.
4. **Mountain Wave:** Short waves can influence the development or intensification of mountain waves.



## SHIPS FOR SALE

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

**FOR SALE: 2010 Schleicher ASG 29 – \$135,500**  
aka (ASW 27 15m/18m)

- S/N: 29055
- N232FG
- Current Maint. & Cond. Inspection Dated 4/29/23, per Part 43, Appendix D and Maint. Manual Chapter 7
- Transponder: Trig TT-22 insp. Dated 5/8/23
- Aircraft hours: 1,245
- Incl. 2010 metal Cobra trailer, w/ spare, etc., excellent condition
- 100% Glider & Trailer in pristine condition. Fully XC Ready.

If interested, please Contact **Rick Culbertson**  
[rc5280@yahoo.com](mailto:rc5280@yahoo.com)  
303-550-4474



**For Sale: 1982 SGS 1-36 Sprite.** Taildragger version. Well-equipped, forgiving, easy thermaling, good transition glider. Mtn High O2, LXnav S80, PowerFLARM Core, Trig TY91 radio and TT22 Mode S transponder, Oudie 2, PTT, ESA probe, LiFePo4 battery with in-panel charging point. Extensive renovations by **Doug Curry** in 2015, new panel and instrumentation 2018. Useful load 186 lbs. Hail-resistant covers for flying surfaces. Sound trailer with 3 near-new tires. All documentation & manuals. \$13,500. Contact Brian Price at [brian47price@gmail.com](mailto:brian47price@gmail.com) or 303-349-7931



## PHOTOS



*Wojtek Tomanek with his dad Ziggy, after Wojtek's successful checkride*



*John Gillis departs in his Cessna 140 "Babe."  
Photo by Chris Dunmall*



*Towpilot's lament: I know I dropped my pen somewhere... Bill Gerblick by Alice Palmer*



*Bill Gerblick works on the hangar door project, protected by both Safety Spotter Raul Boerner and the safety harness (which, as we understand, was tested for real during this project and it worked—fortunately!).*