

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop

Elbert, CO 80102

Volume 30 Number 2

February 2018

FROM THE EDITOR

Well, we're still in the throes of winter, but the days are getting longer and it's slowly getting warmer. We had a pretty good January with all the club ships getting some time in the air. Alice and I even scratched around in some weak lift in 840. The Russia has seen some flights, and instruction keeps humming along.

Plans are starting to come into focus for 2018. It looks like 840 will be down for a while getting new fabric. Many, many thanks to all of you who have donated to update our old girl. The 30th Anniversary party is coming up in May. Camps are being planned, and the Downhill Dash should be back. Bif Huss is off to the Worlds representing the U.S. in Standard Class. Who knows? Maybe we'll be able to live stream the event!

Next month we hope to have a report on the SSA Convention in Reno. In the meantime, I'd like to thank all of the contributors to Airworthy. Not all will make it into this month's issue but your contribution will soon!

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

February 6, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

<https://ppld.org/monument-library>

March 6, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

BFSS Winter Party

February 10, 2018

The Villa, Palmer Lake

\$38 per person

Hors d'oeuvres 6:30, Dinner at 7:00, choice of prime rib or vegetable lasagna. Send a check to Denise by February 3rd.

FAA Aviation Safety Seminar/Pilot Appreciation – High Performance Parachute Rigging

February 10th, 2018 1:00 – 4:00 pm

921 8th St.

Golden, CO 80401

Contact: H. Walter Green, 720-351-2777

SSA Convention 2018

March 1 – 3, 2018

The Atlantis Resort and Hotel

Reno, NV

BFSS 30th Anniversary Celebration

May 19-20, 2018 (more info to come)

FLEET UPDATE

ASK-21 – Mike Clausen has just finished making wing covers for the ASK. He's now working on a cover for the tail. Thank you Mike!

AC-4C –When you preflight the Russia, be sure that the main wheel tire is at 28 lbs. \$500 has been donated by club members to replace the brake with something better. The estimated cost is \$700 for parts to complete that install. If you're interested in contributing, contact Dave Rolley, Raul Boerner, or the Board.

Blanik – Thanks to Dave Rolley and his son-in-law, Andy Baker, for replacing the entire pitot static system in the Blanik.

2-33 – The battery has been moved to the front cockpit, now occupying the space where the missing ballast weight was located. A new LiFePo4 battery is on order. This will help standardize the fleet batteries. Steve Johnson has rewired the entire battery and radio system. Thank you Steve! A microphone was installed for the back seat. More on 840 later in this issue.

Pawnee – The Pawnee is back up and running!

THANKS TO OUR PAWNEE WARRIORS

Our Pawnee 76S would never have been back in the air so quickly without the help and dedication of our mechanic and our towpilots. Many thanks to Doug Curry (Master of Maintenance), Bill Gerblick, (Master of Towpilots), with help from Kyle Kendall, for the physical swap. Doug worked 14 straight days, including Christmas, and Bill worked eight days. The break-in hours were also a marathon affair and thanks (and a hot cup of coffee) go to pilots Doug Curry, Bill Gerblick, Kyle Kendall, Roland Lanning, Rick Haehnel, John Mann, and Bif Huss. If you think back to that last week in December, it was very cold. The phrase “Pawnee Cabin Heater” is an oxymoron—thanks guys for your dedication and hard work.



STILL A NEW MEMBER—JUST THE RIGHT NAME

Last month I cleverly misspelled the name of our newest member, despite having two different emails giving me the correct spelling. Please welcome **DEAN KEWISH** to the club. Sorry Dean!



Dean Kewish

SHIPS FOR SALE

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

FRIENDLY REMINDER

Don't drive the golf carts on the grass. Ever. Even if you're being chased by zombies. Zombies are the responsibility of...well, I don't know who's responsible for zombies, but just don't drive on the grass.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for February and early March:

Urschel, Peter	2/3/2018
Wallace, Jack	2/4/2018
Anderson, Eddie	2/10/2018
Baker, Gary	2/11/2018
Ballard, Michael	2/17/2018
Bohrer, Tim	2/18/2018
Clausen, Michael	2/24/2018
Culbertson, Rick	2/25/2018

Dalfollo-Daley, Stephen 3/3/2018
 Dean, Val C. 3/4/2018
 DeBacker, Frank 3/10/2018
 Dumall, Chris 3/11/2018

Be sure to put your name in the website calendar for the day you are scheduled.

REMEMBER: It is your responsibility to find a replacement duty officer if you cannot make your date. Once you find a replacement, please inform Ingo.

BIF TO THE WORLDS

As you may have heard, our own Bif Huss, H7, will be representing the US at the World Gliding Championships. They are being held in Ostrow Wielkopolski, Poland, July 8 – 21. Bif and Jim Lee will be flying Standard Class. Club Class will consist of Boyd Willat and Mike Westbrook, 15m will be Fernando Silva and Tim Taylor.

Go Bif!



CONGRATUALTIONS INGO!

Congrats go out to Ingo Kuenzel who passed his CFI-G reinstatement test on Sunday the 28th. Ingo will start off doing Flight Reviews, First Flights and training phase checks.



Quay, Raul, and Ingo after Ingo's CFIG Reinstatement Check

FLYING THE RUSSIA AC-4C by Raul Boerner, CFI

This is a single-seat fiberglass glider with 35:1 glide performance. (To figure out NM per 1000' of altitude loss, divide glide ratio by 6. Thus, 35/6 equals almost 6 NM per 1000' of altitude loss in zero wind.) To provide for surprise sink, and maybe less than perfect airspeed control, we use 4 NM/1000' in zero wind, 3 NM/1000' with a ten-knot headwind, and 5 NM/1000' with a ten-knot tailwind.

The above distances versus altitude is what I refer to as a 3-4-5 glide gradient (not ratio), with "4" being the zero-wind distance.

Since there is almost zero angle of incidence at the wing's root, the pitch attitude on final approach is slightly higher than our trainer gliders. This means that it is normal to touch down with the tail first. It also means that we hold pitch attitude until almost touching down. (I flare at about one to two feet above the ground.)

Checking out requires a two-hour ground training session before your first supervised flight. It is a very light glider. The tow pilots all say that it is as if no one is on the tow rope. The fuselage is short. You'll notice that the rudder is very effective. At 6 pounds per square foot of wing, you'll also notice that it stays in the air with very little thermal lift.

The landing gear is retractable. So, USE THE CHECKLIST to back up that you really did lower the landing gear. For members who have not flown a retractable gear glider, we have been requiring a couple of flights in the L-23 to practice retracting and lowering the landing gear. We also announce, on the radio in the traffic pattern, that the "Gear is down and locked."

BEFORE TAKEOFF		LANDING	
<i>Use correct weak link strength</i>		060417	
A	Altimeters	R	Radio
A	Air Brakes	U	Undercarriage
B	Ballast (Balance)	F	Flaps (n/a)
B	Belts	S	Speed (55kts + wind)
C	Controls	T	Trim
C	Canopy <i>caution false latch</i>	A	Air Brakes <i>(see notes)</i>
C	Cable	L	Look around
D	Dolly	L	Land
D	Direction of Wind		
E	Electronics		
E	Emergencies		
<i>(55-65 kts aero tow normal)</i>		Notes:	
		a) 1/4 - 1/2 airbrakes on final.	
		b) Do not land with full airbrakes.	
LIMITATIONS AND PERFORMANCE DATA			
440-550#			
V _s	35-39 kts clean	V _{ne}	119 SL
V _{so}	37-41 kts airbrakes	V _{ne}	110 5,000' PA
V _{LD}	45-50 kts 35:1	V _{ne}	104 10,000' PA
V _{ms}	37-42 kts	V _{ne}	94 15,000' PA
V _{airbrake}	87 kts	V _{ne}	87 20,000' PA
V _{tow}	87 kts (55-65 normal)		
V _b	87 kts (turbulent air)		
V _a	84 kts	N278E	329# +14.8"
V _{lo}	(not published)	Pilot	150-222# -14.9"
Crosswind	15 kts	MTOG	551# +0.5 to +5.5"

Russia Checklist



BFSS AT KELLY AIRPARK—WSPA SEMINAR by Alice Palmer

Last month we saw the club settling in at KAP, meeting challenges and having fun with camps and winch days. By 1993, we were ready to host a big event, the 15th annual Women Soaring Pilots Association Seminar.

The WSPA Seminar is held at a different location each year and provides a fun atmosphere for glider pilots from all over the country to gather, support each other, and challenge themselves with new soaring experiences. The planning of the BFSS-hosted event took more than a year and was headed by Phyllis Wells, with help from Alice Palmer and members of other Front Range soaring clubs.

When word got out that the seminar was to be held in Colorado, the registrations started pouring in. Over 50 soaring pilots from all over the country participated, the largest WSPA seminar held to that point. As organizers, we were both excited and nervous—how were we going to handle that many people?



Lots of Pilots, Crew, and Onlookers

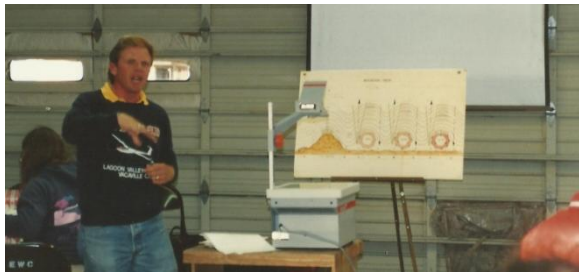
Our visitors were (mostly) women soaring pilots from all skill levels. We'd need sailplanes, towplanes, instruction, guest speakers, accommodations, places to camp and tie down privately owned gliders, and lots of food!

In addition to BFSS, the Soaring Society of Boulder, Colorado Soaring Association, and High Flights Soaring Club provided many volunteers. Tow Black Forest provided towplanes, as did some of the clubs. Several private owners offered to let participants fly their ships during the event. A number of club members opened

their homes to guests. Other participants stayed at local hotels or camped on the field.

As people started arriving at the start of the seminar in July, 1993, we were ready. We had nearly a week packed with a variety of events. In addition to field checkouts, we had basic and high performance instruction, off-field landing practice at a neighboring rancher's field east of Running Creek, and, of course, your usual 18,000-foot Colorado summer soaring days.

We had guest speakers on many soaring topics. Mark Palmer gave a talk on wave flying. Our special guest was Astronaut Eileen Collins, talking about her training to be pilot and eventually commander of the Space Shuttle.



Author of Practical Wave Flying Gives Talk

The seminar culminated in a winch camp at Westcliffe. In addition to our BFSS winch, the Colorado Soaring Association also brought their winch. Our "dueling" winches gave us capacity for many launches, providing the first ground launch experience for many seminar attendees.



Walt Lafford, Winch Operator

When it was all over, the Colorado volunteers were exhausted but happy to have hosted such a fun-filled, safe event. The thank you notes

from many participants confirmed that the event was a great success.



Winching at Westcliffe

Next month: Club changes and challenges for the new millennium.

PLEASE WELCOME OUR NEW THERMOSTAT

Thanks to Master Wizard Steve Johnson, the club has a new thermostat to replace our ancient one. Thank you Steve!



N65840 TANKER 2-33 REFURB by Alice Palmer

Last month we told you about the incredible fundraising surge that collected over \$6000 for the refurbishment fund for 840. We are grateful to the following members who have contributed to the project so far.

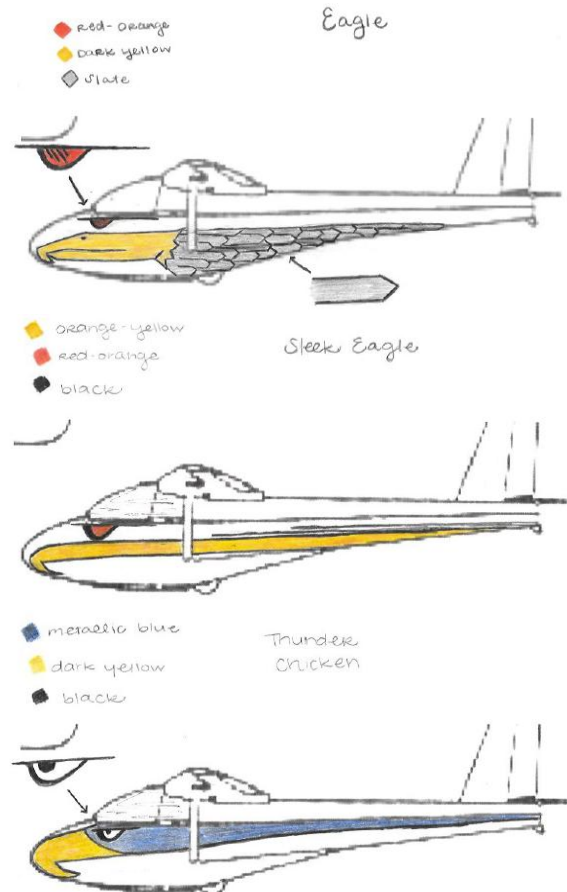
Listed first are our two anonymous donors, whose initial donations and matching funds got the momentum going.

Anonymous #1
Anonymous #2
Mark Johnson
Brian Price
Val Dean
Deonna Neal
Kip McLain
Chris Dunmall
Quay Snyder
Raul Boerner
Alice and Mark Palmer
Glenn Paluch
David Bachler
Ian Wayman
Bob Weien
Andre Gerner
John Mann
Mike Clausen
Gerald Peaslee
Frank DeBacker

If you have donated to the project but do not see your name listed here, please contact Denise Beisel.

During January, we've done some research and have drafted a plan and a projected budget that we will present to the BFSS Board in February. Next month, we'll have the final scope of the refurbishment project nailed down. Our target start date is March 15, weather permitting. The first task is to clean up the third hangar shop area in February and early March. Let us know if you can help with that task.

It's not too early to get some ideas for the final design. Below are some design ideas from artist Katie Gillis (John's daughter). Let us know if you have a favorite from these, or if you have other design ideas to share!



Wanted: Project lead for the 2-33 trailer work. As a separate project, we'd like to get the 2-33 trailer roadworthy again. We're looking for someone to head up this project, determine what's needed, draw up a plan and budget to present to the Board, and gather some volunteers to get the work done. If you are interested in leading this project, please let Alice know.

INSTRUCTOR PROFILE – QUAY SNYDER by Brian Price

Son of an Army helicopter and fixed-wing pilot, Quay has always lived and loved aviation. We know him as a fine soaring instructor and

Designated Pilot Examiner, but his interests and skills are much broader. He was introduced to soaring at the Air Force Academy, where his first career goal was pilot. He rapidly gained his Private Glider, Commercial Glider, and CFIG certifications, and instructed there for 2 ½ years. When Air Force needs changed at the end of the Vietnam War, Quay went with pre-med. The Air Force sent him to medical school at Duke University. Quay is now board-certified in aerospace medicine, addiction medicine, occupational and family medicine.

Quay joined the soaring club at Duke, where he instructed throughout medical school, and added his SEL rating. Except for his residency and some overseas assignments, he has taught soaring continuously for 43 years—since March 1975!

As an Air Force flight surgeon, Quay has flown 52 military aircraft types, ranging up to the F-16. He earned his Diamond Goal and Duration Awards on a team soaring flight to Maysville, CO with Raul Boerner. He is also an accomplished glider aerobatic pilot—one of his fondest memories is performing the glider aerobatic displays above his classmates in Falcon Stadium at his 10th, 20th, and 25th class reunions.

Quay loves every element of flying. About instructing glider pilots, Quay says that he loves to see the joy in students, particularly young students, and gets real satisfaction from working with students who dedicate themselves to becoming safe and knowledgeable pilots. Of course, those students have been inspired in that path by Quay's own enthusiasm and dedication to learning. His qualification as DPE—one of the nation's very best—is a terrific asset to BFSS; he provides this service as a way to give back to the soaring community.

Quay insists on professionalism in our soaring, never mind that this is not a paying job. A great example of the professionalism Quay instills in his students involved a teenager taught by Quay

and John Mann, newly certified and lined up to take his inspiring Social Studies teacher up—as his very first passenger. With Quay present, he delivered a professional passenger briefing and took the glider and his passenger to the end of the runway. However, at hook-up time, the student declared that he was too nervous, and therefore *not fit to fly*. They towed back to the hanger, and that flight was made safely the next weekend, by the *fit-to-fly* young pilot. Quay cites this as a peak experience in his instructional career.



CAMP UPDATES by Mark Palmer

Planning for camps has begun. I'm tentatively looking at sometime in July for a camp at Limon. Would people prefer something during the July 4th weekend or later in the month? I've been in contact with a towpilot with a towplane and am evaluating costs and other logistics. If the idea of a Limon camp interests you, please let me know. Also, if anyone knows of other towplane options, please contact me with the details.

The next X-C event would be the Downhill Dash. I haven't determined any firm dates on this yet, but I'm looking at late August or early September. The Downhill is a handicapped event, so even a low performance sailplane can do well in the final standings. Just ask Dave Leonard how I beat him in a 1-26 one year! The basic premise is this: Leave KAP and fly as far as you can. You have to land out. I see Limon as a warm up for the Downhill Dash. Let me know your thoughts and ideas.

SAFETY BRIEF by Quay Snyder

At BFSS, there is a strong emphasis on safety throughout our membership. Many flying organizations provide safety resources and instruction at no cost. Below are some suggestions to take advantage of the wonderful opportunities to make our exciting sport a safer one.

- Sign up to fly the first flight of the year with a BFSS Instructor. All of our active instructors (Raul, Stan, John, Andy, and me) have volunteered to fly in January and February with a member at no cost for instruction on their first flight of the year. Shake off some rust (and some snow) and come out and enjoy our great camaraderie and flying.
- Sign up for a free safety account on FAAsafety.gov. You can tailor the notifications for your needs so you can be informed of local safety seminars, online and webinar safety briefings, and notifications relevant to the type of aircraft you are interested in. I get TFR notifications also. It's FREE and you get WINGS credit for those seminars you participate in
- WINGS credit? What is that? With a FAAsafety.gov account, you can get credit for educational and flying activities you complete with an instructor. Earning one level of Wings credit counts as a 24-month flight review for the FAA. There may be insurance and FAA forgiveness if you get yourself in a tight spot. Search for Glider flight activities under "G" in the dropdown. If you don't know how to get enrolled, ask Raul or me for help. This month on my first flight of the year

with Raul, I earned 3 flight credits and took two fantastic online courses to earn another Wings level.

- Soaring Safety Foundation – Raul sent out an email with a resource I use routinely. There are tremendous presentations, guidelines, and training videos available for free. Our Wing Runners' course is here also. <http://www.soaringsafety.org/index.html>
- AOPA Air Safety Institute – <https://www.aopa.org/training-and-safety> . Many courses designed for all pilots and relevant to glider pilots. All FREE and they count for WINGS credits! Many features including [Online Courses](#), [Safety Quizzes](#), [Safety Videos](#), [Webinars](#), [Podcasts](#)
- Don't have more than one drink at our February BFSS shindig at the Villa restaurant in Palmer Lake on 10 February...or have a designated driver. It will be a great time (get your \$38/person in soon) and the ticket includes one free drink.

Future articles will include links to specific courses I have found useful to keep safety in the forefront of my flying, and thought-provoking to enhance my piloting skills. I will also send out periodic emails for courses I get notified of that may be of general interest. BTW, the notifications come from FAAsafety.gov! Have I beat that dead horse enough?

Fly Safely, Stay healthy,
Quay



Gerald Peaslee in wave over the Ramparts, November 2016



Mark as Ballast for Alice



Kip Flies the Russia

