

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



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Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

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

FROM THE EDITOR

Well, fellow hoogvliegers, it's been a cold and depressing month, what with the crummy weather and equipment issues. But cheer up! Spring and summer are on the way! By the time you get this, the annual Winter Party will be just a few days away. Soon we'll all be back walking on sunshine.

Thanks to the hard work of **Doug Curry** and **Bill Gerblich**, our Pawnee, 76S, is back up and running. Thank you so much gentlemen! The Blanik should also be back up shortly, as soon as the new parts arrive.

And an especially big thanks to **Doug Curry** and **Bill Gerblich** for arranging a short-term lease of Randy Rothe's L-13 AC. With 2BA on the field (in its spiffy ex-USAF colors) we're getting our students back up to speed for some imminent flight tests, and catching up on overdue club member flight reviews. Thank you so much!



Blanik 2BA

Not only do our aircraft need maintenance and TLC, so do the club facilities. With that in mind, the Board has declared April 4th Club Committee Day. We're asking everyone to come out that day to participate in cleaning and maintenance. It will be a no-fly day except for students. There will be a massive barbeque at the end of the day along with lots of hangar flying. Details will be coming soon.

Alice and I will be heading off to Little Rock towards the middle of February for the SSA Convention as well as the Soaring Safety Foundation Flight Instructor Renewal Clinic. Several BFSS members will be there, including **Bif Huss**, who will be showing his Ventus 3. We plan to post pictures and stories next month.

Mark Palmer, Editor



Photo by Bif Huss

PRESIDENT'S MESSAGE by Bif Huss

As BFSS enters the 2020s, the Club still has all three of our two-seat training gliders down for heavy maintenance. Things are looking up though. We've received word that the ASK 21's 9,000-hr inspection should be complete by

mid-February and, barring any unforeseen issues, should be back in the fleet by the beginning of March. The Blanik's rudder cables have been ordered and will be installed as soon as they arrive. The 2-33 is awaiting warmer temperatures to finish painting, but should be back up for this summer. Finally, **Doug Curry** has finished the much-needed repair to the Pawnee's leading edge and we're towing again.

In fact, even though we're in the middle of winter, I was able to get in two soaring flights of 2 hours each this last weekend in my V3. One was flying with John Gillis in his new PIK-20 glider 2M. It was great to see his glider in the air. However, I must admit, it got a bit old looking up at him all the time. He seems to have figured 2M out pretty quickly! Though our two-seaters are down, the PW-5 and Russia are flyable and we do have soarable conditions occasionally, even in the dead of winter. Come out and fly!

A number of items came out of our January BOD meeting. The first is the Club's renewed emphasis on club committee participation. Our Club is an all-volunteer organization and needs the efforts of every club member to operate. As per the club bylaws, in addition to GOD duty, every member must participate in one of the Club's committees. These include: Buildings and Grounds, Aircraft Maintenance, Operations, and Membership, just to name a few. Director **Ed Anderson** is working to update committee personnel. Club members are encouraged to contact Ed to volunteer for a committee. If Ed doesn't have enough volunteers, he will fill committee slots as needed.

As part of this effort, the BOD has scheduled a Club Committee Day for Saturday, April 4th. This will be a no-fly day except for training flights. Instead, all Club members will meet to get to know their fellow committee members and then work in their committees to get the Club ready to go for the coming season. Later that afternoon, we will have a social get

together and BBQ. Please plan on attending this important club function.

At the BOD meeting we also announced the creation of the **Steve Johnson Youth Scholarship**. This scholarship, which is named after our much missed über youth mentor, **Steve Johnson**, will be awarded to young club pilots in recognition of outstanding club volunteerism. The scholarship can be used to pay for tows and flight time for the awardees. Donations to the fund are tax deductible and can be made via the flight sheets or check. Donations of \$100 or more to the scholarship fund will enable members to schedule a cross country soaring lesson with me in the Duo Discus. I've volunteered to oversee the fund so contact me for details.

You may have noticed that many new pictures have been hung up on the clubhouse wall. We have much room for more pictures. If you have a photo you would like to see hung, you can either put an 8"X10" on the table in the O2 room and we will get it up, or send me a file and I will see that it makes it to the photo wall. I'd like to see pictures of each member on the wall by the end of this coming season. We'd also especially like historic shots of the old Black Forest Gliderport.

Finally, we're having our annual Winter Party at 6:30 PM, February 8th, at The 105 Social House in Palmer Lake. This is a really fun get together (in addition to the annual club awards ceremony). Please RSVP to **Raul**. I hope to see you there!

See You at the Club,

Bif

CALENDAR

Board of Directors Meetings

February 11, 2020 6:30 – 8:45

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

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

March 10, 2020 6:30 – 8:45

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

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

BFSS Winter Party

February 8, 2020, 6:30 – 9:00

105 Social House

75 CO-105

Palmer Lake, CO

Upcoming Cross Country Seminars

Session 2: February 1

Soaring Pilot Physiology by **Quay Snyder**

Session 3: February 15

Air Data Systems by **Dave Rolley**

Session 4: February 29

Portable gliding computers by **Dave Rolley**

SSA Convention

February 20-22, 2020

Little Rock, AR

Spring Club Committee Day and Barbeque

April 4, 2020

BFSS Saturday Potluck Barbeque (after flying)

Will begin again in the spring

1-26 Championships and Low Performance Contest

June 16-25, 2020

Sunflower Soaring, Hutchinson, KS

Women’s Soaring Pilots Association Seminar

August 24-28, 2020

Springfield, Vermont

Downhill Dash

Summer, 2020

FLEET UPDATE

ASK-21 – At Williams Soaring for 9,000-hour check

2-33 – Refurbishment continues. See Alice’s report below.

AC-4C Russia – New weight and balance

PW-5 – Nothing to report

Blanik L-23 – In maintenance, awaiting parts

Pawnee – Back on the line after wing repair

FRIENDLY REMINDER

The winter snow season is here. Please, under any circumstances, **DO NOT** drive the golf carts on the grass. Driving on the grass could result in deep ruts and a lot of headaches for the club and airpark users.

OPS DUTY CALENDAR

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

Dimick, Scott	02/01/2020
Dunmall, Chris	02/02/2020
Fanning, David	02/08/2020
Farley, Alyssa	02/09/2020
Fry, Peter	02/15/2020
OPEN	02/16/2020
OPEN	02/22/2020
Gerner, Andy	02/23/2020
Gradinski, Nikola	02/29/2020
Hannon, Donald	03/01/2020
Hatch, John	03/07/2020
Houston, Doug	03/08/2020

Every flying member who does not have other duties in the club, such as instructor or towpilot, is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, contact Joshua to see if you can be paired with someone who has experience. Please check this list carefully to see when you're on duty and if you're working with someone.

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him

know so he is aware of the change. Be sure to go to the calendar page on the website and put yourself down for the day you're assigned.

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.

ANNUAL TEST COMING!

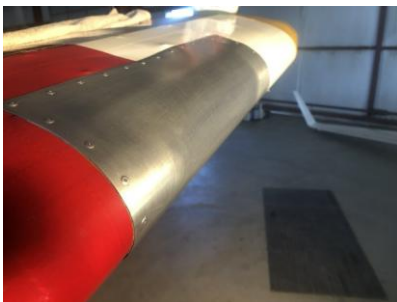
Don't forget, the annual BFSS/KAP Operations Knowledge Test is coming up. Chief CFI **Raul Boerner** is preparing some updates and will let us all know when it's ready. The test is required of all members.

ACCOMPLISHMENTS

KAP residents **Dave and Jeanne Allen** – on 50 years of marriage! Congratulations!

THANK YOU!

Doug Curry and **Bill Gerblich** – For the hard work getting the Pawnee wing repaired



Doug's excellent repair

John Gillis– For donating an old radio for the golf carts and **Dean Kewish** for supplying funds for additional parts

Michael Westlake – For volunteering for line crew duty many days during this past month

Randy Rothe and **Doug Curry** – For arranging the short-term lease of Randy's L-13 AC

Mike Keefe, **Bill Gerblich**, and **Iain Wayman** – For weekday towing to get our students flying again

Raul Boerner, Stan Bissell, and John Mann – For putting in extra days instructing to get our students back up to speed

FOLLOW-UP TO HANGAR NAMES

*(Former club member **Darrel Watson** still gets his issue of Airworthy every month as his way of staying up to date with what's going on here. After **Jon Stark's** article last month on the hangar names, Darrel sent the following. –Ed.)*

I've been debating writing you after reading Jon's excellent report on the gents for which the hangars are named.

His memory is correct—**Earl "Brad" Bradley** was an engineer with Texas Instruments. He was transferred from Lubbock where I flew with him when he was an active member of the Caprock Soaring Club. I bring this up because we were blessed with a few "extra" years (there are never enough) with Brad because he paid close attention to signals he experienced one day at about 16,000 feet. He reported that he just didn't feel right, and breathing was a bit labored. A couple of trips to the doctor's office yielded a diagnosis and a visit to the hospital for the removal of a large tumor in his chest. We had several doctors in the Caprock club at that time and they were impressed with how much value Brad put in "he just didn't feel right" and took action. That is the take-away for all pilots and the reason why Brad was able to enjoy flying for several more years.

DAVE ROLLEY SEMINARS OFF TO A BIG START

Saturday, January 18th was the first of **Dave Rolley's** seminar series for the season on cross country planning. With the series now qualifying for WINGS credit, there was a great turnout. Twenty-three folks signed the WINGS signup sheet. Besides the usual BFSS group, we were pleased to see that several pilots from the Soaring Society of Boulder show up. A great seminar!

The next one is scheduled for February 1st and Quay Snyder will be discussing pilot physiology.



Dave Rolley's Intro to Cross Country Soaring

N65840 TANKER 2-33 REFURB by Alice Palmer

January was another slow month for 840 work. While we did accomplish some more panel work, most of the big stuff had to be put on the back burner due to Blanik and towplane repairs and cold weather. We hope to have more to report in the coming months as things warm up.

Thank you to these members who worked on panels and did some behind-the-scenes planning for future work:

Kyle Kendall
Raul Boerner
Frank DeBacker
Doug Curry

FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does not scrape across the ground (read: rocks). Before the wing drops, hit the wheel brakes. New saying: "Stop before the drop!"

QUAY SNYDER – MASTER INSTRUCTOR

(Thanks to Stan Bissell for passing this on)

From the Society of Aviation and Flight Educators (SAFE) *Monthly Bulletin*

Master Instructor Achievements

The Master Instructor designation is a national FAA-recognized professional accreditation and parallels the continuing education regimen used by other professionals to increase their professionalism. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate. Of the 101,000 flight instructors in the US, fewer than 800 have earned the Master Instructor designation, and most are SAFE members.

Quay Carlton Snyder Jr., MCFI

Quay C. Snyder, one of a handful of 9-time Master Instructors worldwide, renewed his Master CFI accreditation in December through the Master Instructors LLC professionalism program.

Quay is the President & CEO of Aviation Medicine Advisory Service, specializing in aeromedical certification for pilots and air traffic controllers. He is also a pilot examiner and FAA Team Representative for the FAA's Denver FSDO, as well as the Black Forest Soaring Society's chief glider CFI from 1999-2019 at Kelly Airpark, Elbert, CO.



BFSS's own Master Instructor, Quay Snyder

U.S. WOMEN A SUCCESS AT WWGC

The U.S. Women's Team had success at Lake Keepit, Australia at the 10th Women's World Gliding Championships (WWGC). **Sarah Arnold** came home with the Gold in Standard Class (first U.S. gold medal in a world gliding competition since 1985), ahead of **Aude Grangeray** of France and **Ayala Truelove** of the U.K. Way to go Sarah!



*Sarah Arnold, World Champ
Photo by U.S. Soaring Team*

Kathy Fosha was a BFSS member about 20 years ago when she was first learning to fly gliders. She moved up to CSA at Owl Canyon while she studied up at CSU in Ft. Collins. Kathy finished 14th overall in Club Class, flying an LS-1f. **Sylvia Grandstaff** finished 16th, flying an LS-7. *(Dave Leonard contributed to this article.)*



Kathy Fosha. Photo from WSPA Facebook page.

SHIPS FOR SALE

FOR SALE: Lak 17 AT
SN 163, 1070 hours, sustainer motor, excellent condition \$70,000. Contact Clay Thomas.



FOR SALE: Ventus bT
Contact Dave Rolley, 303-809-2785



ADVENTURE ON THE EASTERN PLAINS (Part 4) by Alice Palmer

Last year, I shared our cross country scouting road trips to various small airports east and south of KAP. Since we were going stir crazy in the house in January, we decided to continue our adventures on one warm-ish, windy day. Our goal was to see as many new airfields as we could while revisiting a few from last year that were along our planned route. We researched these ahead of time on Google Earth. What a great tool for planning!

Another reference we used was **Jeff Sherrard's** airfield report from the November, 2019 *Airworthy*. Jeff has a knack for finding fields that

aren't on the map. Check out his previous reports for additional details.

So, with our own planning and with Jeff's report in hand, we headed out to find **Circle 8 Airport**, just south of Highway 86 between Elizabeth and Kiowa. This one is shown on the DEN sectional. This field is under the 9,000-foot MSL Class B ring, but could be an option if you're up that way. As Jeff reported, both north-south and east-west runways look usable, although the airfield is located in some hilly country and there is some slope on both runways. The N-S runway appears to slope uphill to the south, while the E-W runway has a low point in the middle. Jeff has driven the runways, so he got a closer look than we did. There's a windsock near the intersection of the two runways. Watch for tall antennas near the house and powerlines along nearby roads (marked by red balls) and going to the house.



Circle 8, looking toward south end of N-S runway and windsock

Our next destination was **Schantz Airfield**, which is not shown on the sectional. It's a little over a mile north of Highway 86 on Road 117, and about 11 miles north-northwest of Simla. From what we could see of the runway, it's a flat north-south runway with few obstructions (other than possible cows in the field). There's a hangar on the southwest side and a windsock, also on the west side. The retrieve looks easy, as long as the gate is not locked. It did not appear to be locked when we drove by. There was a sign indicating the airfield is patrolled by the Elbert County Sheriff.



Windsock west of runway at Schantz

Since we were heading south to Simla anyway, we swung by **Flying Cloud** again, about 3 NM east of Simla just south of Highway 24. We concluded again this might be a good option, but watch for the powerlines north and west of the field and a fence on the east side. There's a hangar and windsock on the west side of the runway. On your way through town, stop in at the nice little café in Simla for coffee or lunch!



Flying Cloud east of Simla

From Simla we embarked on a hunt for **High Mesa**, just north of Highway 94 east of the town of Rush. This one is marked on the sectional. From the highway and nearby dirt roads, it's easy to see the crop circles but very hard to see the runway. Unfortunately, there is no cell service in many of these areas, so we weren't able to call up Google Earth to see that the runway is just west of the crop circles in a NW-SE orientation. Jeff reports the runway as rough, but usable.

Since we were nearby, we deviated east a bit to see if we could locate **Lone Tree**, which is on the sectional but reported no longer usable by **Raul**. The location is behind a locked, gated

entry to a ranch now called the Memory Lane Ranch, off of Highway 94. We were able to sneak in from the north side, but even if there are remnants of a runway to use, it looked to be a difficult retrieve at best. So we've crossed that one off our sectional. There are some flat, usable fields in the area, but as always, watch for powerlines along the roads.

Next, we were in for a treat. Between Yoder and Rush, on the south side of Highway 94 is **Ria Airfield** (shown on Google Earth by its former name, Cable's Corners). We first heard about this one from Jeff's previous report and wanted to see it ourselves. As he stated, this field has beautiful cross runways with few obstructions and looks to be the very best airfield option in the area. Look for two windsocks, with the east windsock on a high point east of the runways. The other is at the runway intersection marked with some tires. There appears to be a slight slope uphill to the south. This field is not located on the sectional, so be sure and check out Google Earth.



Ria Airfield, looking south at runway intersection

While we were in the area, we stopped by **Tranquila** again. If you recall, this is almost exactly Silver distance from KAP. We got out and walked part of the runway again. We've concluded that this is an example of a field that follows the rule "land uphill (to the south), even if downwind." Ria would be a much better choice in that area, and it's only 6 NM southeast of Tranquila.



Tranquila, looking north from crest of hill

Our last destination was **Foxx Valley**, which appears on the sectional. Mark may have landed there in the 1-26 on his winning Downhill Dash flight many years ago. Alas, we were not able to find it from the road, and although you can see an outline in Google Earth, it appears the land around it may have been subdivided. There are a lot of fences. So we're marking this one off our map as well, unless someone has better information. Fortunately, there are a few good flat fields in the nearby area if you can't make Ria. The only uncertainty is finding a way into the field with the trailer.

Now the disclaimer: We did our assessment and took notes about these fields while getting as close as we could from public roads. In the interest of trying to cover as much ground as we could in a day, we did not try to reach any landowners to get a closer look (or to ask for permission to use their runways). We highly recommend doing your own assessment. Seeing these fields for yourself will give you more information than I can provide in these short snippets. I also recommend looking at each one on Google Earth, but be sure and check the date of the satellite image. Also, if any of you have landed at these places and have more actual data to share (or good landout stories), please submit them to your editor!



Lots of pronghorns—a side benefit of our trip

PHOTOS



While out on our airfield adventure, Alice and I spotted this cloud with vertical arms.



KAP neighbor Alan Hoover and his wife Lauri hosted a breakfast on 1/1/20. We managed to grab this shot of Alan's 450-hp Stearman that he flies in aerobatic competition. We're looking forward to an upcoming article from Alan.



Our Russia after a couple of January flights, one of almost an hour's duration.



Weekly Condor racing continues. Here Mark Palmer in EF thermals with Joshua Abbe in DR somewhere near Fremont County. For more info on our Condor races, contact Vitaliy, Mark, Joshua, or Raul.



Stan Bissell and Becky Kinder await takeoff while Brian Price brings in his 1-36, 4N.



Brandon Kolk on takeoff with 1GM