

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



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February 2024

Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

Well, Mother Nature has certainly had us cool our jets over January. A couple of big snowstorms severely limited our operations. Early February might not be much better. But patience, spring is not far off.

While flying was limited, we did have a number of major happenings last month. The big news: our L-23 9BA (aka 259), had a successful test flight (though it's not quite ready for scheduling). Our ASK-21 is off at Williams in California for much needed work. The club flight simulator got a major upgrade.

Most importantly, the Winter Party is scheduled for Saturday, February 17th. Details below, but be sure to sign up by **February 11th**.

Mark Palmer, Editor

PRESIDENT'S CORNER

by Becky Kinder

'Twas two weeks till the party and dark winter reigned

The pilots, they studied and tricked out their planes;

The doors of the hangars were closed with great care,

in hopes that new doors would be soon hanging there.

The planes disassembled sat snug in their beds awaiting warm weather and clear days ahead.

The board talked of policy, training, and cash all looking forward to the big winter bash.

Doug with his tools and Bill working fine had frozend and labored to fix 259

When what to my wondering eyes did appear a miracle flying: 259 almost clear!

The test flight went well but for a problem or two a transponder check and a new tire too.

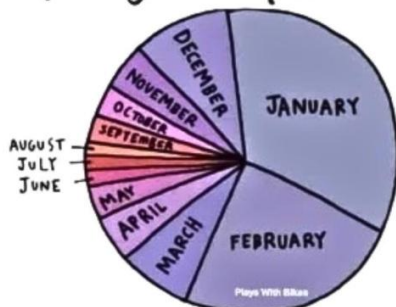
Slower than eagles, with no shine or fame, our L-23 took the sky just the same!

I heard Stan exclaim as he flew back in sight, "Spring's almost here, and 259 flies right!"

See you at the Winter Party!

Becky

How Time Passes...
For glider pilots



CALENDAR

Board of Directors Meetings (via Zoom)

February 13, 2024 6:30 – 9:00

February 27, 2024 6:30 – 9:00

March 12, 2024 6:30 – 9:00

March 26, 2024 6:30 – 9:00

Winter Party

February 17, 2024, 5:00 pm – 9:00 pm

(See Gary's detailed information below.)

Johnson Youth Scholarship Deadline

February 18, 2024

Dave Rolley's Cross Country Lectures

February 9 and 23, and every other Friday through May 3 – 7:00 PM

Via Zoom

(See full schedule and information below.)

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

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.

OPS DUTY CALENDAR

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

Kinder, Julie	02/02/2024
McClain, Kip	02/03/2024
Morgan, Dave	02/03/2024

Kinder, Becky	02/09/2024
Nadein, Alex	02/10/2024
Palmer, Mark	02/11/2024

Price, Brian	02/16/2024
Patrick, Bill	02/17/2024
Bob Penkhus/Palmer, Alice	02/18/2024

Baker, Gary	02/23/2024
Peterman, Kathy	02/24/2024
Rendos, Matt	02/25/2024

Boerner, Raul	03/01/2024
Rolley, Dave	03/02/2024
Silberer, Amalia	03/03/2024

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.

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.

TRANSITIONS

Brian Price has sold his 1-36, 4N, to **Deb Ings!**

THANK YOU!

Gary Baker and **Chris Dunmall** – For cleaning the clubhouse and the restrooms

Frank DeBacker – For work on the tractor

John Gillis – For winterizing the clubhouse before the January deep freeze

Bill Gerblick – For snow plowing, work on 76S, helping to derig the ASK-21, helping to rig the L-23

Scott Dimick – For work on the Hangar 3 door

Todd Hahn, Mark Palmer, Jared Bachman, and Stan Bissell – For snow shoveling (and others unnamed but not unappreciated!)

Assembly and disassembly of gliders—see pictures below. Much appreciated!

WELCOME NEW MEMBERS!

Aida and **Cameron Hughes** — Aida and Cameron, and eventually their mom, **Shari**, are all going to learn to soar. Aida is a senior in high school and will be starting training with **Vitaliy** soon. Cameron is 14 years old and will be starting to fly with **Stan**. Welcome to BFSS!



Aida Hughes



Cam Hughes

WINTER PARTY TIME! by Gary Baker

Hey, all you BFSS folks, it's party time:

What: The BFSS Winter Party

Where: **Spur of the Moment Bar and Restaurant**, 8885 S. Spruce Mountain Road, Larkspur, CO

When: Saturday, February 17, 2024
1700-1800 Social; 1800 dinner buffet; awards and presentations after dinner

Menu: A chicken dish or a beef dish, to include one drink (glass of wine or a beer; no mixed drink). Additional drinks will be by way of a cash bar.

We will need a count of all participants by **Sunday, 11 February**, including preference for meal (chicken or beef).

The owner will close the restaurant to other patrons and allow us to have the only access to the facility. Plenty of parking is available beside the restaurant and across the street in the Larkspur Municipal Park. The facility can handle our entire club and guests of members. The interior has a large fully stocked bar plus a game room with two pool tables and a shuffleboard table for our use.

As part of the evening program, **Alice Palmer** will unveil the club awards for 2023. Our special guest is **Alan Hoover**, KAP homeowner, Airpark President, former Air Force pilot, and air racer.

Cost: \$38.00 per person and it will be charged to your account when you respond to the invitation information email.

Sign up here:

<https://www.signupgenius.com/go/20F0B4FA9AA2DA7FE3-47488828-black>

Good location, good food, good amenities. Let's come together and have an evening of fun.

IT FLIES!

Sunday, January 28 saw our L-23, 9BA, take to the skies after a couple of years of rebuild work. While just a test flight, it indicates we're close to having our L-23 back on the line. A transponder check is scheduled for mid-February. There are little problems to sort—a new tire and such—so it is not available to schedule yet.

So many thanks on this: **Doug Curry**, **Bill Gerblich**, **Stan Bissell**, and all the club members who have helped assemble and disassemble it.



1/28/24. 2BA (top) is flown by Rutger Olsen. Stan Bissell is flying 9BA (below) on Rutger's wing. Photo by Bill Gerblich

L-23 ASSEMBLY PARTY

On Sunday, January 21, we had an assembly party for the L-23 at Doug Curry's hangar. Many thanks to all who participated: **Doug Curry**, **Bill Gerblich**, **Mark and Alice Palmer**, **Mia Gonzalez**, **Stan Bissell**, **Rutger Olsen**, **Wojtek Tomanek**, **Ziggy Tomanek**, **Scott Dimick**, **Doug Houston**, and **John Gillis**. Thank you everyone! There's still work to do but we should have the L-23 back on line soon.



Putting on the wings. Photo by Stan Bissell



*Doug Curry, Rutger Olsen, John Gillis,
Alice Palmer, Wojtek Tomanek*



Bill Gerblick and Colin Mead remove the left wing. Photo by Doug Houston



*On with the tail –Rutger Olsen, Doug Curry,
Mia Gonzalez, Bill Gerblick, Doug Houston*

NO HANGAR FOR OLD MEN

Wednesday, January 10th (a bitterly cold day) found **Colin Mead**, **Doug Houston**, and **Bill Gerblick** at Hangar 1 to disassemble the ASK-21. Yup, it turns out three people can derig the beast! Thank you very much, you three, for all the effort you put in to this.

Colin delivered the ASK to Williams in California for some much needed work.



*Doug Houston and Colin Mead get ready to tackle disassembling the ASK-21.
Photo by Bill Gerblick*

2024 BFSS WINTER/SPRING XC TRAINING SEMINARS

Dave Rolley's XC training seminars continue this month. They are sponsored through the SSA.

The seminars will be held every other Friday and will run through May 3rd. The sessions will be online via Zoom and will be **one to three hours** in length. Most will be about two hours.

These seminars will be set up for WINGS credit. If you have signed up through FAASafety.gov for webinar notifications, you should automatically get an invite. When you log into the Zoom link, be sure to use the email address you use for FAASafety.gov.

Session 3: February 9, 7:00 PM:

Intro to Portable Gliding Computers

- Description: Cockpit workload management, equipment, and software. In-class flight example using XCSoar, SeeYou Navigator, and ClearNav.

Register at:

https://us06web.zoom.us/webinar/register/WN_wfBLWSQhTHyfkEgOdR_B1g

Session 4: February 23, 7:00 PM: Speed to Fly

- Description: Modern approach for Speed to Fly

Register at:

https://us06web.zoom.us/webinar/register/WN_GwfyAHEGR1uNA6WXvdWEzQ

Session 5: March 8, 7:00 PM:
Physiological Considerations for Soaring Pilots

- Presenter: **Dr. Quay Snyder**
- Topic: Physiological considerations for safety and optimum performance in soaring operations
- Description: Dr. Quay Snyder, CFI, will discuss hydration, nutrition, elimination, oxygenation, thermal regulation, and vision issues for sailplane pilots planning long distance XC flights.

Session 6: March 22, 7:00 PM:
Collision Avoidance Technology

- Description: Transponders and FLARM, types of units, usage, what they can, and what they cannot do.

Session 7: April 5, 7:00 PM:
Model-Based Weather Forecasting:

- Description: Examples using the Colorado Front Range RASP tool and SkySight

Session 8: April 19, 7:00 PM: Flight Tracking

- Description: Satellite-based (SPOT, InReach), Smart Phone-based, FLARM-based, Transponder-based (ADS-B Out)

Session 9: May 3, 7:00 PM: Online Soaring Contest and WeGlide

- Description: It's all for fun but if it isn't on the OLC, it didn't happen.



Bif Huss southbound over the Sangres, 8/11/22

JOHNSON YOUTH SCHOLARSHIP by Bif Huss

I am pleased to announce that the application period for the 2024 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 demonstrate outstanding club volunteerism.

If you're interested in applying, please contact me at the email below to obtain a copy of the application. **Applications are due by February 18th.**

Bif Huss

bifhuss@gmail.com

BFSS Johnson Youth Scholarship Coordinator

BADGE COUNT 2023 by Alice Palmer

It was another lean year for badges in 2023, reflecting the long snow shutdown and later wet conditions. Let's all set some soaring goals and keep moving onward and upward in 2024! Congratulations to all of you for your hard work on badges last year.

Badge	Number Earned 2023
A	7 (Deb Ings, Kip McClain, Levi Krantz, Matt Rendos, Mike Franzmann, David Crabb, Rutger Olsen)
B	4 (Deb Ings, Kip McClain, Tim Krantz, Matt Rendos)
C	1 (Kip McClain)
Bronze	None in 2023, so I hope you will set this goal for 2024!
Wing Runner Badge	3 (Tim Krantz, Levi Krantz, Mike Franzmann)

MANAGING RISK—PERSONAL MINIMUMS? by Todd Hahn

Chapter 1 of the FAA [Risk Management Handbook](#) (2022) suggests pilots (1) develop a set of *personal minimums* for wind and wind gusts and (2) record and review the most challenging wind conditions they have experienced over the last six to twelve months.

I think these are good suggestions that everyone here at BFSS should consider.

However, I confess I can't yet perform #2 as I haven't been recording wind speeds, gusts, and crosswind components in my electronic logbook!

Chapter 1 also suggests that your personal minimums might be different for different

aircraft. Taking this one step further, I suggest your personal minimums may be different at different airports, or different because of other factors.

Experience and "Comfort Level" Assessment			
Wind & Turbulence			
	SE	ME	Make/Model
Turbulence			
Surface wind speed	10 knots	15 knots	
Surface wind gusts	5 knots	8 knots	
Crosswind component	7	7	

Figure 2-6. A sample pilot experience and comfort level assessment for wind and turbulence.

So, have you developed a set of personal minimums (or maybe a more accurate term, personal limits)? I have to confess I haven't written my wind limits down and haven't thought about it too hard. I have a rough set of wind limits here at BFSS. But the numbers are really just a gut feel and not a set of limits based on data. Am I being too conservative, and not flying on days which I could? Or am I setting myself up for flying in conditions I shouldn't be flying in? So I'm going to take a look at how I handle crosswind conditions this year, by recording in my logbook the winds and my performance on each flight, in order to help me firm up my wind limit numbers. I'll be extra cautious if the winds are nearing my limits and may consider going up with an instructor on those days to review, practice, and assess.

Another thought is that your wind limit numbers may justifiably change based on the situation: How many recent flights have you had—and— how many recent flights have you had with challenging crosswind/gust conditions?

As a last thought, a couple of months ago, **Raul Boerner** said something I thought was worth considering. If your limit for ground wind speed is 20 knots, and your crosswind component limit is 10 knots, and the current wind is blowing 15 knots *straight down the runway*, then you're good to go fly, right? Well, what happens if you have a rope break and

need to land on the *crosswind* runway? If that occurs, you will be landing in a 15-knot crosswind, which exceeds your crosswind limit. Should you go fly? It's an interesting question, and one we should contemplate when developing our limits and when enumerating and assessing the risks (and mitigations) before our flights.

The following links contain material from the FAA on risk management and developing personal limits:

<https://www.faa.gov/regulationspolicies/handbooksmanuals/risk-management-handbook-faa-h-8083-2a>

<https://www.faa.gov/sites/faa.gov/files/2022-01/Personal-Minimums.pdf>

https://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=9091

And as always, our BFSS instructors are here to help you with this process, even if you already have your ticket.

Fly safe,
—Todd

A NOTE ABOUT LOOKOUT by Brian Price

In the fine book “Beyond Gliding Distance” by **Flavio Formosa** (Thin Air Project, 2008), he makes a useful point about our lookout skills:

“Learning how to look out efficiently might seem a simple task, but unfortunately it is not, and the main cause is *habit*. Nearly all glider pilots also drive a car. A driver’s lookout is concentrated in a very narrow arc directly in front of them. The more or less frequent glances to rear-view mirrors don’t do anything to improve that, and the result is that *your head virtually never moves*.



Vitaliy Aksyonov keeping a look out

It is evident that, in flight, things change radically. Apart from the obvious consideration that danger can also come from above or below, an aircraft on a converging course can present itself from any direction. He who’s used to driving has an unconscious difficulty in accepting this. Being asked to frequently look all around in detail gives the uneasy sensation of ‘not looking at the road,’ which feels unacceptable.”

SIMULATOR UPGRADE by Mark Palmer

The club simulator has a big upgrade! Thanks to **Todd** and **Alex Hahn**, we now have three 32-inch screens mounted on a heavy duty monitor stand. The new setup allows the pilot to have a better view around them, including being able to keep the field in sight while flying landing patterns. Many thanks to Todd and Alex for doing the research, ordering the equipment and setting it up!

To become familiar with the setup, please see Mark or Todd. Further upgrades are planned, but we’re waiting to see what the requirements for Condor 3 may involve.

The big 48-inch TV will be removed from the sim room, giving more room.

There's still some work to do—making sure the VR headset works with the system and trying out the head tracker.

I have also added the drivers so that users can connect their Oudie, iGlide, or XCSoar device to Condor via Bluetooth. For the Oudie you must supply your own cable or Bluetooth dongle (available from Cumulus Soaring). I have tried it and it works great.



Alex Hahn, Todd Hahn, and Mark Palmer checking out the results. Photo by Alice Palmer

WHERE'S 77?

Colin Mead had the unenviable job of getting 77 to Williams, CA for some winter work. All photos by Colin.



Leaving home



Bonneville Salt Flats, UT



There's a long story here about how Hotel 7 and 77 ended up parked on the ramp in Pinedale, WY.



Williams, CA

SHIPS FOR SALE

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

FOR SALE: Ventus bT, \$45,000
Dave Rolley 303-809-2785



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
303-550-4474



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



PHOTOS



Kaylee Harmsen looking sharp in her CAP uniform!



Stan Bissell, center, prepares to take 9BA on a test flight, 1/28/24. Photo by Bill Gerblich