

# Airworthy

The Official Journal of the Black Forest Soaring Society

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## FROM THE EDITOR

I hope you all had a wonderful holiday season! Winter has set in and the soaring days are few and far between at the moment. Occasionally wave clouds beckon to the west, but usually on weekdays, of course. So during these chilly evenings I like to sit back and reread some of my favorite soaring books. I just finished rereading *After Solo* by William Doherty, Jr., and *Soaring for Diamonds* by Joe Lincoln. *After Solo* is a collection of stories from pilots flying the good old 1-26. It was written back in the days when that was the ship you flew after you first soloed. It has some amazing stories and many of them have to do with flying out of the old Black Forest Gliderport.

*Soaring for Diamonds* is set in the 1950s and 60s and deals with Joe learning to fly gliders and his quest for his Diamond badge. Joe would later set quite a number of US records flying *Cirro-Q*, his SGS 1-23D, and *Cibola*, his SGS 2-32. I had the privilege of flying backseat for Joe in the summer of 1972 in *Cibola*. For those of you who have flown it, you know that the 2-32 is a big, heavy ship. Joe added three more feet to the wingspan. That ship could really move! I could tell stories....

I want to take a moment to say **'Thank You!'** to all of you who have contributed pictures and content to *Airworthy*. Keep them coming! If you don't see your contribution in this month's issue, be assured that you'll see it soon.

Mark Palmer, Editor

## CALENDAR

### Board of Directors Meetings

**January 2<sup>nd</sup>, 2018 6:30 – 8:30**

Castle Rock Library  
100 S. Wilcox St.  
Castle Rock, CO

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

(This will be the last meeting at this location.)

**February 6, 2018 6:30 – 8:30**

Monument Library  
1706 Lake Woodmoor Dr.  
Monument, CO

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

### BFSS Winter Party

February 10<sup>th</sup>

The Villa, Palmer Lake  
\$38 per person

(more information forthcoming)



*Ingo and Daughter Grace*

## FLEET UPDATE

**Pawnee** – The Pawnee is currently undergoing the engine swap. The hope is to have it back in service within the next few weeks. It's taken a bit longer than expected due to issues with some parts, but at least it's not during soaring season!

**AC-4C** – The Russia is back up and flying! Raul reports from the first test flight that it flies better than ever. The brake is still weak. The Board is addressing the issue of upgrading the brake system.

**Blanik** – Doug Curry asks that when preflighting the Blanik, make sure the tire is inflated to 50-55 psi. That will ensure proper wear. A new tube and tire has been installed. The old tube had split, which would account for the tire not holding pressure!

**2-33** – 840 is currently without a radio, which has been sent back to the manufacturer for repair. If you're flying 840 be sure you have a handheld radio with you. More on 840 later in this issue.

### FRIENDLY REMINDER

Don't drive the golf carts on the grass. Ever. Even if you're being chased by gigantic mutant ants. Giant mutant ants are the responsibility of the New Mexico State Patrol.



## CONGRATULATIONS GRACE!

Congratulations to Junior Member Grace Hallam! Grace soloed on December 16th. Stan Bissell was her instructor. Way to go Grace!



## SHIPS FOR SALE

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

## NEW MEMBER by Brandon Kolk, New Member Coordinator

Please help me welcome **Dean Dewish**, our newest member, into our BFSS family. Dean had a chance to hang around with students and instructors a few weekends ago on a busy training day to observe and ask questions about our club. I had an empty seat in the ASK-21 and Dean was brave enough to fly with me as well. Surprisingly, after the flight he still considered applying to our club!

Dean is an avid (to say the least) sailor and disappears on trips in the north Pacific for months on end.

## OPS DUTY CALENDAR

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

Peaslee, Gerald	1/6/2018
Pepe, William	1/7/2018
Price, Brian	1/13/2018
Rolley, Dave	1/14/2018
Sherrard, Jeff	1/20/2018

Snyder, Quay	1/21/2018
Szwagrzyk, Jerzy	1/27/2018
Truluck, Charles	1/28/2018
Urschel, Peter	2/3/2018
Wallace, Jack	2/4/2018

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.

### CAMPS by Mark Palmer

Is anyone interested in a glider camp? While talking with BFSS, CSA, and High Flights members last month, the subject of glider camps came up. In the past camps have been held at Limon, Westcliffe, Creede, and Taos. The purpose is to fly somewhere different, to stretch your comfort level and to meet new people. The camps have been local flying, badge flying, cross country, and even winch camps. The camp could be for a weekend or a week, whatever is decided. If this idea sounds like something you might be interested in, contact Mark.



### FLY SAFELY by Quay Snyder

#### Checklists Are for Everyone, Every Flight!

Santa has been flying for hundreds of years without an accident, at least none that have been reported to the NTSB and recorded in

their [accident database](#). I recently snapped this picture as I was giving Santa a checkride on Christmas Eve. He was surprised that he missed a critical item on his preflight checklist. No, he actually remembered VL had been naughty in 2017 and did bring him a lump of coal. However, he forgot to check his reindeer flaps. These are an essential item as they deflect reindeer pooh away from the sleigh in flight. Imagine having a face full of pooh for the entire night and what that would have done to Santa's ability to clear for other traffic, much less the smell of the neatly wrapped packages of nice guys like CW. Fortunately, he caught this before launching and disaster was averted...because he used a checklist and checked it TWICE.



As sailplane pilots, we do not have the luxury of being powered by 8 or 9 reindeer (well a few members do have engines), so checking our list is even more important. The FAA requires that Examiners (DPEs) evaluate each pilot for strict adherence and usage of a WRITTEN Checklist before each critical phase of flight. Each of the BFSS sailplanes has a WRITTEN Checklist in the aircraft and I would bet that all of the private ships do as well. These are not there for ballast purposes (totally inadequate), FOD damage (a possibility) or to look good (how could you get better looking than 21?). They are to be used to insure we have considered everything critical for the next phase of flight....to keep us safe.

The [Soaring Safety Foundation](#) has an immense library of materials and videos to help us

improve the safety of our operations. One is a presentation on Briefings and Checklists. <https://www.soaringsafety.org/presentations/FIRC-12/Briefings%20TJ.pdf> Also, [Soaring Magazine, May 2009, pages 47-49](#) describes the origin of checklists and describes a comprehensive preflight checklist that many of us are familiar with. Printed copies are available in the clubhouse. (I can also email them to you). The [FAA Glider Flying Handbook](#) has the same checklist on page 6-8, as well as the less complete, but commonly used, ABCCDD checklist, or variants of it. Before Landing checklists come in various forms as well. The important thing is to USE a CHECKLIST on EVERY FLIGHT before each critical phase.

A useful New Year's resolution would be to review the SSF's [Ten Steps to Safer Soaring](#). Oh, BTW, the Soaring Safety Foundation recommends taking your [first flight of the year with a CFI](#). (See following article – ed.) Most of our CFIs have offered to do First Flights at no charge or substantially reduced rates in January and February, so come out and enjoy the discounted winter tow rates for instruction, learn something new, shake off the rust, and have fun! It may help you avoid having reindeer poo on your face when taking a first flight after a long winter's soaring nap.

Fly Safely!



*Raul as Lawn Dart*

Beware! Brakes on the Russia are very weak!

## OLC RESULTS

BFSS finished 13<sup>th</sup> in the 2017 On Line Contest Gold Division. Let's think of stretching our legs a bit, getting out of our comfort zones, and doing more cross country miles in 2018!

## FIRST FLIGHTS by Quay Snyder

First Flights are the SSF campaign to have all SSA members take their first flight of the year with a CFI. BFSS CFIs have been offering free instruction for the first flight of the year in January and February for about 5 years now to improve safety, encourage aircraft utilization in the winter months, and generate club revenue. The club also lowers the rates for tows during the winter months for the same reasons. Some make this a Flight Review (which we do charge for, since it consists of ground school plus 3 flights). Students are flying all of the time, so they already participate by default.

If you're interested in participating in this program, contact Quay, Raul, or Stan.



## N65840 TANKER 2-33 REFURB by Alice Palmer

By now, most of you have heard that the club is embarking on a project, or series of projects, to refurbish our venerable old friend, 840. The ship is showing its age, and who wouldn't, after 43 years of service to pilots in the skies above Colorado?

A group of members met in December to talk about the work needed, which include fabric work on the fuselage and tail as well as a number of other cosmetic improvements. We meet with the Board in early January to discuss



the scope of the work and the best way to tackle it. We'll have more details on the decisions from that meeting in the next issue of *Airworthy*. In the meantime, if you are interested in helping with some of the projects, or have possible equipment to lend, please contact Alice Palmer or Raul Boerner.

When word got out about the interest in sprucing up our old bird, two anonymous donors stepped forward with \$1000 seed money for the project, and a club challenge: If other club members raise another \$1000, the two anonymous benefactors would match it. The immediate response from members was nothing short of amazing. Meanwhile, the Board passed a resolution allowing members to use their leftover prepaid "A" level member funds to contribute to the 2-33 refurbishment fund.

By year end, the club has collected more than \$6000 for this project, all within three weeks! This shows, once again, how generous and committed BFSS members are. If you would like to participate with a donation, please contact Denise.

We will provide a list of donors next month after all the year-end contributions are in, but many, many thanks to all of you who are contributing to this project, and especially to our anonymous members who started the ball rolling.



## TWO MINUTE DRILL

No, it's not a last-minute Bronco comeback attempt. Raul has a nifty PowerPoint

presentation entitled *Two Minute Drill*. It shows how best to utilize our time getting ready to fly and minimizing the time we spend on the runway. Raul goes into much more depth than the summary below, but here's the (very) short version:

1. Get ready while on the taxiway, not the runway.
2. Pull onto the runway after you are ready to launch.
3. Minimize the time that you and the towplane are on the active runway.
4. Don't be on the runway for more than two minutes.

Ask Raul for a copy of the presentation, so you can read the details.



*David Plunkett Raises the Flag*

## BFSS AT KELLY AIRPARK—THE EARLY YEARS by Alice Palmer

Last month we explored the roots of our club at the old Black Forest Gliderport. In the winter of 1987-88, work continued so we could begin operations at KAP.

In addition to the many volunteer hours, the club required significant funds to make the move. Financial challenges were to be a recurring theme in the early years. To move the operations building and hangars, the club

secured a large construction loan. These dollars were used to move the building, erect hangars 1 and 2, pour foundations, and secure permits. Electrical and water trenches and septic lines were dug by club volunteers who finagled or bartered for free or reduced-price rental equipment.

In addition to the loan, throughout the early years, many generous members contributed significant funds either as donations or as no-cost loans at critical times. Ben Kelly was a huge benefactor of the club when he allowed us to connect to his deep water well that he was required to drill for water augmentation on the common area. This saved the club many thousands of dollars it would not need to spend right away to drill a well.



*Dick Seaman*

We had many challenges working with Elbert County to obtain a certificate of occupancy. Dick Seaman and Bill Stewart made many trips to the county building department to secure building permits, obtain variances where necessary, and to work out plans to meet new rules like handicapped entrance requirements.



*Some Early Club Volunteers*

By the spring of 1988, the runway had been paved and the taxiways graded. Ben Kelly had seeded the common area, but we had already begun our ongoing battle with our nemesis: Elbert County MUD. “Don’t drive on the grass!” became our club mantra that continues to this day. All the hard work paid off as we finally began operations on May 14, 1988.



*Phyllis Runs the Temporary “Office”*

In addition to paying back loans, the club needed funds to fulfill its obligation to KAP for maintaining and insuring the common area. To generate needed revenue, the club created a wholly owned commercial operation called Soar Black Forest (SBF). This business, with Alice Palmer as the first manager, had a small paid staff of instructors and towpilots but owned no assets. All the equipment SBF flew was through a leaseback arrangement, either owned by BFSS or by other private owners.



*Enjoying the Results of Our Labor*

The need to generate revenue to pay off loans and to pay staff was an ever present strain. About 1989, BFSS, led by the boundless energy of Phyllis Wells and others, undertook a membership drive. It was a resounding success, and resulted in the club growing to over 100 members. Sometimes we can have too much of a good thing! We quickly realized we did not

have the gliders, towplanes, or staff to adequately serve all of these members (many of them new pilots).

Club members once again pulled together to solve the problem. John Goodlette obtained and leased back a third 2-33. He also gathered more than a dozen club members who invested at least \$1000 each in a new entity called Tow Black Forest (TBF). TBF obtained a Citabria as a second towplane for exclusive use by the club. Other club members worked to obtain their commercial and CFGI ratings so they could help out with rides and instruction.



*The TBF Citabria Towplane*

By 1990, the club was very busy, and while cash flow was still a challenge, we had the energy of many talented and enthusiastic members and staff to keep us going. We had a winter of heavy snow, making operations very difficult, but we emerged in the spring with renewed energy.



*Yes, We Had a Bit of Snow*

Here's a sampling of club activities and events that took place at KAP and elsewhere through 1992:

**1990:** Physiological training and high altitude chamber ride at Peterson field; winch camp with Colorado Soaring Association graciously bringing their winch; youth camp; Bronze Badge weekend; monthly meetings with guest speakers from inside and outside the club.

**1991:** Friendship Meet at KAP, joined by High Flights Soaring Club; private and commercial glider pilot ground schools with nearly two dozen club members graduating and ready for their written tests.



*Friendship Meet with High Flights Soaring Club*



*Friendship Meet Contest Directors Dave Leonard and Charley Rolley*

Also in 1991, we had a major milestone (read: "excuse for a party") when we launched our 10,000<sup>th</sup> tow.



*10,000<sup>th</sup> Tow Celebration*

**1992:** Held camps at Limon and Westcliffe; acquired our own winch and got it running efficiently through, once again, club volunteer labor.





*Limon Camp*

You probably see a pattern here. It's clear that we would not be a thriving club today had it not been for the countless volunteer hours and donations from club members who made the original move possible, and from others who

continue to devote time and money today (witness the response to the 840 refurbishment project). The Thank You list is long and ever growing. So THANK YOU to all of you. And to those who are no longer with us, your contributions are not forgotten.

*Next month:* BFSS hosts the Women Soaring Pilots Association Seminar.



*Weak Link, Volunteer Mouser*



*David Bachler in Low Tow Position  
in His RC-135 Rivet Joint*

David writes, "This rare photo was taken back between 2001 and 2003 when I was an instructor pilot in the RC-135 Rivet Joint electronic reconnaissance platform for the 55th Wing based out of Offutt AFB near Omaha, NE. This shot is inside 1/4 mile before we got into the 12-foot contact position (minimum of 8 feet compression and max boom extension of 16 feet) to stay in the air refueling receiver envelope. Maneuvering two, 300,000-pound jets at 275 knots indicated to transfer 10 to 30,000 lbs of fuel is a bit of a challenge. All my previous time as a USAF cadet CFIG/member of BFSS back in the 1980s and later as a CFIG with the Omaha Soaring Club gave me a decided edge when it came to using my rudder controls to demonstrate the lateral limits of the envelope."



**THIS JUST IN!**



*The new Pawnee engine arrives and Doug Curry and Kyle Kendall go to work. Special thanks to them and also to Bill Gerblick for the work on the engine swap.*



*Not just Bif, Brenell and Raul having coffee.  
Not just Bif, Brenell and Raul having coffee on Christmas morning.  
But Bif, Brenell and Raul having coffee on Christmas morning in  
downtown Auckland, after landing within five minutes of each other,  
totally by coincidence. It's a small world.*