

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

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

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

FROM THE EDITOR

Winter has only just started and soaring season seems so far away. There's still some flying going on but it's mostly training stuff and a few rides. Alice and I have had a few sled rides with the DG-300 but now we're pretty much waiting for warmer weather.

The colder temperatures have slowed down the 840 project some – it's just no fun to work in a cold hangar when it's in the 20s or less outside. Some members are working on their ships at home. Some are flying Condor and trying to keep sharp. BFSS doesn't do much wave flying these days, but there are lennies out there, beckoning.

But spring and soaring season aren't too far away. People are getting checked out in new ships. Some are awaiting new ships. The shop is starting to come together in the 3rd hangar. The Winter Party is next month. In the meantime, here's a wonderful wave picture from BFSS member Kevin Shaw.



There is a lot to look forward to in 2019. May we all have a wonderful soaring year!

Mark Palmer, Editor

P.S. Note below the BFSS Board meetings are moving back to the **Castle Rock Library** and will now be held on the **2nd Tuesday** of the month.

CALENDAR

Board of Directors Meetings

January 8, 2018 6:30 – 8:45

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

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

February 12, 2018 6:30 – 8:45

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

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

BFSS Winter Party

February 9, 2019 6:30 PM

The Villa, Palmer Lake

\$38 per person

Hors d'oeuvres 6:30, dinner at 7:00, choice of prime rib, Ziti Al Forro, or vegetable lasagna. Send a check to Carrie by February 2nd. See further details below.

Minden Wave Camp

April 8 – 12, 2019

Minden, NV

Contact www.soaringnv.com

1-26 Championships and Low Performance Contest

May 28 – June 7, 2019

Moriarty, NM

Women Soaring Pilots Association Seminar

July 1-5, 2019

St. Louis, MO

FLEET UPDATE

ASK-21 – Avionics upgrades on the way! See Bif's article below.

2-33 – Restoration continues. See Alice's report below.

AC-4C Russia – The Russia will be off the schedule for a few weeks starting early January for upgrades in Dave Rolley's shop.

PW-5 – Nothing to report.

Blanik L-23 – The main wheel tire was found to be in bad shape and was replaced. At the same time the tailwheel shock mount was replaced. See pictures and article below.

FRIENDLY REMINDER

Winter is here! Heavy winter snows and rain will make the grass portions of the field very muddy. 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 January and early February 2019:

Anderson, Eddie	1/5/2019
Baker, Gary	1/6/2019
Beineke, Jacob	1/12/2019
Bohrer, Tim	1/13/2019
Brown, Dylan	1/19/2019
Clausen, Michael/Conahan, 'JC'	1/20/2019
Culbertson, Rick/Cookson, Adrian	1/26/2019
Dalfollo-Daley, Stephen	1/27/2019
Dean, Val C.	2/2/2019
DeBacker, Frank/Dimick, Scott	2/3/2019

Every flying member who does not have other duties in the club, such as instructor or tow pilot, is now on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Ingo has paired 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.

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Ingo Kuenzel](#) 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.

ACCOMPLISHMENTS

Dylan Brown, Joshua Abbe, and Dave Rolley – PW-5 checkouts. See article later in this issue.

Dylan Brown – B Badge.

Raul Boerner, John Mann, and Quay Snyder – FAA WINGS awards.

THANK YOU!

Steve Johnson, Dave Rolley, and Gary Baker – For the hard work on the new shop wall in Hangar 3!

Raul Boerner – For holding the PW-5 groundschool and conducting checkouts!

Doug Curry – For replacing the Blanik main wheel tire and tailwheel shock!

Carolyn Baker – For providing a wonderful Christmas gourmet lunch for the 840 crew!

Todd Hunt – For towing on Christmas Eve!

WELCOME NEW MEMBERS!

Donald Hannon - Donald was born and raised in Argentina. His mother was of Italian decent and his father was an Irish-American from New York. He has loved airplanes from childhood and his best present was a rubber band powered airplane model. He became a software engineer and moved to the US in September of 2000. He works at the Colorado Department of Human Services. Welcome Donald!



Also, in the November issue we welcomed **Chris Ravotti**. We finally tracked him down during a lesson and snapped his picture. Welcome again Chris!



BFSS HOLIDAY PARTY

Here is the information for this year's Winter Party and awards banquet for the Black Forest Soaring Society:

Time: February 9th, 2019, 6:30 PM. Arrive for appetizers between 6:30 and 7:00. Dinner to follow. Awards and program will follow dinner.

Place: The Villa Restaurant, 75 CO-105, Palmer Lake, CO 80133.

Price: \$38.00/person (price includes appetizers, dinner, sides, dessert, one cocktail/wine/beer, taxes, and gratuity). There will be a cash bar also.

Dinner will be your choice of prime rib, Ziti Al Forro, or vegetable lasagna.

Please leave a check made out to BFSS at the clubhouse or mail it to our bookkeeper Carrie Commerford at BFSS, 15954 Jackson Creek Parkway, Suite B, Box #541, Monument, CO 80132 so it gets there by February 2nd. Make sure to indicate on the memo line it's for the party and include what entrée you would prefer. The check will also count as your RSVP. The restaurant would like a head count a week prior to the event so they can prepare accordingly.

We will have our own private room and there should be ample space to move about and mingle.

We would like as many people as possible to attend this event. This is one of the only events of the year where the emphasis is more on the people and families of our great club than on flying. The more people who show up, the better it will be!

If you have any questions, please contact either **Ingo Kuenzel** or **Gary Baker**.

Thank you and I hope to see you there!

NIGHT by Raul Boerner, Chief CFI

December 21 is the shortest day of the year: Winter Solstice. In Denver, the day is 9 hours and 22 minutes long. Sunset is so early this time

of year that we may not be ready to put our gliders away. It is easy to confuse the numerous definitions of Night with the requirements for recent experience, logging, and aircraft lighting. Darn, the Pawnee has lights but gliders don't.

Definition of Night

The *definition* of night can be found in FAR Part 1. But for purposes of logging recent flight experience and aircraft lights, we only need to know the times of sunset and sunrise, not the *definition* of night.

Recent Flight Experience

For purposes of logging NIGHT flight experience, this regulation uses sunset and sunrise. Thus for logging and currency purposes, the *definition* of night is not significant.

61.57 (b)(1) ...no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise...

Aircraft Lights

When the big light goes out (the sun), the little lights come on (aircraft position lights). This regulation concerns itself with sunset and sunrise, and again not with the *definition* of night.

91.209 (a) No person may: During the period of sunset to sunrise...Operate an aircraft unless it has lighted position lights...

Bottom line

The definition of night is not important to our operation. What is important is knowing the time of sunset, and the two regulations built around sunset and sunrise. Also important is for all of us to help finish flight operations before the big light goes out.

FAASAFETY.GOV TRAINING

DPE Quay Snyder is planning on holding a training class on FAASafety.gov. The class will include information on the WINGS program and much more. Quay plans to include information on the NASA ASRS reporting program and the FAAST (FAA Safety Team) program. Club members and KAP owners are invited. Exact date and time TBD. This may be held in January before the next *Airworthy* goes to print, so watch for an email announcement!

N65840 TANKER 2-33 REFURB by Alice Palmer

The 840 team reached a major milestone just before Christmas. We finished gluing the fabric on the fuselage! We also have the first stage of heat shrinking complete. We will take a week off for the holidays, then return to complete the final heat shrinking and a brush coat of PolyBrush. After that, we will begin applying the finishing tapes and gussets.



Gluing is complete! Photo by Steve Johnson.

Although there is still a lot of work to do, we feel like we can see the light at the end of the tunnel!

The highlight of our month was a holiday lunch feast prepared by Carolyn Baker, a fabulous cook. She brought us a delicious vegetable beef soup and to-die-for French baguettes, topped off with lemon tarts for desert. She also sent us home with Christmas cookies. If you haven't tasted Carolyn's homemade baguettes, we can tell you they are a taste of heaven.

After lunch Carolyn got in some Condor sim time. We don't think she's ready to give up her chef's hat for the cockpit, but at least she got a taste of why we want to get our old bird back in the air as soon as possible!



Carolyn Baker flies the simulator as husband Gary looks on.

Thank you to all the many club members who have have contributed time and money to the 840 project this year. I want to especially recognize the club members who have given significant time over the last year:

Doug Curry
Mark Palmer
Raul Boerner
Gary Baker
Kyle Kendall
Steve Johnson
Ed Anderson

And thank you to our neighbors who provide help and support in many ways: Dave Allen and Jamie Treat.

NAV COMPUTERS FOR ASK-21 **by Bif Huss**

I am pleased to announce that at the December BFSS Board of Directors meeting, the Board authorized the purchase of two ClearNav 1 flight computers to be installed in the Club's ASK-21. These will be the first modern soaring flight computers to be installed in a Club

aircraft. The ClearNav is a user friendly, state-of-the-art soaring computer that will greatly enhance the soaring experience in the ASK-21. Its features include a GPS moving map with waypoints, airports, and airspace; final glide and soaring performance data including calculated wind; terrain features; flight recording and many other useful elements. To get the most out of flying with the ClearNav, it is recommended that you visit the ClearNav website at www.ClearNav.net. ClearNav's website features a wealth of information about the ClearNav including the operator's manual, forum, and a downloadable PC simulator. We hope to have the ClearNavs installed in the ASK's front and rear cockpits prior to the start of the 2019 soaring season. Once the ClearNavs are installed, we plan on having a briefing session on their use. We hope you will truly enjoy this new addition to the BFSS fleet!

Bif Huss "H7"
BFSS Fleet Committee

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!"

PREFLIGHT ISSUES ON THE BLANIK

During the weekend of December 15-16 the Blanik was temporarily grounded to replace the main tire, which was worn through to the fabric. During the tire replacement, an issue was found with the tailwheel shock absorber.

The condition of the items was such that the problems should have been spotted and flagged some time ago. While the 2-33 is down for rebuild the Blanik is our training workhorse. We need to be vigilant in taking care of it. Please

take the preflight walkaround items seriously and flag any issues immediately.



Tire wearing through to the cords



Separation of the tailwheel shock absorber

Fortunately, Doug Curry had the parts we needed and we're back up and running.

FOR SALE

PowerFlarm Portable. \$200. Fails at startup. Estimated cost to repair in Europe is \$500. So for \$700 or so you can have a new device for half the price of a new one. I have more details. Includes ADS-B and Flarm antennas, remote antenna. Contact [Mark](#).

SHIPS FOR SALE

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

PEEDUB DELIGHT by Alice Palmer

On a cold December 9, **Raul Boerner** held a PW-5 groundschool attended by a number of club members with quite varied experience. Some had previously flown the PW-5 and were there to share their knowledge of the bird, or just to enjoy the camaraderie. Participants were: **Dylan Brown, Joshua Abbe, Dave Rolley, Ingo Kuenzel, Quay Snyder, Bill Gerblick, and Alice Palmer.** **Brian Price** dropped in between launches as ground ops director for the day.

Many excellent questions were asked and attendees shared their knowledge and experience freely, making it a wonderful learning event. Dylan, Joshua, and Dave completed their checkout with at least one flight in the PeeDub. Congratulations all, and thank you Raul for putting on such a fun event!



Groundschool



Preflight and learning the hangar shuffle

Three Takeoffs...



Dylan



Dave



Joshua

Three Landings...



Dylan



Dave



Joshua

Three PW-5 Smiles!



Dylan



Joshua



Dave

NICE SAVE! THANKS JOSHUA

On Saturday, December 29th, member Joshua Abbe, acting in his capacity as ground ops director, made a nice save that may have prevented a safety issue. Stan Bissell had this to say in an email to members:

All,

I wanted to give a shoutout to Joshua Abbe for taking action to prevent a potentially dangerous situation while he was G.O.D. today.

My student had inadvertently changed our radio frequency and we were unaware that we were neither broadcasting nor receiving as we approached the airport. Meanwhile a power aircraft, who we had not seen, was entering the pattern from the east side.

As we both approached the base turn Joshua saw the developing situation, realized the glider's radio wasn't working and that the power pilot was unaware of the glider approaching the runway. Joshua gave the power pilot a call with his handheld causing the power pilot to circle away, thus averting a potentially dangerous situation.

Sometimes we might think that ground duty is just driving the cart and running the wing, but it is so much more than that.

Thank you Joshua.

Stan

PHOTOS



JC Conahan runs the wing for Dylan Brown.



Brian Price practices for the Ironman by pulling the Pawnee backwards.



So is SpaceShip Two a powered glider? VSS Unity at the top of its record climb, 52 miles, December 17, 2018.



Work begins to enclose the shop area in Hangar 3.



*Tanking up for another run down the Sangres.
From Aviate Daily.*



*Smooth sled ride on a winter's day.
From the cockpit of the Palmer's DG-300.*

REMINDER: PLUGGING IN THE CART by Stan Bissell

When you put the cart away at the end of the day, please make sure the switch under the seat is set to the "tow" position and that the charging plug is fully inserted into the socket on the cart.

In recent weeks I have found the plug partially inserted but not far enough to complete the circuit, which results in depleted or dead batteries for the next user.

After you insert the plug, always check to make sure the charger is running by listening for the hum and checking the needle on the gauge.

Thanks,
Stan



Wave in Dubois, WY. From Mike Cavanagh



Dylan watches Quay's approach in 77.