

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



Volume 33 Number 1

January 2021

Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

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

Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

Welcome to 2021 everyone! May this year be a lot less stressful than last. I'm thinking we should all take our 2020 calendars and create a giant bonfire with them. A sort of cleansing of the soul.

I've been spending the last few weeks rereading some classic cross-country soaring material. Those include Byars and Holbrook's *Soaring Cross Country* (Ed Byars passed away just before Christmas), G. Dale's *Soaring Engine Volume 3*, Rolf Hertenstein's *Riding on Air*, and of course, Helmut Reichmann's *Streckensegelflug* (which sounds much cooler than *Cross Country Soaring*). I'm also closely following Clemen Ceipek's blog [Chess in the Air](#). Now if only spring would get here.

With the days getting longer and soaring season just around the corner, now is the time to start thinking of getting out to the field and brushing the rust off. Chief CFI **Raul Boerner** has some suggestions on that later in the issue. Even our notable private owners would be well served to put some time in the Blanik, ASK, or even the PeeWee.

Here's to a happy and safe New Year! May you all have grand adventures in 2021!

Mark Palmer, Editor



Our Northern Correspondent, Mike Cavanagh, took this picture of some interesting clouds from his home above Union Pass in Dubois, WY.

PRESIDENT'S MESSAGE by Bif Huss

Goodbye to 2020. A truly awful year, yet in many ways, a constructive year for the club. Covid-19 came in unexpectedly and drastically affected our lives. At the club, we were able to operate through it, albeit by radically reducing our social interaction. Certain core activities of our club had to be eliminated or severely reduced. We had to cancel our monthly pot lucks and our commercial rides. Our training was severely restricted and our meetings were conducted via Zoom rather than in person. The soaring contest season was almost completely cancelled.

Yet, in spite of Covid, BFSS saw many significant developments in 2020. As I mentioned, we started to use Zoom for the club's BOD meetings and annual membership meetings. We found that Zoom enabled us to have great

attendance from members regardless of where they were physically. More BFSS pilots than ever threw their hat in the ring and participated in the OLC soaring contest. **Mark Palmer** established a new BFSS Safety Committee and standardized the club's launch procedures. **Vitaliy Aksyonov** has made Condor 2 gatherings into a much-anticipated weekly event. Furthermore, **Brian Price** has introduced the Proving Ground cross-country training program. Vitaliy's Condor events and Brian's Proving Ground are great fun and are significantly increasing pilots' flying and cross-country skills. The ASK-21 now has ClearNav flight computers installed. The clubhouse computer has SeeYou and SkySight installed, which are state-of-the-art flight analysis and weather forecasting programs. **John Gillis** has just announced that he will install an excellent glider tracking system in the club, which will allow us to watch glider flights in real time.

I'm very optimistic as I look forward to the 2021 season. Most importantly, it looks like the Covid-19 vaccine has become a reality. Hopefully, we should be able to get back to normal life soon. It will be great to gather in person as a club again. All three of our 2-seaters should be operational. We can expect to see our 2-33 back in the air shortly. She looks fantastic and will be a staple of our operations for 2021. We should have 2 more CFGs for the 2021 season. Our new maintenance procedures will be finalized. Finally, we will reinstate the club's committee system and harness the member's outstanding spirit of volunteerism. I look forward to sharing a great 2021 season with you.

See you at cloudbase!
Bif "H7"

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.

CALENDAR

Board of Directors Meetings

January 12, 2021 6:30 – 9:00
Via Zoom

February 9, 2021 6:30 – 9:00
Via Zoom

BFSS Saturday Potluck Barbeque (after flying)
Will begin again in the spring (WE HOPE!)

Senior Soaring Championships

March 13 – 19, 2021
Groveland, FL (*Go Bif!*)

20-Meter and Standard Class Championships

June 14 – 22, 2021
Montague, CA (*Go Team H7!*)

1-26 Championships and Low Performance Contest

June 24 – July 1, 2021
Sunflower Soaring, Hutchinson, KS
(*We need some entries for this contest!*)

Women's Soaring Pilots Association Seminar

August, 2021 (dates to be announced)
Springfield, Vermont

Downhill Dash

Summer, 2021

FLEET UPDATE

ASK-21 – Nothing to report

2-33 – We're so close! See Alice's report below.

AC-4C Russia – Awaiting delivery to Fox Delta Engineering for gear door and other work

PW-5 – **Dave Rolley** straightened the canopy latching arms.

Blanik L-23 – Nothing to report

Pawnee – Nothing to report

OPS DUTY CALENDAR

Here is the Ops Duty schedule for January and early February 2021:

Dean, Val	01/02/2021
Price, Brian	01/03/2021
Kinder, Julie	01/09/2021
Fanning, David	01/10/2021
Dunmall, Chris	01/16/2021
Farley, Alyssa	01/17/2021
Gerner, Andy	01/23/2021
Hannon, Donald	01/24/2021
Houston, Doug	01/30/2021
Keefe, Mike	01/31/2021
Leonard, Dave	02/06/2021
Kolk, Brandon	02/07/2021

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, Joshua 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 [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.

ACCOMPLISHMENTS

ALL OF US – For making it through 2020!

THANK YOU!

Frank DeBacker – For changing out the doorknob to the men's restroom door

Gary Baker, Patrick Mendonca, Alan Luke, and Chris Dunmall – For Friday GOD and extra GOD duty

Vitaliy Aksyonov, Kyle Kendall, Mark Palmer, Patrick Mendonca, and Gary Baker – For derigging the Russia

Bill Gerblich and Becky Kinder – For hangar door maintenance

Bill Gerblich – For donating past issues of *Airworthy*

Becky Kinder – For scavenging 15 new chairs for the common area, from a company that closed their doors

John Gillis – For adding a 972 ADS-B receiver to our FlightAware station and setting up our OGN (Open Glider Network) station

Dave Rolley – For repairing the latches on the PW-5 canopy and for replacing a cable on the door for Hangar 1

Brian Price – For extending our Proving Ground subscription



FIRST FLIGHT OF THE YEAR by Raul Boerner, Chief Instructor, BFSS

A local commercial flight training organization calls it a "Birthday Checkout." Others call it the "First Flight of the Year." Others have no requirement for the post-winter non-flying doldrums. Both DPE **Quay Snyder** and I strongly encourage starting the year with a dual flight.

To that end, he and I (and maybe the other instructors) offer this service to members—gratis.

And if you have already completed three WINGS knowledge topics, you can qualify to make this first flight a Flight Review. The old saying is, “Live to fly another day.” The updated version is, “Fly to live another day.”

BADGE COUNT 2020 by Alice Palmer

In spite of the challenges we’ve had in 2020, many of our members still had noteworthy badge achievements and records, listed below. Congratulations to all of you for your hard work, and to everyone for all of your many long OLC flights this year!

What are your soaring goals this year? I would like to plan more C Badge and Bronze Badge workshops. Let me know if you are interested in attending one of these sessions, or if I can help you with your goals in any other way.

Badge/Record	Number Earned 2020
A	2
B	3
C	4
Bronze	3
Silver Altitude	2
Silver Distance	2
Silver/Gold Duration	2
Completed Silver Badges	2 (Vitaliy Aksyonov and John Gillis)
Gold Altitude	1
Gold Distance	2
Completed Gold Badges	2 (John Gillis and Mark Palmer)
1000K Flight	1 (Bif Huss)
13.5-Meter Records	2 (both Vitaliy Aksyonov)

ARCHEOLOGICAL DIG UNCOVERS LINKS TO THE PAST by Mark Palmer

No doubt induced by Covid lockdown boredom, **Bill Gerblich** recently unearthed 16 past issues of *Airworthy*. The issues date between November 1995 and March 2000. While looking through the issues, Bill was shocked to discover he was club president during part of this time. Which probably says something about the long term emotional trauma involved with being on the Board.

In any event, the issues were scanned and can be found at the *Airworthy* archive [here](#). Catch up with what was happening with the club in the late '90s and early '00s. There are even a couple of names you might recognize.



PROVING GROUND OVERWINTERS IN CONDOR by Brian Price

It’s wintertime, and the skew-T log P charts are all backwards for cross-country soaring. What can we learners do to build and practice cross-country skills? Multiplayer Condor, combined with the Proving Ground tasks and software, can help. This winter, group sessions will be led by our SME for cross-country **Dave Rolley**, advised by Chief CFI **Raul Boerner** and other club experts. In this way, we can embed some basic skills and techniques into our mental game, which ought to carry over into the cockpit come spring 2021. We can practice, among other skills:

- Situational awareness
- Exploiting energy lines

- Using soaring bands through the day
- Estimating reach from a given altitude
- Monitoring landout locations, and selecting fields systematically
- Route planning, prior to and during flight
- Efficient use of thermals
- Using MacCready theory
- Navigating with charts
- Getting the most out of the flight computer

Weather and thermal behavior are not all that realistic in Condor, but we can set winds aloft to affect ground speed and achieved L/D, and work with weaker and stronger conditions. This is not racing, like the fun Wednesday evening sessions, but training in specific skills.

Our resources? Foremost, experienced cross-country instructors. Many of us have Condor now and can join in multiplayer sessions. Our implementation of the Proving Ground supplies three tasks within the home region, which is depicted in realistic detail in the Colorado 2 scenery. Condor produces .igc files, which you can email to the Proving Ground bot to receive handicapped task speeds. We have **Dave Rolley's** terrific series of webinars, which are planned again this winter. We have the computer expertise of **Vitaliy Aksyonov**, who has made so much possible. Finally, we have a list of members who are eager to participate.

If you have Condor 2 already, download and install the free application TeamSpeak. Assign to TeamSpeak a push-to-talk button on your joystick. This permits easy conversation among pilots and instructors during our sessions—in fact, it makes the instruction practical. Familiarize yourself with the keyboard commands for functions like setting trim, setting MacCready values, and accessing screens in the Condor computer.

In initial sessions, we have chosen starting altitudes and weather to make it easy to stay

high, while we work through our inflight thought processes. The goal, as with the Proving Ground in real life, is to keep it fun and not stressful. Look for session notices soon via the Cross-Country Forum and emails to the Cross-Country Pilots list.

We can provide technical setup help via Zoom sessions. Please do not be turned away by the setup details. Email Brian Price brianprice47@comcast.net if you get stuck, and I will make sure you get help. If you have not been receiving notice of these sessions, ask me to add you to the email list. Let's start the spring soaring at a safer, more confident level!



*ASK-21 over the Dutch Gardens
Proving Ground turnpoint in Condor 2*

SCHEDULING GLIDERS by Raul Boerner, Chief Instructor, BFSS

Our two-seater gliders are in high demand by the rental membership and the instructors with students. To maximize aircraft utilization, there is an efficient way to schedule. First, recall that the two-seater fleet schedules in two-hour blocks, maximum.

Make the first reservation for 0900, then 1100, then 1300, and then 1500. Between rentals, don't leave open spaces of less than two hours; this is wasteful—such small open slots can't be used without landing late for the next member.

Additionally, by adding your contact phone number, it is less effort for the operations staff to contact you. And if you are the operations person for the day, it is less effort for you to have to call those on the scheduling calendar.

OPEN GLIDER NETWORK (OGN)

Thanks to **John Gillis**, BFSS now has an Open Glider Network (OGN) receiver. It's the first in Colorado. You can see the list of other receivers [here](#).

OGN tracks gliders with FLARM and OGN trackers. The hope is to display OGN and FlightAware traffic on a big screen in the flight office. John Gillis is working on setting all of this up—thanks John! We hope to have the display ready by soaring season.

WANTED – Large-screen TV for the front office to display FlightAware and OGN (Open Glider Network) information. Contact **John Gillis**.



Using plans he found on the Internet, Joshua Abbe has made himself a nice Condor simulation setup.



ANYONE UP FOR WAVE FLYING? by Mark Palmer

The winter brings mountain wave to the Front Range and this year is no exception. There have been some beautiful lennies these last few weeks. That has prompted some members to ask me about wave flying out of KAP.

BFSS, and the old Wave Flights, Inc. before the club was formed, were known for wave flying. If you go back and look through old issues of *Soaring* from the 60s, 70s, and 80s, you'll find that the old Black Forest Gliderport produced more Diamond Altitude flights than anywhere else in the country.

Wave flying has dropped off here the last few years. The loss of our wave window hasn't helped. But there's no reason we can't get going again if we have enough interest within the club.

I'm proposing a Zoom meeting sometime in January to discuss what needs to be done. That includes exploring how to prepare ships and people for wave flying, investigating what's needed to get wave windows active again, and anything else we need to discuss. We need people who are willing to put in some work to get everything set up. If you're interested, contact me and if we have sufficient interest, I'll set up a Zoom call.



On December 17, 2020, Keith Schwab flying out of Inyokern, CA flew his DG-303 to 36,394 feet for his Double Lennie award (35,000 feet).

XC SOAR AND CONDOR

Dave Rolley is writing up instructions on how to connect XCSoar to Condor 2. He's going to post those on the club simulator forum. Note that XCSoar will not work with VR.

FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does not scrape across the rocks on the runway edges. Before the wing drops, apply the wheel brake, but not so hard that you put the ship on its nose!
"Stop before the drop!"

N65840 TANKER 2-33 REFURB by Alice Palmer

This month we were slowed down by colder weather and waiting on the arrival of parts. We did manage to complete some small, but significant, tasks. **Gary Baker, Mark Palmer, and Doug Curry** installed the the N-numbers and decals.

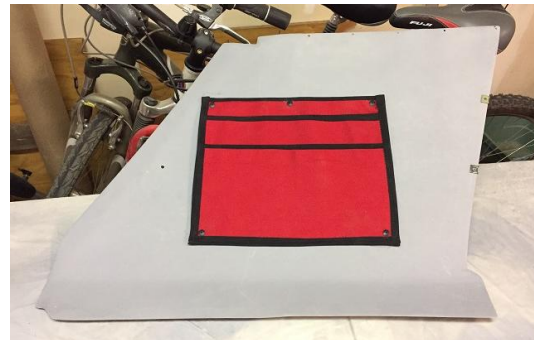


Gary and Mark installing N-numbers and Schweizer decals



*Reminder not to push on the fiberglass nose. (Those who contributed dozens of hours filling and sanding the cracks in the nose cone, especially **Kyle Kendall** and **Doug Curry**, will appreciate this decal!)*

We now have a pocket installed on the front side panel.



New pocket for stuff

Doug fabricated a new front floor panel to replace the old bent, cracked one. It's a thing of beauty. I took it home to etch and alodine on a cold and windy day, then Doug found a warm hangar at Meadowlake Airport to paint it.



*Doug's painted panel
Photo by Doug Curry*

With the help of Doug, the Master Band Sawyer, we cut up a pink pool noodle to serve as a proof of concept for the wing-to-fuselage gap seals. Works great! But pink just won't do for such a beautiful ship!! So we ordered white pool noodles for the final installation.

We still have work to do, including installing wiring, instrument panel, seat belts, and a few other things, but we continue to get closer to getting 840 back in the air.

Thanks guys, for all your help this month:

Doug Curry
Mark Palmer
Gary Baker
Dave Rolley

SHIPS FOR SALE

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

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



FOR SALE: Lak 17 AT
SN 163, 1070 hours, sustainer motor, excellent condition \$69,000. Contact [Clay Thomas](#).



PHOTOS



"Belts on? Check. Controls? Check. Dolly off? Check. Vitaliy off? Not yet!" Alice and Mark Palmer prepare to be pushed into position in the ASK-21, as Vitaliy Aksyonov assists.



*Airworthy's Northern Correspondent, Mike Cavanaugh, has something to look forward to flying this spring.
Photo by Mike Cavanaugh*



Among other things, Joshua Abbe is a very accomplished scale model builder. Here's his Duo Discus, which is now on display in the flight office.



Keith Schwab in flight in the wave. His Double Lennie was the first in about 15 years. No one has done a Triple Lennie (40,000 feet) since the 1980s.



Doug Houston took this shot of the moon, along with the Saturn and Jupiter conjunction, from his driveway in mid-December.



Good to see that Ingo Kuenzel is still instructing at his club in Texas. He reports that the 2-33 back seat is tight, but he fits!



*Dave Bachler conducts his towpilot briefing with John Gillis and the Palmers.
Photo by Vitaliy Aksyonov*