

Airworthy

The Official Journal of the Black Forest Soaring Society

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Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

Happy New Year everyone! The deep of winter is upon us, but the good news is that the days are getting longer and soaring season is on the horizon. A few hardy souls [**Bif Huss** and **John Gillis** (see article below) and **Dave Rolley**] have taken some stabs at wave flying, but it has mostly eluded us. There's still time, though, for a good wave season to develop.

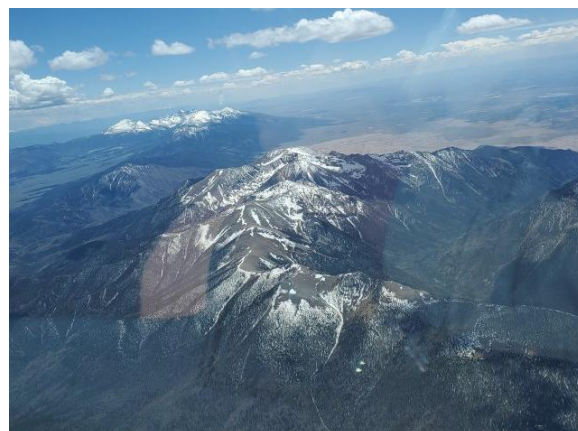
Dave Rolley's Soaring Seminar series will be coming up soon. Expect an email as soon as we have dates. As with last year, these seminars will be eligible for WINGS credits.

Lots of great things will be going on this new year – a new towplane, a new single seater, refurbished clubhouse, and reworked assembly area. I'm really excited!

As we begin the new year, I would like to thank all of you who contributed to *Airworthy* in 2021. Without you, our club newsletter would not be what it is. Thank you. We at *Airworthy* are looking forward to more of your contributions in 2022.

Meanwhile, the Chief CFI is down for a few weeks following shoulder surgery. She should be able to attend training camp and be ready when the regular season begins.

Mark Palmer, Editor



*Clay Thomas NNE of the Great Sand Dunes,
5/28/21*

PRESIDENT'S MESSAGE by Bif Huss

Despite the lingering influence of COVID-19, 2021 was a very eventful year for BFSS. Club improvements have been made in numerous areas. This summer, BFSS decided to purchase **Joe Bankoff's** generously offered ASW-19. This beautiful high-performance glass ship will add a new dimension to the flying available to club members by enabling them to venture out and explore cross country soaring in a club glider. While the glider is not yet on the property due to supply chain issues, the new canopy for the glider has been delivered to the maintenance facility and we should see Z3 on the line in time for the beginning of the soaring season this spring.

Even more significantly, last month, club members approved purchasing a second tow plane. This aircraft will prevent BFSS from having to shut down operations in the event 76S becomes unavailable for some reason. It should also help to alleviate the long tow lines that occasionally occur at BFSS during days when everyone wants to go flying. We are currently awaiting 41Y's reregistration with the FAA and the weather to ease in Vermont, where the aircraft is located, so we can fly it to Kelly.

If you've been to BFSS lately, you've noticed that a lot of work is being done to the clubhouse. The wall to the old observation room has been knocked out, which opens up the clubhouse's "living room." The room has also been freshly painted and new carpeting is being installed, thanks to generous donations from numerous club members. 2022 will see a much-improved, remodeled clubhouse.

Later this month, the Building and Grounds committee will widen the apron area in front of Hangars 1 and 2. The weeds and clump grass will be removed and new material will be put down. The result will be a much larger area to assemble/move gliders in front of the hangars.

The BFSS simulator is up and running with Condor 2 installed, including virtual reality goggles. This is an outstanding training tool and I encourage you to take advantage of it.

Speaking of Condor 2, **Vitaliy** is back sponsoring Condor races on Thursday nights. This is great fun glider racing with other members. If you haven't done so already, give it a try!



Condor racing

Finally, the much-anticipated Kelly runway improvement should take place in the spring. This is planned to include widening the runways to 44 feet, and adding high-speed exits and glider staging area.

2022 will be an exciting year for BFSS and it will be fun to see all these club improvements come to pass!

See you at cloudbase!
Bif

CALENDAR

Board of Directors Meetings

January 11, 2022 6:30 – 9:00

Via Zoom

February 8, 2022 6:30 – 9:00

Via Zoom

WINTER PARTY! **SAVE THE DATE!**

February 5th, 2022 (tentative)

Details to come

SSA Convention

February 24 – 26, 2022

Atlantis Hotel, Reno, NV

(Flight Instructor Revalidation Clinic

February 22 – 23, 2022)

Senior Soaring Championships

March 11 – 18, 2022

Groveland, FL (*Go Team H7!*)

1-26 Championships and Low Performance Contest

May 10 – 19, 2022

Chilhowee Gliderport, Benton TN

Standard and 20-Meter Multi-seat Nationals

June 7 – 16, 2022

Sunflower Gliderport, Yoder, KS

Open Class and 15-Meter Nationals

June 23 – July 2, 2022

Hobbs, NM

Club Class Nationals

August 30 – September 8, 2022

Moriarty, NM (*Go Team Z3!*)

Downhill Dash

Summer, 2022

BFSS Saturday Potluck Barbeque (after flying)

Will begin again in the spring

FLEET UPDATE

ASK-21 (77) – New rear boom mike and new rear seat altimeter installed

2-33 (840) – Microphone issues. Please use a handheld. A different airspeed indicator has been installed temporarily in order to track down system errors.

Blanik L-23 (9BA) – Down for repairs

Blanik L-13AC (2BA) – Dive brake actuator cleaned to ensure smoother operation; flat tire fixed

AC-4C Russia (87E) – Nothing to report

PW-5 (1GM) – Microphone issues resolved

Pawnee (76S) – Nothing to report



What's wrong with this picture? While chasing down discrepancies in the airspeed system, 840 swapped indicators with the Blanik.

FRIENDLY REMINDER

It's been a very dry winter so far and the grass is brittle and the soil very dry. Please, DO NOT drive the golf carts on the grass. Driving on the grass could result in damage to the grass and a lot of headaches for the club and airpark users.

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.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for January and early February 2022:

DeBaker, Frank	01/01/2022
Dean, Val	01/02/2022
McClain, Kip	01/08/2022
Silberer, Zsolt	01/09/2022
Fanning, David	01/15/2022
Gerner, Andy	01/16/2022
Hannon, Donald	01/22/2022
Hitz, Ethan	01/23/2022
Houston, Doug	01/29/2022
Kolk, Brandon	01/30/2022
Kinder, Rebecca	02/05/2022
Kinder, Julie	02/06/2022

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. **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.

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.

Note: With increased activity expected this spring and summer from more ships, more members, and another towplane (!), **Joshua** is working on a schedule with two GOD workers assigned each weekend day. Watch for more information this spring.

FIRST FLIGHTS by Alice Palmer

If you're like me, you're already making some plans for the 2022 soaring season. Maybe you're thinking about that badge flight, or perhaps you're going to get your family and friends up for a great soaring experience.

For most of us, our proficiency suffers a bit over the long winter. Why not get up to speed early this year and fly with one of our amazing BFSS instructors? Once again, our instructors are offering to fly with club members for First Flights of the Year between January 1 and March 31 at no cost to you for the instructor. Take advantage of their time and expertise to work on your crosswind landings, PT3s, or anything else you'd like to polish before soaring season. You can even complete a WINGS flight topic to get you that much closer to your WINGS phase.

How about flying with an instructor you've never flown with before, for a new perspective? Reach out to me and let's talk about your goals, and we can set you up with just the right person for your First Flight. Or, contact your favorite instructor yourself and set up your session soon.

Let's get a head start on a safe soaring season for 2022!

ACCOMPLISHMENTS

Mike Kinder – Passed his Private Pilot written exam

THANK YOU!

Deb Ings – For cleaning and vacuuming the battery room, and for bringing treats to meetings 😊

Bob Penkhus – A special thank you for matching funds donated for new carpet. Our goal has been met!

Quay Snyder – For help optimizing the settings on the club Condor simulator for the ASW-19

Dave Rolley – For ASK-21 and PW-5 radio work, and for helping Doug with maintenance on the L-13

Doug Curry – For work on the ASK-21, 2-33, L-13, and ongoing Blanik L-23 repairs

Bill Gerblick – For frequent help on maintenance of club aircraft

Doug Curry, Bill Gerblick, Bif Huss, John Gillis, Brian Price, and others – For extensive research, phone calls, financial analysis, member communications, and other work for the new Pawnee purchase

Mitch Hudson – For taking time to go to Vermont to conduct a pre-purchase inspection of 41Y (see article below)

Bill Patrick, Kevin LaFollette, Mark Palmer, and **Patrick Mendonca** – For additional GOD help

Gary Baker and **Mark Palmer** – For moving 840 from **Doug Curry's** hangar back to Hangar 2

Becky Kinder – For cleaning the Superfund site that is the men's room

Rich Barclay – For clubhouse renovation help

John Thomas – For ongoing monthly inspections of the KAP emergency boxes and fire extinguishers

Ron Mangiarelli (a friend of **Gary Baker's**) – For donating a couch and ottoman to the club



New couch!

Gary Baker – For all his clubhouse work and for moving couches

WELCOME NEW MEMBERS!

Alex Nadein – Alex earned his Private Pilot certificate with a club in Kentucky some years ago and is now working with **Stan** to get recurrent. Welcome Alex!



CLUBHOUSE UPDATE by Becky Kinder

The clubhouse is almost done, but like most refits, the last ten percent is ninety percent of the project.

Members generously donated toward carpet—especially after **Bob Penkhus** kindly offered to match whatever was raised at the members' meeting. We have the cash! Unfortunately there is a snafu with Home Depot, so there are delays once more.

This coming week work is scheduled to commence in front of Hangars 1 and 2, allowing for a much-improved assembly area and doubling our ability to get gliders to the main taxiway! There may be additional work—privately funded by club members, including improvements to the road to Hangar 3, funded by **Brian Price**.

Next week will also see painting in the computer room. Volunteers are most welcome and will be eligible for homemade chocolate chip cookies! Please contact me if you're planning to help out!

TRAILER ASSIGNMENTS AND WAIT LIST

A diagram of the current hangar and front row assignments will be posted in Hangars 2 and 3. That diagram, along with the waiting list for hangar space, is now posted on the website on the *Flying* page.

DON'T LET THE BULLET BITE by Mark Palmer

We're all aware that pulling out the towline from the Pawnee can often be difficult. The line gets stiff with age and cold weather also makes it difficult to pull out. Sometimes, the line will jump the reel and jam. That can be a surprise to the line crew.

I was reminded of that a few Fridays ago. I was out helping on the line. A number of tows had taken place without any problems. On this flight, **Alice Palmer** and **Kevin LaFollette** were in 840, getting ready for a training flight. **John Gillis** was towpilot. John pulled up and turned around. I grabbed the bullet, wiggled the rudder to let John know I had it, and walked back to the left wing of 840. The line was stiff and I had to pull hard. I had the bullet in my right hand, leaning against the tension in the line as John taxied forward.

Suddenly, the line jammed. Without warning, I was pulled forward and off my feet. I let go of the bullet but I staggered forward, then fell and rolled a couple of times. I felt battered and bruised and I had the wind knocked out of me for a few moments. The final damage was a scraped left knee, a bruised chest, and a stiff finger, but no other damage, although I was a bit sore the next day.

So what's the takeaway? Ideally, we should be holding the bullet fairly lightly in one hand, so if the reel jams, or the towpilot goes too far, it merely pops out of your hand. However, the line is so stiff and the tension so high that it is often necessary to hold on tight and lean against the pull. If you do this and the line jams, you're going to get pulled forward abruptly, and in my case, off your feet. The towplane needs to be taxiing at a walking pace. I've seen towpilots taxi much too fast.

This incident reminded me of why we want to hold the bullet in your hand and in front of you. You **DON'T** want to wrap the line around your hand, your wrist, your waist, or any other place that might injure you. In these cases if the towplane is taxiing away rapidly and the line jams, the consequences could be very serious.

There is also a hay hook you can use to pull out the line. Just remember to hold onto the hook's handle in such a way that if the reel jams, it will come out of your hand easily.

A few reminders:

1. When the line crew is pulling out the line and walking to the glider's left wingtip, the towplane should not move.
2. Hold the bullet in your hand in front of you (or use the hay hook). **DO NOT** wrap the line around your body or your wrist and do not stand on it.
3. Once the line crew person is at the left side of the aircraft or left edge of the runway, the towpilot should taxi away at a walking pace.
4. Towpilots should watch the line for the warning marks that are painted on it.
5. Be prepared for the line to jam. It doesn't happen often but when it does it can be sudden.

Everyone, line crew and towpilots, please review the club [Launch Procedures](#) . Don't get bit by the bullet.



Early morning wave, 12/12/21

WAVE HUNTING by John Gillis

Friday midnight an email comes in:
Subject: Sunday Monster wave?

Take a look at Sunday wave. VH

Sunday 6 AM, text message from H7...*have you looked at SkySight? Let's go wave hunting!*

I open SkySight on my iPad. I don't see a monster wave; I don't really see anything worth getting out of bed for. But hey, who am I to question the sky gods?

Next text from H7: *We launch at 11.* I wander over at 9 AM. There's a flurry of activity getting the Duo ready. It had been put to bed for the season and now we're getting her out of hibernation. We dust and clean, install the Oudies, batteries, check the O2, then check SkySight one more time. The primary wave was forming just west of Devil's Head and running from Pikes Peak to Wyoming. A secondary wave was predicted just east of I-25 beginning at Green Roof and running to Larkspur. A smaller tertiary wave was predicated over Kelly.

The Oudies have been downloaded with the latest overlay from SkySight. We brief the tow jock (**Dave Bachler**). We will probably take a high tow and to head towards Green Roof. Seems the bottom of the wave will be between 12K and 13K.

Wind was out of the west at a moderate 10 knots. I take the launch, **Bif** is playing with the Oudie. After clearing the pattern, Dave vectors southwest towards Green Roof. Pretty much near zero climb with a few ups the entire way.

Over Green Roof, we finally get some turbulence and some lift. We ask Dave to circle in it and pop off at 13K. I noticed the Oudie saying the wind was out of the northwest at 50 knots. It was smooth but not much lift. I do a wandering search pattern west and we get a gentle 4-knot climb. A few turns and we are at 14K. The wind was up, the Oudie snail trail showed very elongated circles. We connected. 7 knots up, zero turns needed, nose into the wind. Smooth as glass. We take the elevator up to 17,500 feet.



From the back seat of the Duo

The Oudie overlay was dead on. It showed us in the strongest part of the predicted wave. So I head northwest into the wind, still climbing at 7 knots. As we came over I-25 I noticed our indicated airspeed was 80 kts but groundspeed only 30 kts. Approaching 17,500 I just kept trimming the Duo forward to stay below Class A airspace. The model said it could take us over 22K. It was cold, -10° C, and the feet were feeling it. We are south of Perry Park, 17,500 doing around 100 kts indicated, 40 kts over the ground, directly into the wind.

Bif in the back seat is trying to calculate how we can make the jump to the primary wave. It looks like it's 10 miles west. We turn and burn for it. Almost immediately we were seeing 10 knots down constantly. Do we continue to push? We set 14K as our bingo. We get that over Monkeyface. We do a 180 and try to connect back to the secondary. More down. Looking at the Oudie track we should be back in it, but no; our groundspeed was impressive.

We quickly found ourselves back over Green Roof at 12K hunting again. Just enough teasing to maintain altitude, but we were beneath the wave and couldn't get back in it. We had Kelly made with 3000 ft. The trailer wasn't hooked up and neither of our wives were motivated to

come get us at Perry Park, so we headed back to Kelly. Upon arrival we found the tertiary wave and could stay at 10K easily. We had gotten a 1.5-hour flight in the middle of December so we call it a win for the day and came down.

Bif takes our track in SeeYou and overlays the actual SkySight model. We were very close to connecting to the primary when we turned around. Had we gotten in, we probably could have easily hit Longs Peak, back to Pikes Peak and back to Kelly with zero turns.

Lessons learned:

- When wave hunting, be ready to land out at Perry Park. If we were prepped, we could have comfortably pushed through and connected.
- Dress warmly. It was overcast, my toes and nose were getting cold. Hat and gloves were needed.
- Don't get low, the wave starts high.

THE ADVENTURE OF GOING TO LOOK AT A NEW TOWPLANE by Mitch Hudson

I volunteered to go out to Vermont and look at a prospective towplane for BFSS before I fully grasped the reality that it was Christmas week, and as an airline employee, I would be at the mercy of any open seats that might become available to get to Burlington, VT. All three of the major airlines looked very tight to get me from their hub into Burlington, however, I finally settled on Delta as the best option. Seat availability was tight, and the solution was binary. I was either going to make it to Burlington, or I would be spending Christmas in Detroit. No in between. Lucky for me, I made it!

My first impression of Vermont was, "Holy cow, it's cold!!" The temperature was about 14 degrees and they had received 6 inches of snow the day before. After a beer and supper at the

local pub, I was able to catch a few hours of sleep. Morning arrived, and with rental car in hand, I made the one-hour drive out to Morrisville Stowe State airport (MVL). I was greeted by the friendly airport manager, thanks to Bif's coordination, and let into the hangar, which hovered somewhere around 40 degrees.

As an A&P/IA I had a very clear order of things I wanted to look at on the aircraft. Item one was a general look over of the airplane. I inspected inside the fuselage and wings first, and was very pleased with what I saw. Unlike most crop dusters that spend their lives being beaten up and not cared for very well, someone had gone to the trouble of a fabric-off restoration of the frame and wings. Everything was nicely painted in zinc chromate to prevent rust. Although some of the hardware inside the wings showed indication of surface rust, which is normal, as a whole, it was a very nice airplane as far as corrosion issues are concerned. I noted no obvious oil leaks under the aircraft, or on the engine, and a fairly complete instrument panel.



41Y awaits inspection.

The next step I took was to FaceTime with **Doug Curry** and **Bill Gerblich** and gave them a virtual tour of the aircraft. Doug and Bill both had me look at several "specialty points" on the plane. A closer look at the fabric revealed some weak points, but nothing that would require immediate attention. After a thorough scrub of the log books, it was time to run it up. This proved to be a challenge because I wanted to do a full power run, however, the left brake was

completely flat. To prevent myself from going skipping out across the airport, we chocked the aircraft and tied the tail to a concrete tiedown. Even then, I was a bit nervous about this step as I had no way to stop if either of those methods failed.



41Y cockpit

After a jump from a battery pack, the aircraft happily fired up on about the second blade. The engine ran strongly right off the bat. I let it warm up for a few minutes, then put the coals to it and did both a mag check as well as a full-power runup, all the while praying that the tail tiedown would hold up. It did, and after several cycles I determined that the engine was strong and reliable.

Satisfied with this, I put it back in the hangar and searched through the aircraft logbooks and 337 forms (documenting major repairs) in the logs. Nothing was surprising given its former life as a duster. The plane had been converted to a towplane at some point in the late '80s, which was even more encouraging, as towplanes are usually treated much better than crop dusters.



41Y has a removable turtle deck on its spine for access for inspections.

By then it was getting late in the day, and I wanted to try to catch the evening flight home. So I packed up the meager tools I brought with me and again tempted the fates with non-revenue airline travel back to Denver. I made it home at about midnight of my second day being gone. *[Ed. note: Thanks to Mitch, the overall travel costs to the club for this pre-purchase inspection were very minimal.]*



Awaiting a pilot and weather to get home to Kelly!

Fair warning: This aircraft is not perfect. It has been a workhorse its whole life and displays the standard bruises of an airplane utilized in such a fashion. However, I estimate that it is worth somewhere between \$50 to 70K as it sits, and the club is getting a great deal. It will soon be under Doug's loving care and be fully back up to snuff very quickly after its arrival in Colorado. A new battery, some paperwork, and a brake job is all that's required to safely fly this aircraft back to Colorado in my opinion, and Doug will take it from there.

On a personal note, I started flying gliders in 1990 when I was 14. Back then, towplanes were a dime a dozen with thousands of aircraft throughout the country available to tow gliders. This is not the case anymore, and this requires a shift of thinking on the part of glider clubs everywhere that these aircraft are quickly turning into solid gold. Without them it would be very difficult to continue to participate in our sport. I feel the forethought of **Bif**, the Board,

and the general membership at BFSS is to be commended for the purchase of this towplane. It will ensure BFSS pilots stay airborne chasing thermals for many years to come.



GLIDER PILOT GROUND SCHOOL

When: Saturday, January 15, 2022

For Private, Commercial, and CFI Glider FAA exam preparation

WHERE:

SIGNATURE FLIGHT SUPPORT

Rocky Mountain Metro Airport

11705 Airport Way, Broomfield, Colorado 80021

Register with:

Dave Seymour

gpgsmail@gmail.com

303-908-3147

Private Pilot Glider – \$180

Commercial or CFI – \$200

The GPGS books are available for pre-study and for those unable to attend class. They include all the information and all the FAA question banks tailored exclusively for Glider Pilots. The three separate books are available from GPGS, online at www.gliderpilotsgroundschool.com, as well as from many FBOs and clubs. The course books are also great for preparation for the FAA oral exams.

Family plan—50% off additional family members attending the same seminar date

SHIPS FOR SALE

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

FOR SALE: ASW-20A, has winglets and lift-up instrument panel. Top of wings have been refinished. Current condition inspection. One-man rigger, wing stands, tail dolly, and wing wheel. \$25,000. Contact [Jeff Sherrard](#).



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



WANTED: Cobra or similar trailer for 15m standard class ship. Contact [Mark Palmer](#).

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!"

PHOTOS



KAP resident Rick Haehnel brings in his RV-6 while Vitaliy Aksyonov and Gary Baker prepare to launch Quay Snyder and Patrick Mendonca in 2BA.



Instructor Vitaliy Aksyonov demonstrates how he maintains cockpit discipline with Bill Patrick.



Quay Snyder and Vitaliy Aksyonov practice full-slip landings in 840.



Clay Thomas southbound west of the Sangres, 8/22/21



Jon Stark and his Phoebus C, "ONE," over Pikes Peak, June 1986. Photo by Bill Stewart

