

# 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](http://SoarBFSS.org)

Airworthy Archive: [SoarBFSS.org/Airworthy](http://SoarBFSS.org/Airworthy)

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

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Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

I apologize for *Airworthy* being a few days late. I felt it was important to capture some images from the New Year's Day flights and potluck.

We had a nice turnout on January 1<sup>st</sup>. Many thanks to **Raul** and **Brenell Boerner** for putting it together, to **Bill Gerblich** and **Roland Laning** for towing, and **Raul**, **Quay Snyder**, **Jon Stark**, **Brandon Kolk**, and **Doug Houston** for flying First Flights with members. We had 23 tows on a gorgeous day—not a bad start to 2024!

Winter isn't my favorite time of year, but Team Sunbird had a blast flying our 1-26A with the sport canopy on New Year's Day. And it wasn't even cold!

Here's to 2024! May all of us have a wonderful and happy year, with lots of fun, safe flights.

Mark Palmer, Editor



## PRESIDENT'S CORNER

by **Becky Kinder**

Invisible progress. It happens with study, practicing Condor, and most of what the BFSS Board does.

During his tenure as club president, **Bif Huss** visited city hall more than once to verify the legality of our pattern, and to insure that we had clear communication with neighbors and the county.

Our instructor corps spends hours establishing and reviewing best practices. We see the end result, but the effort is invisible.

In addition to cooking and communicating, someone spent hours preparing yesterday's First Flights event.

**Gary Baker** has quietly spent hours to set up an excellent site for our Winter Party.

The towplane requires regular maintenance, but very few witness it.

Everything at BFSS touches everything else. Grounds affects Ops. Ops includes Grounds and towplanes; instruction touches us all. There's a constant balancing act of assets, from good will and cash on hand, to available runway, aircraft,

and skills. There is as much to learn about this club on the ground as there is in the air.

You won't see most of the support efforts necessary to keep us viable, because we mostly focus on results. For every change implemented or purchase made, there are a number of calls or preliminary drafts that went nowhere. They weren't wasted time. They were legwork essential to good decision making.

Regular board meetings are always open to members, and they're the most up to date source of information. If you want to learn more about a specific project, read *Airworthy*. Your curiosity might be satisfied, but if not, you're still likely to know who to ask for more information. Questions are welcome, and volunteers willing to assist are golden.

Lift & blessings!  
Becky

## BOARD HIGHLIGHTS – DECEMBER 2023

The club's board of directors has been busy throughout December. Here are some examples of progress:

- The 2024 budget development was largely completed.
- Listening sessions were held to learn member thoughts on club direction and spending priorities. Two more sessions are scheduled for January.
- A member meeting was held to explain the recent member category simplification and to receive the comments of all attendees.
- The board decided to set up spare parachute rental for club members at a low rate to encourage use.
- The board approved the plan by **Colin Mead** to take the ASK-21 to Williams for work on recent maintenance issues.

- **Scott Dimick** continued to plan work needed to complete Hangar 3 door replacement.

## CALENDAR

### Board of Directors Meetings

**January 9, 2024 6:30 – 9:00**

Via Zoom

**February 13, 2024 6:30 – 9:00**

Via Zoom

### Dave Rolley's Cross Country Lectures

**January 12 and 26, and every other Friday through May 3 – 7:00 PM**

Via Zoom

[\(See full schedule and information below.\)](#)

### Winter Party

**February 17, 2024**

[\(See Gary's detailed information below.\)](#)

### 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



Doug Houston caught this wave cloud over the Front Range on 12-18-23.

## OPS DUTY CALENDAR

Here is the Ops Duty schedule for January and early February, 2024 . *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

Baker, Gary	01/05/2024
Kinder, Mike	01/06/2024
Krantz, Levi	01/07/2024
Boerner, Raul	01/12/2024
Krantz, Tim	01/13/2024
Ings, Deb	01/14/2024
DeBacker, Frank	01/19/2024
LaFollette, Kevin	01/20/2024
Leonard, Dave	01/21/2024
Franzmann, Mike	01/26/2024
Lewis, Lewie	01/27/2024
Maki, Jeff	01/28/2024
Kinder, Julie	02/02/2024
McClain, Kip	02/03/2024
Morgan, Dave	02/04/2024

### 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.

## ACCOMPLISHMENTS

**Levi Krantz** – 2-33 checkout

**Tim Krantz** – 2-33 checkout

**First Flights** – Many members took advantage of First Flights on New Year's Day. Ask your favorite instructor for a First Flight before the end of March.

## THANK YOU!

**Alex and Todd Hahn** – For simulator memory upgrade

**Gary Baker and Chris Dunmall** – For Winter Party planning

**Doug Houston and Bill Gerblick** – For new towpilot training

**Gary Baker, Wojtek Tomanek, Ziggy Tomanek, Stan Bissell, Jon Stark** – For extra GOD Duty

**Vitaliy Aksyonov** – For hosting Wednesday night Condor races

**John Gillis, Mike Kadlubowski** – For snow plowing

**Brian Price, Alice Palmer, Mark Palmer, Deb Ings, Nathan Jordan, Mark Buist,** and others – For helping to dig out Ice Station Kelly

## ANNOUNCEMENT FOR THE NEW YEAR by Alice Palmer

Hello BFSS Friends,

I've decided to step down as Chief CFG at the end of January. Working with the instructors and students has been a joy, and I look forward to continuing to contribute to the club as a BFSS instructor where needed. See you in the sky!

### 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.



WSPA Scholarship Deadline March 15

## 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;  
BFSS annual awards presentation 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 **Monday, 12 February**, including preference for meal (chicken or beef). We will be sending out invitations asking for numbers to attend and your preferences for your meal.

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.

We are seeking a short session of entertainment, so if you play an instrument or are a standup comedian with bad jokes, please feel free to speak up.

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

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



*Quay Snyder and Ziggy Tomanek getting ready for a flight. Photo by Wojtek Tomanek*

## 2024 BFSS WINTER/SPRING XC TRAINING SEMINARS

Dave Rolley's XC training seminars are back for 2024. They are sponsored through the SSA.

The seminars will be held every other Friday starting January 12 at 7 PM, 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.

### Tentative schedule:

**Session 1:** January 12, 7:00 PM:

Introduction to Cross Country

- Registration Link:  
[https://us06web.zoom.us/webinar/register/WN\\_G9xwAbEHRd-KT5HDqZSjsw](https://us06web.zoom.us/webinar/register/WN_G9xwAbEHRd-KT5HDqZSjsw)

- Description: Presents an initial XC strategy.

The session uses: GlidePlan software to illustrate the concepts. An introduction to the Proving Grounds XC program developed by members of the Cu Nim Gliding Club (Calgary in Alberta, Canada) as an example training approach. Includes a discussion using Condor 2 as a wintertime introduction to the Proving Grounds tasks.

**Session 2:** January 26, 7:00 PM:

Air Data Systems: Airspeed, Altimeter, and Variometers

- Registration Link:  
[https://us06web.zoom.us/webinar/register/WN\\_aWJ9ao2qRa6zkbAkNkr6RQ](https://us06web.zoom.us/webinar/register/WN_aWJ9ao2qRa6zkbAkNkr6RQ)
- Description: Examines the quantities being measured and converted to useful information. Focuses on the various variometer types and uses

**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 Mobile, and ClearNav.

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

- Description: Modern approach for Speed to Fly

**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.

**FRIENDLY REMINDER**

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.

**WGC 2023 NARROMINE – A DAY IN THE LIFE by Raul Boerner**

The USA Team had 6 pilots, 1 Team Captain, and 9 ground crew. We held regular meetings since January, 2023. In Australia, there were 80 pilots from 21 nations, 55 staff volunteers, over 200 ground crew, and many spectators.



*Team USA – (l to r) Peter Von Treschow, Mike Westbrook, Tom Holloran, Leah Condon, Sarah Arnold, David Hart, Jason Arnold, Pete Alexander, Tony Condon, Melissa Indrebo, Rick Indrebo, Tim Taylor, Brenell Boerner. Not shown: Ron Gleason  
Photo by Raul Boerner*

During the contest, each day ends near midnight. The last chore is to study tomorrow's forecast.

We get up at 0600. The early bird gets less sleep, I mean catches the worm. Brenell makes breakfast, **Tom Halloran** and I review weather, again; we note strong and weak areas. We get ready for the task committee to set the day's race at 0800. Task files are sent to team Captains who then forward to us. Tom loads the flight confusers (computers), Brenell removes the glider's pajamas and de-bugs the wings, I clean gas/oil off the fuselage, meter water ballast into the wings and tail, and confirm Tom's task entries.

With pajamas removed and ballast loaded, we pull the glider to the weighing stations. It takes 20 minutes to get to the scales and march to the staging area. We leave the glider and drive to the 1000 briefing, where we rejoin the entire Team.

100 degrees Fahrenheit was hot, but at least it was very dusty. Australia does not allow public airports to be NOTAM closed, so we can't use the bitumen runways for launch; the logic is that it belongs to all of the taxpayers. So, we take off from the dusty fields.

With ten towpilots, we launch the fleet of 80 in 65 minutes. At Kelly, we use the 2-minute drill—at the World's they use 45 seconds.

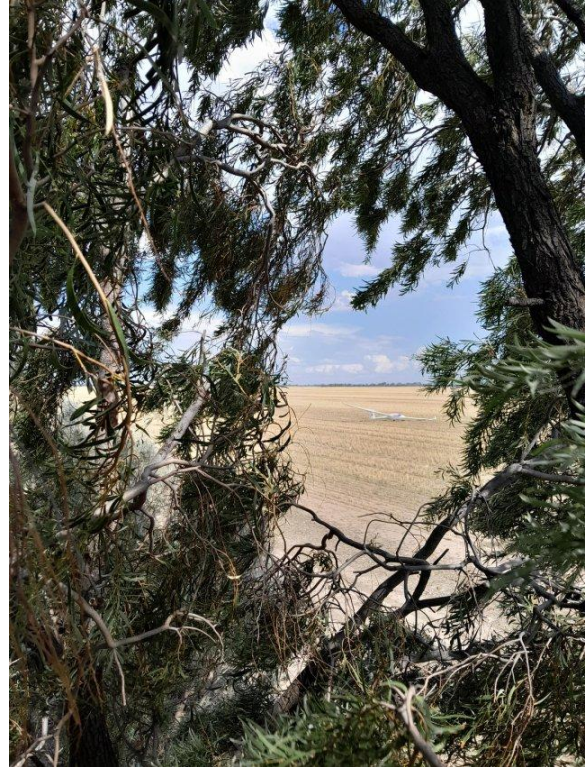
During the three weeks, we have two cancelled days due to weather or fires, one scary PT3, numerous landouts and two damaged gliders. One of those happened on Day Two: The glider was being trucked too fast—the tow bar broke. The glider rolled into the truck, rolled away and hit another car: No more rudder and aileron.



*Smoke cancelled one contest day.  
Photo by Raul Boerner*

On the second to the last day, the other glider's damage was minor, yet easily repairable, but the pilot was too bummed and pulled out. That pilot was my guy. During his landing, there were a dozen gliders rolling down the runway and each had to avoid the others. The strong wind got under Tom's left wing. No amount of the tiny aileron could override the huge rising wing, full of crosswind. The wing bumped into a runway marker. Lesson: Keep the upwind wing below the horizon—not just level to it.

Task start gates were lines, not circles. This is one of several differences at Fédération Aéronautique Internationale contests. My observation is that USA pilots are handicapped by the rules we use in the USA. We also don't practice good team skills and don't allow air-to-air communications.



*Sarah Arnold had to land out on one contest day. She took this picture while climbing a tree to get better sat phone coverage!*

To avoid leeching (following), starts used the PEV system: Pilot Event. This sets the pilot's secret start time. Since the other pilots can't see this, they won't delay their starts just to follow **Sebastian Kawa**, **Stefan Langer**, **Adam Woolley**, **Uys Jonker**, or **Raul Boerner** (I'm fibbing about me, but it's OK to dream).

Last year at Kelly, a few of us practiced some team flying. I'm planning to put together more, this soaring season. When our club offers cross-country seminars, consider joining.



*International flags. Photo by Raul Boerner*

## CONDOR UPDATES by Mark Palmer, Chief SIM Instructor

A few updates on Condor:

After a long quiet spell, the Condor team has released update 2.20 for Condor2 . It includes some system tweaks and a new free glider, the ASW-28. You can download it from the Condor website. The club simulator has been updated.

Condor 3 is in beta testing right now. While the Condor Team won't give a release date, the indications are that it should be released sometime in early 2024. Cost for C3 should be the same as C2. The system requirements are to be determined. Landscapes and aircraft from C2 will work in C3.

If you're thinking of buying Condor 2 but wondering if you should wait for 3, good news. Any Condor 2 bought after September 23, 2023 will be updated for free when Condor 3 is released.

A scenery of interest has just been released—Hobbs, NM. I've downloaded it but haven't played with it. Harris Hill, NY is also available, should you be interested.

A very big THANK YOU to **Alex** and **Todd Hahn**. They have installed additional RAM on the club sim computer. Performance at startup and while using Condor seems much improved. The head tracker performs much better.

Major improvements are planned for the club sim after the first of the year. Plans are moving forward to upgrade to a 3-screen system, rather than our current 48" TV. The new system should help students and others have a better sense of what's going around them. More thanks to Todd and Alex on planning this. I have knighted Alex as Chief Simulator Technology Officer.

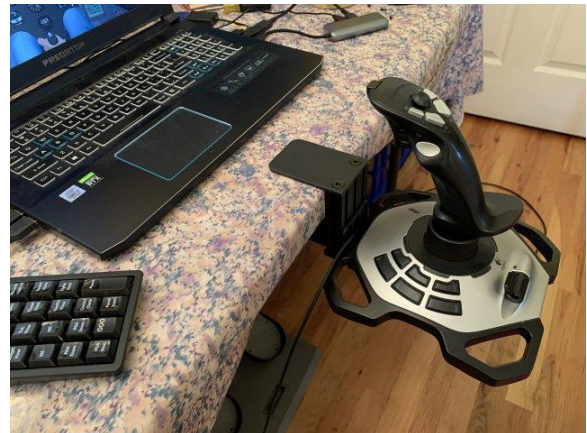
Since we don't know exactly what the new systems requirements for Condor 3 will be, I'm

holding off on any more system upgrades. I'm hoping we won't have to do much, if anything, but we'll have to wait and see. The Condor team says that the system requirements for Condor 3 will be only slightly higher than Condor 2.

## WELLMETE DESKMOUNT FOR JOYSTICK by Mark Palmer

One thing that never seemed comfortable for me in Condor was the joystick. Placed on the desktop, no matter how I situated myself, I always felt the joystick was too high.

I found the [Wellmete desktop joystick mount](#) on Amazon. It drops the joystick below desktop level. For me, it makes things feel closer to "natural." The mount is easy to assemble and inexpensive. I like it. It's designed to work with the Logitech Extreme 3D Pro joystick.



## NAVITER OUDIE N ERROR by Raul Boerner

Fellow "N" owners,

Did your "N" display the error code (in the photo below)?

According to Paul Remde, "Naviter has improved the mechanical seal switch over the last year or two. If desired, it could go to Naviter for upgrade. Naviter can schedule a DHL pickup

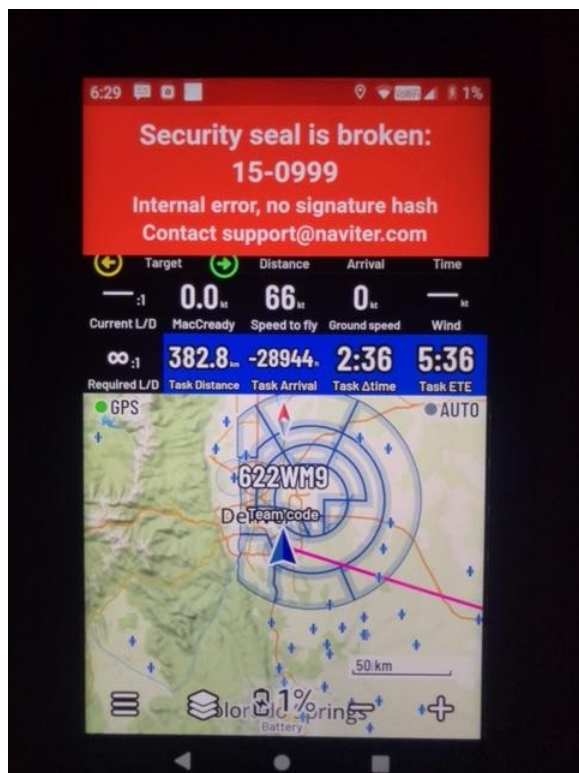


for less than \$50 for getting it to them in Slovenia. They could ship it directly back to you after the repair, or back to me with a product shipment.”

Jost Napret (Naviter) also responded: “As suggested by Paul, a hardware modification here at the Naviter would be the right solution.”

This problem is not due to mishandling or cheating; it is a malfunction. My N will thus be sent back to Slovenia. If any of you have this same problem, please let me know, soon, and we can share expenses.

Raul



## RAS PRIME by Mark Palmer

For many years, the go-to place for soaring-related discussions was the old usenet group, rec.aviation.soaring. It was also the home of lots of spam and a lot of flame wars. Last month, RAS became essentially unuseable after a torrent of spam (and much of it unpleasant) inundated the forum.

Long-time soaring pilot **John De Rosa** finally took matters to hand and has created a new group, RAS Prime, on Google Groups. John carefully controls it and keeps the spammers at bay. To join, you have to state why you want to join.

RAS Prime is just getting started. So if you would like to ask some soaring-related questions, or enjoy the debates, go ahead and join. You can find RAS Prime [here](#) .

**FOR A GLIDER PILOT TO STAY UP FOR A LONG TIME, HE MUST HAVE THE COURAGE OF HIS CONVECTIONS.** (Via Facebook)

## FIRST FLIGHTS AND FIRST POTLUCK

January 1<sup>st</sup>, 2024 dawned clear and cold. There was still a lot of snow on the ground (the editor managed to get one of the golf carts stuck). The wind was calm though, and it warmed up quickly.

**Jon Stark** had the honor of making the club's first flight of the year in Team Sunbird's 1-26A with the sport canopy installed.



*Jon Stark prepares for the club's first flight of 2024 as Mark Palmer assists.*

**Raul Boerner** had set up a First Flight of the year day, with instructors conducting flights with club members who showed up. Many thanks to instructors, towpilots, and everyone who helped on the ground. **Raul** worked with members on PT3s, **Quay** worked on flight maneuvers and WINGS credits. **Brandon** flew with **Levi Krantz** and completed his 2-33 checkout (and subsequently stuffed dad **Tim** in the back seat for a flight). And in between, **John Gillis** was giving rides in his Cessna 140, "Babe" (thanks John!)



*Doug Houston, Jeanne Allen, Dave Allen, Quay Snyder, and Donald Hannon enjoying black-eyed peas and cornbread*



*Brandon Kolk and Quay Snyder get ready for a flight. Photo by Kip McClain*



*Levi Krantz, Tim Krantz, and Airpark neighbors Dick Merrin, Dana Barclay, Rich Barclay and Jamie Treat*



*Bill Gerblick and Roland Laning kept everything running smoothly.*

By mid-afternoon everyone was finished and famished. We retired to a wonderful potluck arranged by **Raul** and **Brenell**. Many of our Airpark neighbors also came.



*Doug Houston and Scott Dimick about to take a First Flight*



*Scott Dimick, Bill Gerblick, Roland Laning*

What a great way to start off the new year. Thank you all who helped make this a wonderful day!

## SHIPS FOR SALE

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

**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](mailto:rc5280@yahoo.com)  
303-550-4474



**For Sale: 1982 SGS 1-36 Sprite.** Taildragger version. Well-equipped, forgiving, easy thermaling, good transition glider. Mtn High O2, LXnav S80, PowerFLARM Core, Trig TY91 radio and TT22 Mode S transponder, Oudie 2, PTT, ESA probe, LiFePo4 battery with in-panel charging point. Extensive renovations by **Doug Curry** in 2015, new panel and instrumentation 2018. Useful load 186 lbs. Hail-resistant covers for flying surfaces. Sound trailer with 3 near-new tires. All documentation & manuals. \$13,500. Contact **Brian Price** at [brian47price@gmail.com](mailto:brian47price@gmail.com) or 303-349-7931



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



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



## PHOTOS



*Quay Snyder and Deonna Neal during Deonna's visit in November. We're hoping for her return soon!*



*Quay and Deonna fly 840.*



*Back in August, Todd Hahn caught this portrait. Becky Kinder and Julie Kinder assemble Blue Jay while Wojtek Tomanek and Mark Palmer supervise. Meanwhile, Vitaliy Aksyonov, Matt Rendos, and John Gillis solve the problems of the world. Nevermind the weather.*



*Nathan Jordan was one of many who pitched in to dig us out. 12-30-23*

*More Polar Bear Flight Pictures from  
Team Sunbird  
[Please forgive us, but we had so much fun we  
can't help but share the pictures!]*



*Deb Ings glams it up with her grandmother's fur stole before her sport canopy flight.*



*Team Sunbird – Jon Stark, Mark Palmer  
Alice Palmer, Deb Ings, Wojtek Tomanek  
(with Ziggy Tomanek and Mark Buist  
just out of the frame)*



*Alice Palmer, Mark Buist, Mark Palmer,  
Ziggy Tomanek, Jon Stark, and Deb Ings  
Photo by Wojtek Tomanek*



*Deb Ings runs the wing for Jon Stark on the first  
BFSS flight of 2024.*



*Alice's turn for a Sunbird flight with Deb  
launching.*