

# 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)

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

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

## FROM THE EDITOR

What did we miss? Alice and I were vacationing in Scotland the first two weeks in June. We had a great time, but the soaring weather there wasn't all that great. In moments of WiFi coverage, I was able to determine there were a lot of great flights going on. I'm hoping some of you will submit pictures and stories.

Our junior members have certainly been front and center this month. I'm sure all of you have noticed our cool new sign at the entry to the club. A very big thanks to Zach Paluch for this. Zach also built the really nice benches by the clubhouse and the north side of the 1<sup>st</sup> hangar. This was work Zach accomplished for his Eagle Scout rank.

A big sendoff for Jacob Beineke! By the time you read this, Jacob will be in his first weeks as a cadet at the Air Force Academy. Good luck Jacob!

The big news this month is that our own Bif Huss (H7) will be representing the US in Standard Class at the World Gliding Championships in Poland, July 8-21. Go Bif! We should be able to follow the action on [glideport.aero](http://glideport.aero). If he has time, Bif hopes to update us with reports and pictures.

And a reminder: Saturday July 14 is the annual Kelly Airpark Breakfast Fly-In. Normal glider ops are deferred until noon in order not to interfere

with the anticipated power traffic. Even if we're not flying in the morning, come by and check out all the cool aircraft.

Also, the last page of this issue is something I've been wanting to include for a while. Raul Boerner has downloaded an image of KAP and superimposed the different runway distances on it. Very handy to have around.

And finally, thank you to all the contributors this issue. *Airworthy* is what it is because of the content you provide me. Thanks so much.

Mark Palmer, Editor

## CALENDAR

### Board of Directors Meetings

**July 3, 2018 6:30 – 8:30**

Monument Library  
1706 Lake Woodmoor Dr.  
Monument, CO

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

**August 7, 2018 6:30 – 8:30**

Monument Library  
1706 Lake Woodmoor Dr.  
Monument, CO

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

### 35<sup>th</sup> FAI World Gliding Championships

July 8-21, 2018  
Ostrow Wielkopolski (Poland)

**Kelly Airpark Annual Breakfast Fly-In**  
July 14, 2018  
@ CO15

**Women Soaring Pilot Association Seminar**  
July 23 – 27, 2018  
Truckee, CA

Kolk, Brandon	7/28/2018
Laning, Roland	7/29/2018
Leonard, David	8/4/2018
McClain, Kip	8/5/2018

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.

## FLEET UPDATE

**ASK-21** – Unfortunately, more wing scratches have been found. See Raul's note later in this issue.

**2-33** – Still undergoing refurb. See Alice's report later in this issue.

**AC-4C Russia** – The new brake system is almost installed and the ship should be back on the schedule the first week in July.

**PW-5** – Canopy jettison handle safety wired; new RAM mount with X-grip for cell phone added.

**Blanik L-23** – No issues to report.

### FRIENDLY REMINDER

Summer thunderstorms 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 July and early August:

Dean, Val C.	6/30/2018
DeBacker, Frank	7/1/2018
Dunmall, Chris	7/7/2018
Fanning, David	7/8/2018
Ferrara, Benjamin	7/14/2018
Gillis, John	7/15/2018
Hallam, Grace	7/21/2018
Johnson, Stephen	7/22/2018

## BIF! GOOD LUCK AT THE WORLDS!



## THANK YOU!

As usual, there are many thank yous to go out, but here are some that have stood out this past month. If I miss anyone who should be recognized, please send me a note and we'll include them next month.

**Steve Johnson** – for his ongoing work on the facilities and now the work on Hangar 3 roof and side door.

**Doug Curry** – for his ongoing work supporting the club ships and for his very hard and much appreciated work on 840.

**Zach Paluch** – for the fantastic front entrance sign and the new benches. Also thanks to the additional volunteers who helped with installing the sign.

**Denise Beisel** – for all of her years of hard work behind the scenes to keep the club's books.

**Dave Rolley** – for undertaking the Herculean task of upgrading the brake on the Russia.

## SAY IT'S NOT SO!

Long time club bookkeeper Denise Beisel announced she is stepping down to retire.

Denise, thank you so much for all of your work with the club for so many years! Our treasurer, Chris Dunmall, said it well: "Denise has been serving our club longer than I have been a member and it is her tireless work which keeps our financial operation running. She knows every member and every airplane and it is her watchful guidance that kept us financially viable through many troubled times. Her diligence and professionalism will be hard to replace."

Denise has agreed to stay on until a replacement can be found.

## ATTENTION PW-5 DRIVERS!

by Ed Anderson

1. Raul installed a safety wire on the red canopy jettison handle as a precaution against someone accidentally ejecting the canopy. The wire will break in event of an actual emergency. Remember, the RED handle is for emergencies only. The standard color for tow release is YELLOW.

2. We installed a RAM Mount Twist Lock Suction Cup Mount with X-Grip Cell Phone Holder. I tested it on a nice 3.5-hour flight last Friday and it really came in handy. I advise re-wetting the suction cup before your flight and it should stick firmly for the duration. Be careful when placing your smart phone so the grip doesn't push any buttons on the side. Also, remember to bring a USB charging cord for your phone. There is a USB port next to the master power switch. FYI, I use my iPhone 7 with Butterfly iGlide app as my moving map display. Very cheap and well worth it. I also use the GlideTrack app, which reports track in high resolution including altitude in near real time to GlidePort.aero. I'm amazed at how much capability this provides at so little cost. After the flight, I uploaded my IGC file from iGlide to OLC. What could be easier? (Thanks for turning me on to this, Steve!)

By the way, I found the iPhone screen very readable thanks to my new bifocal sun readers with gradient lenses.

3. The O<sub>2</sub> system works great. You will definitely need it to enjoy these early summer thermals. You'll need to get a nasal cannula if you don't have one. Price is \$8.00 from Wings & Wheels, Cumulus Soaring, etc. Be sure to check the O<sub>2</sub> tank pressure before flight. The gauge will not be visible to you in flight.

4. The only annoyance on the flight was that the radio squelch was too sensitive. This can only be changed in the service mode. I'll try to adjust this before the weekend.

5. FYI, I am 6'3" and find the seating position that works well for me is with the seat back in the second notch (from the front) and the rudder pedals almost all the way forward. Visibility is great from this position and there's still plenty of leg room.

## CHECK THOSE WEAK LINKS!

By Stan Bissell



Note the elongated holes on the old weak link. Found by the sharp and conscientious examination of Jacob Beineke. Replaced by Julie Kinder with my supervision. Nice to have talented kids.

## OUR NEW ENTRANCE SIGN!



Many of you have been aware that member Zach Paluch has been working on a new entrance sign for the club. This has been part of an Eagle Scout project for Zach. After months of planning and hard work by Zach and donations of time and money by club members, the project has come to fruition. In addition to the gorgeous entrance sign, we now have four new benches around the clubhouse and hangars to use to kick back and relax. Many, many thanks Zach, to you and those who assisted!



*Bif Huss mans the digger  
(photo by John Mann)*



*New benches*



*Some of the hard working contributors  
(photo by John Mann)*

## WELCOME NEW MEMBERS!

This month we welcome Peter Fry and his son Thomas as club members. Welcome aboard! Next month I hope to have some pictures of our new guys.

## LANDING TECHNIQUE TO PROTECT THE UNDERSIDE OF WINGS

**by Raul Boerner, Chief CFI**

As you know, the ASK-21 underside wing used to have serious and deep scratches. A few months ago, we took the wings off and repaired the gouges and scratches; then, we repainted. Still, we always knew that the day would come when new scratches would happen. This is totally understandable, although we would like it to not happen.

One of our members wrote to us and told us that he had recently dragged the wing over the runway edge rocks and put on some scratches. WOW! Points for telling us.

He feels bad about it, but is taking steps to help. The member plans to come out with buffing supplies to work on the scratches; NICE, thank you.

But we discovered additional scratches under the other wing that were done by someone else. These were not reported, and these are deeper. We wish that member had fessed up, too.

Message 1): Don't let any wing drop and drag across the runway, the runway edges, or across anything.

Message 2): During pre-flight inspection, check the underside of the wing. This is part of any pre-flight inspection. Members do not appear to be doing this. Look underneath each wing.

Message 3): During a crosswind landing, it is AILERON INTO THE WIND, OPPOSITE RUDDER. The upwind wing should be the one that drops, not the downwind wing.

Message 4): Landing technique is to get off the runway centerline, early, before the wing drops. Plan to drop it in the grass. Use wheel braking to FULLY stop the glider BEFORE the wing drops. Without forward motion, the wing won't drag. It can ONLY drop.

Those of us who own our own aircraft are super protective of the wing's undersides. And since all of us own the BFSS gliders, we should all be protective of OUR gliders and assets.

Final message: You can't believe how much we respect and appreciate members who come forward with self-induced maintenance issues. It is a breath of fresh air (no pun intended).

## **RUSSIA BRAKE UPGRADE PROGRESS**

One of the priorities for fleet upgrades this year was to upgrade the brake on the AC-4C Russia. Several members stepped forward with donations towards that cause, and by May, Dave Rolley (who is leading the project) had the necessary parts on order.

In late May, Dave took the Russia home to his shop to begin the process. Dave, Mark Palmer, Raul Boerner, Frank DeBacker, and Kip McClain gathered at Dave's to flip the fuselage. Since then Dave has been steadily making progress. If all goes well, the Russia should be back on the line in early July.

Many thanks, Dave, for all the hours and work you put into this much-needed modification! Also thanks to those who helped with disassembly and heavy lifting.



*Kip, Frank, Raul, and Dave contemplate the belly of the Russia*



*Shiny new parts installed with Dave Rolley's talent*

## **WINGS and FAAsafety.gov by Quay Snyder**

Do you have an account with the FAA Safety organization? Why should you?

1. You can save money on flight reviews.
2. You may get leniency with the FAA in the event of an accident or incident.
3. You may get lower rates on aircraft insurance.
4. You may learn some previously unknown facts about aviation safety.
5. You have access to free online courses.

6. You get notifications for free safety seminars near your home that match your interests.
7. One-stop shopping for all FAA safety-related documents, including ADs and ACs, accident and incident data, FAA handbooks, manuals, and regulations, courses, and awards.
8. You can have a permanent record of all of your training, WINGS awards, and progress timeline.
9. You can update your flight review date online with the FAA.
10. Did I say it is FREE?

To enroll, go to [www.FAAsafety.gov](http://www.FAAsafety.gov) and do a one-time registration. (You will have to change your password every 90 days—the only downside of this program I have seen over the last 10 years.) After enrolling, set up your profile with your certificates and ratings, preferences for type of courses (glider, weather, safety, ASEL/AMEL/helicopter, maintenance, experimental aircraft, etc., etc.), distance you are willing to travel from a designated zip code, etc., using the tabs at the top of your profile.

The WINGS program allows pilots to obtain credit for a flight review by taking online courses and combining it with one or more flights with an instructor completed within 12 months. Once you earn a WINGS award, the FAA updates your flight review for 24 months.

WINGS has Basic, Advanced, and Master level courses. Some online courses only count for one of the three levels, while others may give credits for two or more levels. Earning a new rating gives a large amount of credit over several areas. There is no limit on the number of WINGS awards that can be earned at any level. To obtain WINGS credit for your flying activities, be sure your instructor is registered and knows how to award credit.

You can search for courses and activities to participate in (online and in person) and see which ones are free and convenient. On days when the weather is not suitable for flying, you can do one of many outstanding online courses from the FAA, Air Safety Institute, and private providers. Activities with the Civil Air Patrol, a professional aviation organization, the airlines, and others also can earn credits.

FAA Safety Inspectors have commented that for pilots with an accident or incident requiring investigation, pilots with a history of WINGS participation are looked at in a more favorable light as having made voluntary, regular efforts to acquire safety knowledge and skills. Although Costello has not granted discounts for those with WINGS credits, other brokers have done so.

Bottom line: Register for [FAAsafety.gov](http://FAAsafety.gov), take some courses, document your flight instruction, get credit for your safety interest, and update your flight review easily and economically. Spend some time browsing the website. If you have any questions about the WINGS program and [FAAsafety.gov](http://FAAsafety.gov), please ask Quay or Raul to give you a demonstration.

## **N65840 TANKER 2-33 REFURB** by Alice Palmer

This past month, the team has continued to put our major effort into finishing the control assemblies inside the fuselage and working on the nose cone.

Thank you Doug Curry! He has spent many hours completing the painstaking work of reassembling the elevator and rudder controls and cables, dive brakes, trim, and other details. After Kyle and others finished the glass repairs and initial sanding on the nose cone, Doug painted the interior a nice light gray and reinstalled the it on the fuselage.



*Nice light gray interior on the nose cone*

Then began hours of work on final filling and sanding of the exterior of the nose cone. At the time of publication, the nose is all black—that's a featherfill coat that will be sanded off, leaving a smooth surface ready for primer.



*Doug works on the nose cone*



*Nose cone with featherfill coat*

While Doug concentrated on the nose, the rest of the team began work to improve the look of the wings. You may recall that we decided to postpone repainting the wings to defer the cost a bit, as well as to lighten the workload on the volunteers. Stripping the wings will be a major effort—a future project! For now, we'll just “wax on—wax off,” as Mr. Miyagi says.



*Elbow grease*

After some hours of work using Steve Johnson's loaned orbital polisher (thanks Steve!), the left wing looks great! Now that we have our technique down, the right wing will go even faster.

We continue to be grateful to the dedicated team members who give significant hours to this project each week:

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

Please give these folks a “thank you” when you see them, and especially Doug, who, as our A&P/IA on the project, is putting in even more days than the rest of us.

## SHIPS FOR SALE

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

## INSTRUCTOR PROFILE—Stan Bissell by Brian Price

Stan’s passion for flying was kindled early on, when, as the son of medical missionaries at a remote post in Thailand, he stood by a grass strip to watch the comings and goings of a Thai Airways DC-3. By 1971, he was flying A-7s from Thailand into Vietnam and had the opportunity to overfly that same airstrip, coming full circle.

Stan joined the Air Force early in 1970. With several months before his reporting date, he traded line duty for glider lessons, earning his Private Glider certificate prior to entering on active duty. In a one-month gap between basic military training and reporting to the Big Spring flight training base, Stan earned his PPL certificate in a Cessna 172. This provided a big leg up on his Air Force flight training. After training, he chose to fly A-7s and was shipped to Thailand to support the war in Vietnam. He flew 141 combat missions in that role. After eight years’ active duty, primarily instructing in the A-7, he left the Air Force and was hired by American Airlines. In his 30-year career with American, Stan flew 707s, 727s, DC-10s, MD-80s, and 777s. He has been happily retired now for 10 years.

After a decades-long hiatus from gliding, Stan happened across a car with a glider decal—turns out it was Clay Thomas’s car. Clay inveigled him to “come on out to the club and take a ride.” Stan promptly jumped into refresher training. He jokingly notes that it was plain embarrassing at first, because he was thoroughly unaccustomed to pushing on rudder pedals—he had assumed he already knew how to fly! In 2008, Quay Snyder encouraged Stan to earn his CFI-G, which he did in September of 2010.

We all know Stan as the reliably calm and supportive instructor who seemingly anticipates everything and is surprised by nothing thrown at him. He instructs because he enjoys sharing his skills and knowledge, and because he loves

the moment when “the light comes on and a student puts it all together.” The last few years he has focused on young primary students: Zach, Josh, Ben, Jacob, and Grace, each of whom plainly has thrived under Stan’s patient and thorough instruction. He gets a kick out of their fresh ideas and humor. By the time he signs off a student for solo, she or he has experienced many flight scenarios, and every landing possibility at Kelly, as well as normal and unusual flight maneuvers.

Stan’s advice to students: if you are not completely comfortable and in-synch with your instructor, politely move on to another instructor. Compatibility between instructor and student is crucial for rapid progress, and there are many stories out there where a change of instructor saved a flying career. Stan points out that a poor fit between instructor and student is not necessarily the failing of either—the meshing of human personalities is a perpetual mystery.

“Powered flight is flying through the sky. Soaring is flying in the sky.” (Stan Bissell, 2018)



*Stan Bissell*



## WHEN THE PLANETS LINE UP, THINGS HAPPEN By Raul Boerner

You may have heard about the 2-3-4, 3-4-5, etcetera, rules of thumb. But for distances closer than 3 NM, it is easier to use 300 feet (of altitude loss) per nautical mile traveled. With Ambrosich (*the small abandoned airstrip at the corner of Steele and Cherry Creek Road – ed.*) 2 NM away, we would lose 600'. Hence, Ambrosich at 8,600' MSL to arrive KAP.

As we approached Ambrosich, the new student accidentally deleted the CTAF frequency from the communications radio. With four gliders staged for takeoff at Kelly and one already hooked up and ready to launch, we needed to radio them that we were only two minutes to Kelly. I became distracted trying to tell the student how to get the radio back on frequency. By the time I gave up, we were over Ambrosich—at 7,900' MSL. Uh Oh, we were low.

We would have to make a straight-in approach for the east runway, or land in a field. With only two minutes of flying time remaining, a quick decision had to be made. Over Ambrosich at 7,900' MSL with 2 miles to fly, we would arrive KAP at 7,300' (maybe).

It also meant that we would be coming in too low for the launching gliders to notice us. Due to workload, my handheld radio was not an option.

Over CO Road 5, just west of Kelly, it was time for airbrakes. Uh Oh, again. They were stuck. The airbrake handle was jammed by broken plastic interior trim. I could only get LESS than half deployment. That meant we would be landing fast and would cross runway 17-35 (being used by the launching gliders who did not know that we were approaching on the horizon). The student saw the problem and dislodged the airbrake handle. We stopped short of the intersecting runways.

Rule number one is that during an irregular operation or emergency, first fly the plane. I became so focused on fixing the radio that I had lost situational awareness. Thank goodness my student knew about flying; what if the front seater was a non-pilot?

The next day, there were three red spots on my left hip over the kidney. Within a couple of days, these grew so rapidly that I became concerned. I went to the doctor and showed her; it was Shingles. While not proven by scientific research, she asked if something very stressful had recently occurred. Yes! I told her the story about the high-speed worm-burner approach, possible landout, no radio, stuck airbrake, and crossing takeoff traffic.

The planets had all lined up.

## NEW AIR TANK FOR HANGAR 3

Thanks to a donation by some club members, there is now an air tank in the 3<sup>rd</sup> hangar. No more lugging the big black one back and forth. It can be filled from the air compressor in the hangar. There are still parts needed to get it set up like the one in the 1<sup>st</sup> hangar, but it will work for now.





*Steve Johnson working on the roof of Hangar 3*



*Julie Kinder lands the Blanik*



*H7 (Bif Huss) southbound on the Wet Mountains 6/4/18*



*Stan Bissell and Julie Kinder*



*Andy Gerner taking off in his Fox  
(photo by Clay Thomas)*

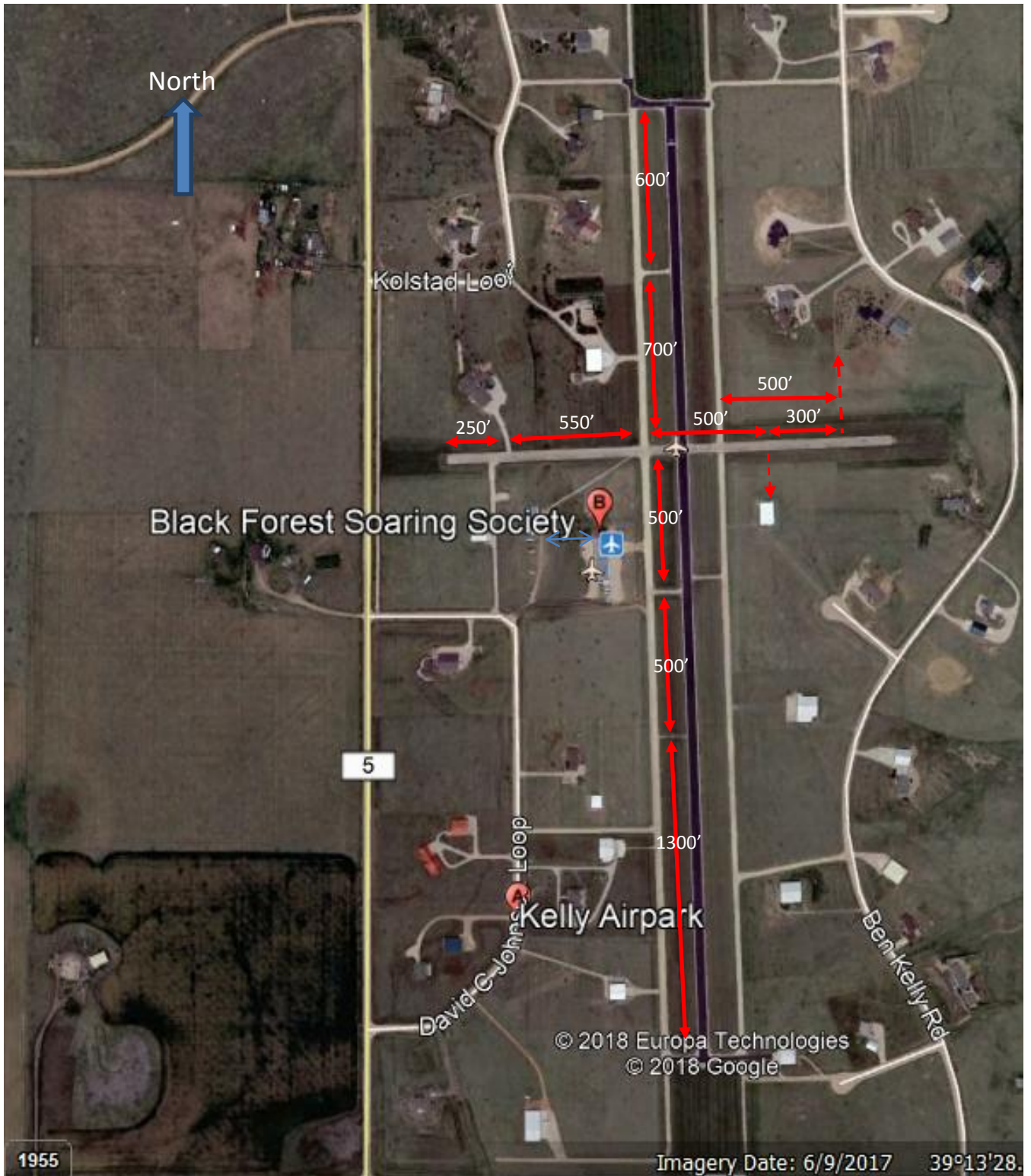


*Alice Palmer turning final in 1 Golf Mike*



*Andy Gerner landing in his Fox  
(photo by EllaJane Urschel)*

YOUR PHOTO COULD BE HERE!  
SEND YOUR CONTRIBUTIONS TO  
AIRWORTHY!



Raul's Runway Distances Diagram