

# Airworthy

The Official Journal of the Black Forest Soaring Society

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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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## FROM THE EDITOR

It looks as if summer is finally finding its rhythm. After an early June filled with high winds and the occasional derecho, by mid-month things started to pick up. First, the club has two new Private Pilots in **Julie Kinder** and **Donald Hannon**. Then a number of great flights by individual pilots, and then the return of our ASK-21, 77, from its refurbishment at Williams.

Lately I've sensed a lot of pent up desire for cross country flying. There are a number of individuals all working together for the common goal of improving the club's cross country flying. Thanks to **Bif Huss** for his work on planning software and flights in the Duo, **Dave Rolley** for his seminars and promoting all things X-C, **Alice Palmer** for her badge classes and SSA Badge administration, and **Brian Price** for working on competition planning for the lower performance ships. Thank you all!

And while we're at it, congratulations to **Vitaliy Aksyonov** who logged his Silver Distance flight on June 28<sup>th</sup>. Way to go Vitaliy! See his story of his flight later in this issue.

Colorado is doing pretty well in the COVID-19 fight compared to other states. It's good to see all of us still working hard at keeping things under control. The one thing I've noticed is we really could use some name tags to identify who is behind the mask!

Here's hoping for a continually improving summer!

Mark Palmer, Editor

## PRESIDENT'S MESSAGE by Bif Huss

Hi All,

On Saturday, June 27<sup>th</sup>, the club's ASK-21 returned to BFSS. It has been at Williams Soaring in California since December 2019 undergoing heavy maintenance to extend its service life to allow it to be flown past 9000 hours. We had a great turnout of members to help reassemble it and return it to its home in Hangar 2. It still needs to have some paperwork issues resolved before it can be returned to flying status, but you should be seeing 77 back in the lineup soon.



Reassembly Party. Photo by Bif Huss.

The work that was done on 77 was extensive. Numerous items were repaired to include replacing control linkages, upgrading the canopy locking system, and cleaning out rodent nests in the wings. The ship is in great shape now and should provide years of service before the next major inspection.

A major upgrade that you'll notice in the ASK is the addition of ClearNav flight computers that have been installed in both cockpits. The ClearNav is a modern soaring flight computer that gives the pilot a wealth of flight information. Its main display is a moving map which displays information on terrain, waypoints, wind, glideslope, and airspace, just to name a few. Furthermore, the flight is recorded and can be downloaded for analysis on our new SeeYou program, which is located on the club's computer system, or uploaded to the Online Contest, "OLC." The ClearNavs are controlled by a stick controller in the front seat and a mouse in the rear seat. I think you'll enjoy flying with these computers!

Thanks to everyone who participated in getting the ASK modernized: **Frank DeBacker** who managed the project, **Dave Rolley** who transported the ASK to California accompanied by Frank, **Kip McClain** who helped get the trailer ready for the trip, **Mark Palmer** who accompanied Dave on the long trip to California to pick up the ASK, and finally all the members who came out to help disassemble and then reassemble the ASK. It was great to see the enthusiasm displayed from everyone to get 77 back in the air.

We still have the COVID-19 procedures in place. Hopefully, we'll be able to get back to normal soon, but for the time being, we still need to maintain our social distancing procedures. The good thing about soaring though is that, except for wearing masks and limiting clubhouse use to 10 or fewer people, it doesn't affect our operations that much.

The soaring season is in full swing. Hope to see you at BFSS!

Bif

## CALENDAR

### Board of Directors Meetings

**July 14, 2020 6:30 – 8:45**

**Via Zoom**

**August 11, 2020 6:30 – 9:00**

**BFSS Clubhouse and Via Zoom**

### BFSS Saturday Potluck Barbeque (after flying)

*Pending ending of COVID restrictions*

### Downhill Dash

**Day 1 – August 22, 2020**

**Day 2 – August 29, 2020**

*(Two days allow for multiple pilots to fly or for bad weather)*

## FLEET UPDATE

**ASK-21** – Back from California and assembled. Will be back on the line soon!

**2-33** – See Alice's report below

**AC-4C Russia** – Nothing to report

**PW-5** – Nothing to report

**Blanik L-23** – Pay attention to flight manual front seat solo weight restrictions

**Pawnee** – Nothing to report

### FRIENDLY REMINDER

The summer dry season is here. Driving on the dry grass can damage it. 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.

## OPS DUTY CALENDAR

Back by popular demand is a regular GOD (Ground Operations Director) schedule. Please also reference the link on our webpage, "Ops

Duty Calendar." The schedule is mostly alphabetical, however I have tried to make accommodations where possible. If you are on the schedule but feel you should not be (instructors, towpilots, health/COVID concerns), please let me know. If you cannot make your GOD slot, please coordinate amongst yourselves to swap/beg/buy/sell/barter your slot with another club member (and cc: me, [Joshua Abbe](mailto:jcabbe@hotmail.com), on any changes you establish). The new schedule begins July 11<sup>th</sup>.

Please remember a few things:

- When you are GOD, please consider it a non-flying volunteer day.
- Please be sure to contact ATC before and after the flying day.
- It is not your responsibility to prepare aircraft for flight, but please help other pilots and ground crew when asked (like pulling an aircraft in/out of a hangar).
- Please keep the radio handy and be prepared to retrieve and launch aircraft in a timely fashion. Please keep up with situational awareness, and think ahead about where various aircraft are and where you need to be to best recover, launch, and clear the runway.
- Have fun. Remember to bring sunscreen, food, water, and gloves (for the towrope).
- OH! Also, a few days before your GOD slot, PLEASE PLACE YOURSELF ON THE SCHEDULE WITH PHONE NUMBER LISTED.
- Please respect social distancing during the COVID pandemic, and limit close interactions.
- DO NOT drive the golf cart on the grass. Also, at the end of the day, take the golf cart and broom and sweep any gravel off of the runway. Better yet, get that student who careened off of the runway under hard braking to sweep up all the rocks he spewed on the runway. I promise, I...err... they will never make that mistake again.
- If you are not the GOD for the day, but are hanging around the club (it's OK, we have a nice club, we all hang around), don't be

afraid to hop in and help out. I'm sure the daily GOD would love a quick break or another hand.

Please feel free to contact me if you have any comments/concerns/questions.

Joshua Abbe  
 BFSS Ground Operations Director Coordinator  
[jcabbe@hotmail.com](mailto:jcabbe@hotmail.com)

Here is the Ops Duty schedule for July and early August:

Abbe, Joshua	7/11/2020
Aksyonov, Vitaliy	7/12/2020
Anderson, Ed	7/18/2020
Baker, Gary	7/19/2020
Bankoff, Joseph	7/25/2020
Beineke, Jacob	7/26/2020
<b>OPEN</b>	8/01/2020
Brown, Dylan	8/02/2020

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.

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.

## WELCOME NEW MEMBERS!

**Lee Kuhlke** is a returning member. Welcome back Lee!

*When once you have tasted flight  
 you will forever walk the Earth with  
 your eyes turned skyward, for there  
 you long to return.*

—Leonardo da Vinci

## ACCOMPLISHMENTS

**Julie Kinder** – Private Pilot!



*Julie Kinder (second from left) is congratulated on passing her Private Pilot checkride by instructor Stan Bissell, DPE Quay Snyder, Chief CFI Raul Boerner, and towpilot Mike Keefe.  
Photo by Becky Kinder*

**Donald Hannon** – Private Pilot!



*Donald Hannon with Quay Snyder, DPE, on completion of Donald's Private Pilot checkride.  
Photo by Brian Price*

**Vitaliy Aksyonov** – Silver Distance!

**Jacob Beineke** – Commercial Pilot!  
(Passed checkride in Ohio recently)

**Jon Stark** – B Badge!

## THANK YOU!

We have so many Thank Yous this month, we're afraid we might have missed some. If we missed anybody, please let your *Airworthy* editor know and we'll catch them next month.

**Doug Curry** – Blanik weight and balance, tractor repair, towline bullet repair, Blanik canopy safety wire replacement, mowing, 840 work, and probably a lot of other stuff we never hear about

**Dave Rolley and Mark Palmer** – Retrieving 77 from California

**Dave Rolley, John Gillis, Jeff Sherrard, Gary Baker, Lee Kuhlke, Jacob Beineke, Capt. Kevin Knapp, Michael Westlake, Bif Huss, Quay Snyder, Mike Keefe, Alice Palmer** – Assembly of 77

**Mike Kinder** – Mowing

**Alan Luke** - Mowing

**Bif Huss** – Mowing with his own mower

**Dave Allen** – Runway edge mowing

**Unknown other Airpark residents** – Mowing the common area

**Bif Huss** – Classes on SkySight and See You

**John Gillis** – Installing our new high-speed internet connection

**Bill Gerblick** – Connecting the webcam to the high-speed internet

**Patrick Mendonca, Alan and Roen Luke, Gary Baker, Brian Price, Alice and Mark Palmer** – Line crew help on GOD-less days

**Gary Baker, Jeff Sherrard, and Alice Palmer** – 840 paint booth repair

**Dave Rolley** – Russia de-rig class

**Rick Culbertson and Becky Kinder** – Locating old forgotten tiedown locations (that's what the stakes are marking)

**Frank DeBacker** – Weed whacking

**Vitaliy Aksyonov** – Web page work



**Alan and Roen Luke** – Culvert cleanout on the grounds

**Becky Kinder, Alan Luke, Dave Rolley, Brandon Kolk, Kip McClain** – Assessment of buildings and grounds work priorities

**Michael Westlake, Gary Baker, John Mann, Jon Stark, Mike Keefe, Alice Palmer** – Helping Doug with Blanik weight and balance

**Brandon Kolk** – Supplying new orange buckets and cleaning materials for washing the fleet

**Danny Schaefer at Schaefer Aviation** – For all the great work on 77 in California

## **THE DOWNHILL DASH IS BACK!** by Mark Palmer

Dates for the 2020 Downhill Dash have been set. As with last year, it will be held over two Saturdays. The reason for this is: a) some pilots can only make one of the dates, b) it gives co-owners and multiple club pilots a shot at the title, and finally, c) it gives an extra day in case we get shot down due to weather.

The dates are: **Saturday, August 22<sup>nd</sup> 2020** and **Saturday, August 29<sup>th</sup> 2020**.

A quick reminder of the rules:

1. Take off.
2. Fly somewhere.
3. Land.

*NOTE 1:* You cannot land back at Kelly. You **MUST** land out to qualify.

*NOTE 2:* Motorgliders can use their motors to fly to an appropriate landing site. They may not fly back to Kelly. The qualifying distance is marked at the engine start point.

**If you're interested in flying** either of those days, please let me know.

**If you're interested in crewing**, please let me know and I will start pairing crews and pilots.

I don't know about you, but I'm really looking forward to this!

## **FAILURE TO RELEASE CAN HAPPEN** BY Raul Boerner

Why do we teach the "what if you can't release" procedure?

Recently after a release, I found several of the wire strands broken at DM's (my LS-6) release handle. What if this failure had been to all 7 of the aviation-grade cable strands? (**Note:** Don't use hardware store cable sold for ground-based humans.)



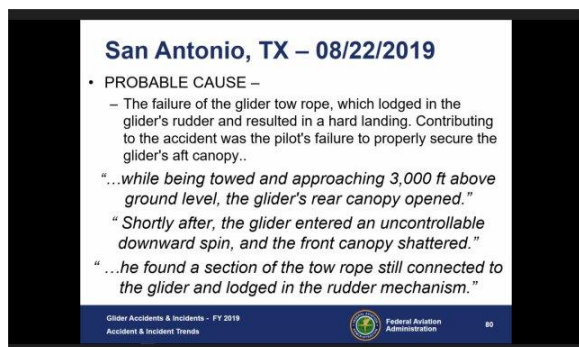
*Release cable on Raul's LS-6*

I wondered whether it would have been better to guillotine the towrope or land connected to the tow plane. To cut the tow rope would mean flying with a trailing rope. To guillotine would mean having to replace or find and repair the towrope and its bullet.

Forget the cost. There is no correct answer to help you choose which procedure is better. But think about how you would resolve a failure to release. In a recent FAA webinar for instructors, we were told about a glider pilot who got distracted trying to close his canopy, which opened while being towed.

The resulting slackline recovery (did someone say SLACKLINE?) was also not gracefully

handled—the towrope broke. In the attached photo, presented in the webinar, you can read what happened. But, I'll give you a clue: A spin.



## SILVER DISTANCE FLIGHT by Vitaliy Aksyonov

June 29<sup>th</sup>, 2020. 2:33 PM. Kelly Airpark. I am finishing my task for today in our club's AC-4C (Russia) at 80 knots, flying around heavy cloud with virga, and sometimes opening spoilers to avoid raindrops. There is a strong wind and turbulence around, but almost no crosswind. And here I am – landed, turning off transponder and recorder and getting out of a glider...

But the story started some time ago. The week before I made my first attempt to fly Silver distance. But the weather was very weak, and it was overcast everywhere almost the whole day. I just flew around the airfield, trying to stay in the air. Weak, narrow thermals and strong winds made this not an easy task. I was only able to stay up for about an hour. When I launched the second time, the weather was better and I maybe could try to fly to Matheson, but my observer (**Alice Palmer**) was going to leave and there was only about 1.5 hours of good weather left. Then I just flew locally and spent some time to find my best comfortable gliding speed. I also made a few stalls because I think the Russia stalls at a higher speed than it should.

Several days later I have a GO for next Sunday from Alice. I have been watching forecasts each day from different sources. Everything showed

that it might be a good, but very short day. I scheduled the glider for the whole day again (sorry, club mates, that I stole it for another whole day).

To familiarize myself with landmarks and to see how much time I might need in real flight, I decided to fly the same task in Condor. Actually, little bit more. I set a task from Kelly to Limon and back and took the Standard Libelle because it's close to performance of the Russia. I'd say the (*Condor 2*) scenery created by **Dave Leonard** is very accurate and it helped me during the real flight.

And here it is. Sunday morning. I woke up early and checked that I have everything necessary for today's flight, had my breakfast, and departed to KAP. I was there early, but some people were already there. I preflighted the glider and helped Kip fill the oxygen bottle for PW-5, which he was going to fly.



*Along the route to Matheson*

I was going to start early to have as much soarable weather as possible. All forecasts showed that it will be huge area of overcast around Kelly, and I thought that I might even land somewhere else. Calhan was my alternate. Today my observer was **Mark Palmer** – thank you for all your efforts to help me with this! We filled the preflight declaration part, then he took control of the flywithCE recorder. Soon we towed the glider to end of runaway. My task was same as last week – to Matheson and back. I was looking at the sky trying to find any cumulus in our area. There was nothing. Only about 10 miles from KAP to the east and to the west.

Last checks and I am ready to go. I decided to give it a try and launch a second time if I cannot sustain. I released at about 8,900 feet as soon as I felt some lift. Unfortunately, it was just a bubble and I had to wander around to find some lift. I tried a spot, which I marked in my mind during the tow, and there was something there. Weak, but after some time I was at 10,000 feet. Then I tried another cloud to the south and I've got 10,800 feet there. Not bad. Let's try another one more to the south... It was a mistake. I just lost what I've got.

OK. Let's go back home, and maybe land, but try to find any lift. I did not want to give up yet. I lost a lot of altitude when I was close to the airfield. I had only about 8,300 feet, and frankly speaking was ready to land, but found weak bumps. Carefully I tried to circle and slowly got to 13,000 feet! Wow, things are getting better. Now I feel safe to leave the field, especially considering that it was a very promising cloud about 4 to 5 nm from my position. By that time, I was in the air for an hour already.

Before this flight I watched a nice video about thermaling technique, and I realized that sometimes I make some mistakes. I decided to try advice from that video.

The cloud I chose was good. Thermal was wide and strong. And advice from video helped. I quickly centered that thermal and then jumped to another even better cloud. Now I have 17,000 feet!

Unfortunately, there were not many clouds in the desired direction, and I didn't want to make a huge detour. I decided to fly straight and catch any sparks I see. That was a huge leg (for that small glider, of course). I made about 23 nm without a turn and lost some altitude. When I at last met good cloud with nice lift, I was already close to Simla. Well done. I still have a lot of altitude and it will be enough to touch Matheson and return to Simla just in case.

Then there was another great thermal. For some time, my computer showed 14 knots on average! I have never seen it in this glider yet. This time I got 17,999 feet and was very happy. Matheson was close and I saw Limon from the air. I switched on my handheld radio and tuned it to Limon's frequency. Planes were taking off and landing, but they were way too low for me.

I decided to fly further than Matheson to guarantee, that I have 50 km. There were a couple of nice clouds and I tried to find some lift there. It wasn't there and so I turned back home.

Flying back was easy and fun. I found a nice energy line and followed it. Closer to the Kelly, I saw huge overdevelopment. This time the forecast was accurate. But I had plenty of altitude and was confident that now I will reach home field.



*Silver distance here he comes!*

I saw a couple of gliders flying in the same area and decided that my goal is achieved, and I may just fly around for fun and some OLC points. I was circling in the same thermal with the Blanik. It was fun.

I've been listening for AWOS and it was strong wind and rain sometimes. I decided to wait outside the area. Conditions allowed me to do so. I found another good thermal and reached 17,999 feet one more time!

But now it was time to land and the weather at field was better. No rain. Only strong headwind. I flew around a huge cloud with virga. I had to use spoilers flying at 80 knots to fly lower than raindrops, but still got some on my canopy.



Nothing serious, just about 30 seconds of light rain and the glider was dry almost immediately when I left it.

I returned to Kelly, looked at the windsock and burned extra altitude in strong sink. Landing was sporty. Approach at 70 knots with windshear close to the ground. Anyway, I made a safe landing and stopped at the cross runway as I wanted.

Total time is about 3.5 hours and total distance 220 km. Nice result for this small glider. I was little bit tired, but very happy for another achievement.

I want to thank everybody involved. Especially **Alice and Mark Palmer!**

And I encourage all “young” pilots to work on badges. It will help you to get XC experience in a safe manner. Let me know if you want any advice.



*Silver Distance Pilot*

## ROAD TRIP! by Mark Palmer

The word came down from Schaefer Aviation that the ASK-21's 9000-hour check had been completed and the ship was ready for pickup. So on Saturday, June 20<sup>th</sup>, **Dave Rolley** and **Mark Palmer** departed for a 4-day whirlwind round trip to California and back.

On the way out, Dave took a detour of sorts that took us out I-70 and eventually brought us

to Nephi. There we got to check out the field and to look at the t-hangars being constructed for 15- and 18-meter gliders. Then it was in to Salt Lake City for the night.



*The ramp at Nephi. Note lenticular clouds.*

Day 2 was the long drive into Williams. Utah went fairly quickly but Nevada...Nevada is a VERY big state. The geology is beautiful in its own way. This is basin and range country – high desert valleys broken by mountain ranges. I made a note to read John McPhee's *Basin and Range* when I got home.



*Nevada. I think.*

We got into Williams in the late evening Sunday, grabbed a pizza from the restaurant across from the motel, and crashed for the night.

The next morning we were at Williams Soaring at 9:00 AM to meet Danny Schaefer of Schaefer Aviation, who did all the work on 77. A quick



look at the work done, a package full of documents and the wing pins, and we were off.



*Danny Schaefer*

We left Williams about 10:15 AM for the long slog back. Williams is at nearly sea level and Donner Pass, the gateway back into Nevada, is about 7000 feet. So you can imagine how long the climb was pulling a long glider trailer. It was nearly 2:00 PM before we crested the pass. Then it was into Nevada heading for Utah. Basin and range again.

We were slowed down by the fact that I-80 was down to one lane in each direction due to construction for long sections of the trip (left lane closed ahead, right lane closed ahead, repeat).

So it was a really late night into Salt Lake, getting in close to midnight. By then we were exhausted (I should say I was exhausted. I can't imagine how Dave felt since he did all the driving on the trip!).



*Dave Rolley doing his long-haul trucker imitation. Also, Sirius XM does not have a C.W. McCall channel.*

We slept late the next morning and then headed back to Denver along I-80. We were back at Dave's house in Bennett by 7:30 PM.

It was a long, long trip. I'm still stiff from sitting! With luck we won't have to do that again anytime soon! (If I never see another truck stop again....)



*Almost home: 77 and its escorts arrive at Bennett, CO*

## **RUSSIA DE-RIG CLASS**

In preparation for Vitaliy's Silver distance attempt, **Dave Rolley** conducted a Russia de-rig class on Saturday, May 30<sup>th</sup>. The class was open to all and besides **Vitaliy**, attendees included **Donald Hannon**, **Julie** and **Becky Kinder**, and **Mark** and **Alice Palmer**.

The Russia is so light and simple it was very easy to take it apart, put it in the trailer, and then reverse the process.

The Russia de-rig demonstration will be required by all who want to take our little bird cross country.



*Dave Rolley conducts the Russia de-rig class.*

## SSA BADGE WORKSHOPS by Alice Palmer

We continue to have enthusiastic club support of our SSA Badge program. Two workshops were held recently.

On May 30, a group of socially-distanced pilots met in the clubhouse with **Alice** and **Mark Palmer** for training on Bronze Badge cross-country topics. In this scenario-based workshop, **Becky Kinder, Julie Kinder, John Gillis, Dylan Brown, and Jeff Sherrard** planned a mock Silver Distance flight to Matheson, working through aeronautical decision making that included weather considerations and options for landouts. As always, everyone shared experiences and we learned from each other.

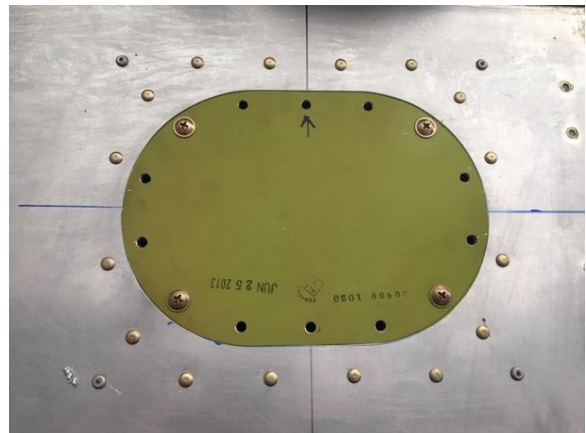
On June 26, **Roen Luke, Alan Luke, Joe Bankoff, Gary Baker, Jon Stark, and Brian Price** met for a C Badge Workshop. The broad experience levels of this group provided lively and interesting discussions.

WINGS credit was granted to those who attended. Congratulations all!

We plan to hold additional C Badge and Bronze Badge workshops in the coming months, so let me know if you are interested in a future workshop.

## N65840 TANKER 2-33 REFURB by Alice Palmer

We have some progress to report on 840, as well as a bit of a setback. **Doug Curry** has done some impressive sheet metal work on the wings. Numerous new inspection ports had to be cut in the wings, then receptacles had to be riveted to the holes to receive the cover plates. This is a complex and time consuming task. Thank you Doug! **Frank DeBacker** and **Bill Gerblick** also provided some help to Doug on this task.



We have run into a snag with the fuselage. Apparently there is a problem with the rear carry through spar bolt holes. Doug has been in touch with the Schweizers in New York about this. Repairs will be necessary. We should know more in the next few weeks.

Thank you for the work you've put in this month:

Doug Curry  
Frank DeBacker  
Bill Gerblich

I also appreciate the help from **Bill, Gary Baker,** and **John Mann** in their efforts to keep communication flowing.

### SHIPS FOR SALE

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

**FOR SALE:** Lak 17 AT  
SN 163, 1070 hours, sustainer motor, excellent condition \$69,000. Contact **Clay Thomas**.



**FOR SALE:** Ventus bT  
Contact **Dave Rolley**, 303-809-2785



### 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



*Bif rocking it – June 11, 2020*



*Clay Thomas's new JS3. Apparently he was unable to find a reasonably priced 1-26.*



*Before the storm*





*Joe Bankoff and Bif Huss doing a little XC practice in the Duo Discus.  
Photo by Joe Bankoff.*



*Val Dean takes off in D2D with Vitaliy Aksyonov running the wing.*



*Doug Curry and Mike Westlake weighing the Blanik*



*Saturday morning rigging party  
Photo by Brian Price*



*Clay takes off in his long-winged bird.*



*Be sure and save room for a glider in Hangar 2.  
Photo by Raul Boerner*