

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

It's been an incredibly poor soaring season here at Kelly this year. We had a very rainy early June, then wind, then a strong high pressure dome sitting over us, and finally, more rain. I've seen barometric pressure readings consistently in the 30.30s for the last couple of weeks. It's very frustrating. I've spent the last weekends helping on ground crew and watching the long-winged ships struggling to stay up.

We're getting better at following the established launch procedures (hooray!) although some members and towpilots need to refamiliarize themselves with them. The link to the procedures are on the Flying page, just ahead of the Calendar link. Please read and follow these procedures.

We're still working out the bugs in the electronic ops sheets. Remember, all your flights need to be submitted to **Carrie** electronically using the new sheet. Please see **Brandon's** article below. I would suggest you submit your flights through the app and then email Carrie separately to confirm she is getting them.

Bill and **Nancy Patrick** did a superb job on the 17th, hosting our first post-COVID barbeque. It was well attended and I hope we can keep the

momentum going in the coming months. Thanks Bill and Nancy!

As we go to press we still don't have a firm date when KAP will shut down for the runway repaving. For that reason, the dates for the Downhill Dash are uncertain. Currently, I'm toying with the Labor Day weekend, but nothing firm has been decided. Labor Day weekend would make it an echo of the Labor Day Contest we used to hold at the old Black Forest Gliderport. Stay tuned.

Mark Palmer, Editor



Echo Fox after landing in the grass

PRESIDENT'S MESSAGE by Bif Huss

I'm writing this month's message from Nephi, Utah, site of the 2021, 18M National Championships and Region 9 Regional Championships. The contests don't start until Tuesday the 29th of June, but already, the ramp is full to the brim with high performance gliders.

The glider community is definitely ready to come out of hibernation from the long COVID winter and get back to racing. We will have 65 gliders here. BFSS is well represented. ZL, H7, VH, and H1 will be flying in 18M, and DM and D2D will be competing in the Regionals. The weather for the coming week looks good and, hopefully, will be accompanied by great soaring. This looks to be one of the best attended US soaring contests in a long time. If you'd like to follow the action, you can track the contest live on the SSA website.

Last week, **John Gillis**, **Vitaliy Aksyonov**, and I attended the 20M Multiseat Nationals in Montague, CA. Montague lies at the base of Mt. Shasta. We flew the beautiful Duo Discus in some exceptional soaring weather. The purpose of attending was to introduce John and Vitaliy to US sailplane racing and to enable them to improve on their already excellent cross country skills.



John Gillis and Bif Huss prepare to do battle, while Vitaliy acts as loyal crew.

I promised them that, if nothing else, the trip would provide plenty of adventure. We got adventure in spades! John and Vitaliy proved to be outstanding cross country pilots and on the off days an exceptional crew. By the last flights in the contest, both John and Vitaliy flew the entire task. On his last day, John took second on the day in the National Championships. For his last day, Vitaliy took 4th on the day (and flew over 400K!). We hope to write an in-depth story

of our soaring summer when we get a break from getting ready to race every day.



*On course
Photo by John Gillis*

On the home front, I'd like to thank **Bill Patrick** and his wife **Nancy** for doing an outstanding job in hosting our first potluck since the COVID crisis. The potlucks are a great way to come together as a club, and it's great to be able to start them up again.

I have to cut this short because tomorrow I start the whole sailplane racing process over again: preflight the glider, water up, stage to the grid, attend the pilot's meeting, strategize the task, fly the task, (hopefully don't land out), clean the glider, put on the glider covers, analyze the flight, eat dinner, go to bed, and then do the whole thing over again for the next 12 days. They're very full days, but the outstanding soaring and camaraderie of the sailplane community makes the effort well worth it.

See you at cloudbase!

Bif "H7"

CALENDAR

Board of Directors Meetings

July 13, 2021 6:30 – 9:00

Via Zoom

August 10, 2021 6:30 – 9:00

Via Zoom

BFSS Saturday Potluck Barbeque (after flying)
July 17, 2021

Women's Soaring Pilots Association Seminar
August 16 – 20, 2021
Springfield, Vermont

Downhill Dash
Summer, 2021

SSA Convention
February 24 – 26, 2022
Reno, NV
(FIRC February 22 – 23, 2022)

FLEET UPDATE

ASK-21 – Tail dolly still out for repair. Use the blue strap to lift the tail. Be sure to leave the strap in the cockpit.

2-33 – Radio/PTTs still not working properly. Use a handheld until we can sort this out.

AC-4C Russia – Still down for gear door repair

PW-5 – O2 system is operational (the red tube was not fully seated in the controller); radio problem solved when plug in back was secured with the proper screws.

Blanik L-23 – Nothing to report

Pawnee – Nothing to report



77 after the rain

FRIENDLY REMINDER

In spite of our recent rains, 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 a lot of headaches for the club and airpark users.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for July and early August 2021:

McClain, Kip	07/03/2021
OPEN	07/04/2021
Silberer, Zsolt	07/05/2021
Paluch, Henry	07/10/2021
Paluch, Zach	07/11/2021
Palmer, Alice	07/17/2021
Palmer, Mark	07/18/2021
Sherrard, Jeff	07/24/2021
Tomanek, Wojciech	07/25/2021
Urschel, Pete	07/31/2021

Every flying member who does not have other duties in the club, such as instructor or towpilot, is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua has paired you with someone who has experience. Please check this list carefully to see when you're on duty and if you're working with someone.

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him know so he is aware of the change. Be sure to go to the calendar page on the website and put yourself down for the day you're assigned.

If you see **OPEN** listed on the schedule, that indicates that no one is scheduled for that day and that volunteers are appreciated. Please contact Joshua if you are available.

ACCOMPLISHMENTS

Gary Baker – First flight in his ASW-27B (NG)

Zsolt Silberer – PW-5 checkout

Vitaliy Aksyonov – 2-33 front and back checkout

Team Hotel 7 (Bif, Vitaliy, John) – 5th place at the 20M Nationals

Frank DeBacker, Jon Stark, Brian Price – Paper towel dispenser checkout

THANK YOU!

Bill and Nancy Patrick – For a fantastic reboot of the Third Saturday Barbeque!

David and Leann Bachler – For meritorious duty helping to clean up after the barbeque

Doug Curry, Mark Palmer, and Gary Baker – For mowing

Alan Luke, Dave Rolley, and Jeff Sherrard – For tractor and riding mower troubleshooting

Julie Kinder – For work on the PW-5 trailer

Dave Rolley – For Russia work

Bill Gerblick – For working out Saturday towpilot shifts and tractor work

John Gillis – For giving **Roland Laning** a break during towing

Tyler Hebrink, Rick Clauder, Patrick Mendonca, Gary Baker, Alice Palmer, Mark Palmer, Becky Kinder – For extra line crew duty

Donald Hannon – For cleaning, waxing, and putting the covers on the Russia

Kelly Airpark Association – For mowing the grass in the common area

Frank DeBacker, John Gillis, and Andy Gerner – For men's room plumbing repair

Doug Houston – For golf cart maintenance

Bill Patrick and Jon Stark – For troubleshooting 840's electronics issues

John Gillis – For working on the OGN antenna

WANTED: BBQ HOST VOLUNTEERS

Wanted: One or more kind souls to host the next monthly potluck on July 17! Contact **Becky Kinder** (or any Board member) for more information or to volunteer.

SPECIAL THANK YOU by Patrick Mendonca

Thank you **Andy G** for giving me rides and letting me fly, snap rolls and flying phones. You've shown me another point of view from the sky. It's now my favorite! Thank you Andy!
Patrick M



Patrick enjoying inverted flight

ELECTRONIC OPS SHEETS UPDATE by Brandon Kolk

Some updates have been done to enhance the electronic A Rate Ops Sheet. The two free-form fields for maintenance notes and general notes

will now have multiple lines to type in. You can find the updated sheet at SOARBFSS.ORG>FLYING>MEMBERS ONLY>FORMS.

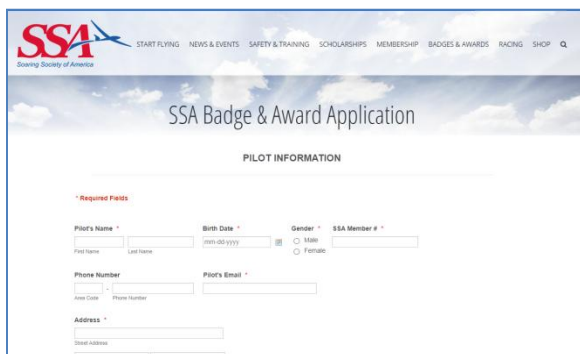
As a reminder, this form requires the free Adobe Acrobat program to utilize all of its features, including the SUBMIT BUTTON and automatic calculated fields. You can find the free program at <https://get.adobe.com/reader/>. Please ensure Carrie gets your completed forms within 24 hours of completing your flying.

Any questions, let me know.
Brandon

NEW ONLINE BADGE APPLICATIONS by Alice Palmer

SSA has converted the paper FAI badge application forms to an online form available on the SSA website:

<https://www.ssa.org/ssa-badge-award-application/>



The image shows a screenshot of the SSA website's badge application form. The header includes the SSA logo and navigation links: START FLYING, NEWS & EVENTS, SAFETY & TRAINING, SCHOLARSHIPS, MEMBERSHIP, BADGES & AWARDS, RACING, SHOP. The main heading is "SSA Badge & Award Application". Below it is the "PILOT INFORMATION" section, which includes a "Required Fields" label and several input fields: "Pilot's Name" (with sub-fields for First Name and Last Name), "Birth Date" (with a calendar icon), "Gender" (with radio buttons for Male and Female), "SSA Member #", "Phone Number" (with sub-fields for Area Code and Phone Number), "Pilot's Email", and "Address" (with a sub-field for Street Address).

This form allows the pilot and observer to work together to get the appropriate data in the form and share it for signatures. The form can be saved while it is in progress and accessed later for completion.

We'll be using this form for any badge applications in the future. Be sure and arrange for an observer in advance if you're planning to attempt a badge leg or a record.

KELLY AIRPARK GRASS OPERATIONS

From the Kelly Airpark Association:

During the growing season you can expect personnel and equipment to occasionally be out in the common area, mowing, spraying, weeding, etc. The volunteers may be listening on CTAF 123.05 Mhz, but do not assume that they are. When aware of your aircraft they will clear the runway or taxiway for your operation. Please use caution and advise your invitees to do the same. Refer to the Kelly Airpark Grass Plan for more details. Feel free to ask about how you can help maintain the common area and better understand the operation of our Airpark.



1 Golf Mike back from a flight

CAUTION: OPPOSITE DIRECTION TRAFFIC by Mark Palmer, Safety Officer

We're all good at recognizing that KAP is a multi-use field. Power traffic has one set of patterns, gliders another, and the setup is such that most of time we don't interfere with each other. Even the no-radio aircraft based at KAP are good at looking out for gliders and fitting into the flow.

We should all be on the lookout, though, for visiting traffic that may not know or follow our procedures. I habitually clear the extended runway centerline when turning downwind to base, to make sure there is no one on a long,

straight-in approach. We should also remember to clear the opposite traffic base leg.

Which brings me to Saturday, June 5th. **Vitaliy** and I were completing his 2-33 backseat checkout. It was late morning and we had launched just ahead of a line of glass ships waiting for the lift to start. Having towed to 9000 feet and completed our maneuvers, Vitaliy called downwind to land north and entered the pattern. There appeared to be no other traffic. We turned base and as we did, **Jeff Maki** as GOD got on the radio and sent up a warning, just as Vitaliy and I spotted an ultralight on right base, also landing north. He was inside of us and obviously didn't see us. He was also apparently no-radio. He turned final inside of us.

Vitaliy kept him in sight and made the correct call to extend base slightly and land on the east grass. Or would we? The ultralight turned final but then proceeded up the runway a few feet off the ground. Was he landing? Was he doing a low pass? For a moment we debated landing on the runway but decided to err on the side of caution and continued to the grass. The ultralight landed up by the runway intersections and taxied to one of the homeowner hangars.

Later, after Vitaliy and I put 840 away, I walked over to the hangar where the ultralight was parked. I asked the pilot if he had seen the glider that was also in the landing pattern? He had not. He was terribly embarrassed and apologized. We had a talk about traffic on the field and working with gliders and power planes. I think he came away with a much better understanding of what was going on at KAP.

So the point of all this is to remind folks to continue to keep an eye out for traffic while in the pattern. Look for people on long finals, opposite direction traffic on base, as well as the occasional flight school 172 from Centennial blasting through our area. Vitaliy and I were in no danger once we spotted the ultralight and

Vitaliy made the correct decision to alter our approach and landing point. But if we hadn't seen him, it could have made for an interesting morning. As Sgt. Phil Esterhaus on *Hill Street Blues* used to say, "Hey, let's be careful out there."



840 from the Air
Photo by Vitaliy Aksyonov

CLOUD SUCK SUCKS by John Gillis

The sky was simmering with a rage only found within a scorned spinster at the church social.

Two eager pilots scanned the horizons thinking they would have a window to aviate late in the afternoon, even if brief. The forecast was isolated thunderstorms and we observed them just north and south of the airfield, so we would be fine. The clouds looked great. Nice bases, just the right shape. And spaced just where you want them. We soared. Found nice lift under them. We thermalled in a 5-knot lift, not getting far from home. But the clouds grew darker. The AWOS was reporting gusts out of all corners of the compass. It was time to come home. But the clouds were not done with us.

At 11K over the field, I turned towards the pattern expecting to descend. The clouds had another idea. I hit a 20-knot thermal that threw me into my seat and was sucking me into her darkness. Full negative flaps! Push the nose down. I was doing 120 knots IAS and deep into

the yellow stripe of the airspeed dial. And I was getting tossed. 2 to 3 Gs.

GOTTA SLOW DOWN!
80 Knots!
DEPLOY AIRBRAKES!
DROP THE GEAR!
SLIP!

Still going up at 5 knots.

Will this be when I use the parachute?

I've only been truly scared in a sailplane twice; this was one of them. I'm getting sucked into an overdeveloped thunderstorm and I have no control over it. I turned towards Kelly, and within a few moments I was out of the suck and descending at a comfortable 10 knots down at 80 knots IAS.

I radioed my fellow aviator that it was probably time to land. He was busy.

Lesson learned: When dancing with the angry spinsters at the social, be prepared for the unexpected. Their demeanor can change from friendly to ferocious in a NY second. I was amazed that the friendly cu clouds we were dancing under turned into monsters within a few minutes. The forecast predicted it. We played a bit too close to it.

**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!"

FLORISSANT AIRFIELD

by Raul Boerner

On Highway 24, Divide and Florissant, CO, are two towns 8 to 12 NM northwest of Pikes Peak. Straight south of Florissant, 3.4 NM, is a private landing field with two runways. The owner,

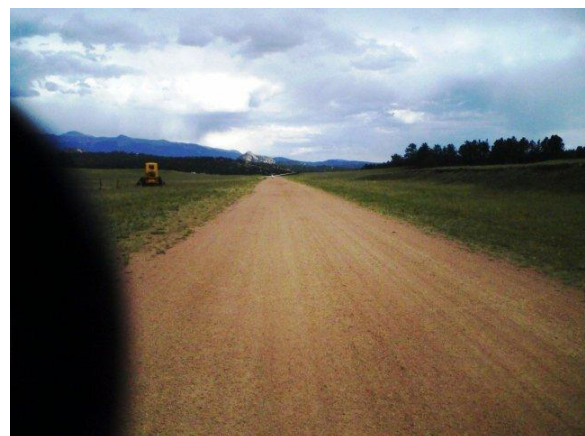
Justin, says that his grandfather used to own a Cessna and used the field regularly. Although a private airfield, today it is occasionally used by small aircraft, gliders, and ultralights. *[Note: this field is not on the sectional. -Ed.]*

He showed the runways to me: very good condition. They are kept smooth. There is plenty of room for 15- and 18-meter wingspans. The photos of the field are from **Rick Culbertson**, who landed there numerous years ago. However, I visited Justin in April (2021) and the runways look great. There is no cell phone service.

Justin is a fine young family man. Don't let his two Rottweilers fool you. They are friendly to friendly people. He owns lots of heavy equipment, which he usually keeps near the house.



Florissant private airfield is 3.4 NM south of the town.



*Runway 12 looking SE
Photo by Rick Culbertson*



*Runway 30 looking NW
Photo by Rick Culbertson*



*Mt. Shasta up close
Photo by John Gillis*

PICTURES FROM THE 20M NATIONALS

[If you didn't follow Bif's, Vitaliy's, and John's blog of the 20-meter contest on the club forum, you will enjoy going back and reading the entries. I'm hoping for a complete writeup next month, but in the meantime, here are some pictures from their adventure. -Ed.]



In a moment of weakness, Bif lets John and Vitaliy take H7.



The grid



*More stunning skies
Photos by Vitaliy Aksyonov*



UPDATE ON AWARDS

Last month we had pictures of all of our BFSS awardees for 2020—except **Gary Baker**, who was visiting family in the hot and humid South. So here he is with his Volunteer of the Year and Most Unplanned Retrieves awards. Congratulations Gary!



MORE PHOTOS



Gary Baker gives a thumbs up after his first flight in his ASW-27B.



Lee Kuhlke brings in Hotel 1.

SHIPS FOR SALE

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

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



Joshua Abbe gave mom Anita her first glider rides in 9BA on June 27.



Gary Baker ponders his options in 77.



D2D (Dave Rolley) and DM (Raul Boerner, with crew Savannah) arrive at Nephi. More reports next month! Photo by Brenell Boerner.



Alice and Amalia await their turn.



“Let us turn to page 335 and read from 61.63b. And so it became....” Alice Palmer and Jon Stark consult scripture.



Julie Kinder lands the PeeWee.



9BA heads to the hangar before the storm.