

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



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July 2023

Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

Sorry! Sorry this is late. The soaring weather here has been so poor, **Alice** and I decided to get away. We took the last week of June to venture to Moriarty, NM to see if we could get some cross country in. We couldn't. But nevermind, we had a great time with friends, fine food, beautiful country.

Kelly got hit hard the week of June 19th with heavy rain and hail (actually, we've had strong storms all June). Much of the walkway was washed out and our ramp damaged. The Airpark runway edges and taxiways suffered some serious washouts. Thank you to everyone who helped clean things up and fix things.

Note that, due to the weather and lack of practice, we've moved the Downhill Dash—again. New dates are August 5 and 12. See article below.

Mark Palmer, Editor



Alice Palmer landing at Moriarty, 6/30/23

PRESIDENT'S CORNER

by **Becky Kinder**

I'm still savoring the joy of being part of BFSS, especially in this era of instant communication. Last month **John Gillis** shared amazing perspectives about competition flying. **Raul Boerner's** account of his experiences at Tucson added depth and further appeal to the idea of flying in new environments. **Dave Leonard** may be held by pitchfork soon to share about his dominance at the 18-meter competition in Hobbs. Our sport benefits in every way from excellent communication, even on the ground.

Recently someone expressed concern about inadequate communication between pilots and wing runners. Weather has made our season's start frustrating by delaying regular flights, leading to challenges re-establishing basic habits. The ground ops briefing is a requirement and a courtesy. Our ops procedures are so well established that it's easy to assume that others will infer what you need. Take the time to set clear expectations with your wing runner anyway.

Another well established tradition at BFSS is that of taking ownership of a project through completion. Once a project/task is approved we expect leadership and follow through. Members often donate supplies to complete their work,

but if you expect to be compensated for materials purchased for the club, then get approval beforehand from the appropriate board member or officer.

If you donate for a project such as our pergola, please verify that the money has gone into the correct fund. Improved communication regarding special project funds is an agenda item for the next board meeting. Our members have always been good to keep their commitments, and deserve a clear path that makes it easy for them to do so. Initiative and teamwork built BFSS and we aren't through building yet!

CALENDAR

Board of Directors Meetings

July 11, 2023 6:30 – 9:00

At the clubhouse

August 8, 2023 6:30 – 9:00

At the clubhouse

KAP Pancake Breakfast

July 8, 7:00 – 11:30

Jim and Cindy Norman's hangar

ZOMBZ Party!

July 12, 4:00 to whenever

Party at Chris and Sharon Dunmall's
(See article below.)

BFSS Saturday Potluck Barbeque (after flying)

July 15

Downhill Dash

August 5 and August 12, 2023

Women's Cross Country Camp

September 3 – 8, 2023

Moriarty, NM

FLEET UPDATE

ASK-21 (77) – Pitot tubing replaced

2-33 (840) – Annual and skid replacement

Blanik L-23 (9BA) – Painting complete; final assembly underway

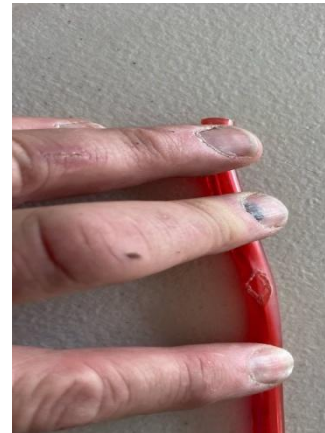
Blanik L-13AC (2BA) – Blown tire repaired

PW-5 (1GM) – Nothing to report

ASW-19 (Z3) – Nothing to report

Pawnee (76S) – Broken brake line repaired

Pawnee (41Y) – Rebuild continues



Why the airspeed in the ASK-21 read incorrectly—chafing caused a hole in the pitot tubing. Photo by Colin Mead

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.

FRIENDLY REMINDER

It seems as if it's been monsoon season all spring. We've got lots of mud and soft places. 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. The rains have been great for the new grass.

OPS DUTY CALENDAR

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

Franzmann, Mike	07/07/2023
Rolley/Urschel/Krantz, L	07/08/2023
Silberer, Z/Jordan	07/09/2023
Kinder, Julie	07/14/2023
Tomanek/Kinder, M/Morgan	07/15/2023
Boerrigter/Dimick	07/16/2023
Kinder, Rebecca	07/21/2023
Krantz, T/LaFollette/Crabb	07/22/2023
Peterman/Leonard	07/23/2023
Penkus, Bob	07/28/2023
Krantz, L/Lewis	07/29/2023
Crabb /Maki	07/30/2023

On weekends, the early GOD shift is 8:30 – 2:30 and the late shift 11:00 – 5:00.

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

Dave Leonard – 1st Place Region 9 18-meter class contest

Mitch Hudson – 1st Place Region 9 Club Class contest

Bif Huss – 1010.93 kilometer flight on 7/3/23



Bif on his 1000k flight

Mark Palmer – Front seat checkout in the Blanik L-13AC

Romey Wade – Front seat checkout in the ASK-21

John Gillis – ASW-19 checkout

Gary Baker – First Flight of the Year and WINGS flight activity

Donald Hannon – PIK-20D checkout (2M)

Zsolt Silberer – PIK-20D checkout (2M)

Julie Kinder – 1-26E checkout (Blue Jay)

Levi Krantz – First solo and written exam passed



Levi Krantz on his first solo. No pressure! Everyone's watching! Photo by Stan Bissell

Tim Krantz – Private Pilot practical exam passed



Tim Krantz and DPE Quay Snyder after Tim's successful Private Pilot checkride. Photo by Stan Bissell

THANK YOU!

Doug Curry – For his help as GOD on Memorial Day, replacing a broken brake line in 76S, repairing the towplane tailwheel, replacing the Blanik main wheel tire (twice), for completing the ASK-21 100-hour inspection, and adjusting the K-21 airbrakes. Whew! It's obvious that Doug Curry keeps this club flying, so please express your gratitude when you see him. THANK YOU DOUG!

Colin Mead, John Gillis, Doug Curry – For troubleshooting the ASK airspeed issue and replacing the pitot tubing

Brandon Kolk – For holding ground school on a rainy Saturday

Frank DeBacker, Gary Baker, and Chris Dunmall – For installation of new windows in the clubhouse



Gary Baker and Frank DeBacker work on installing the new clubhouse windows. Photo by Becky Kinder

Andre Gerner, Gary Baker, Wojtek Tomanek, Jon Stark, Chris Dunmall, Stan Bissell, Mark Palmer, Andy Gerner, and Alice Palmer – For extra GOD duty

Alan Hoover, Todd Hahn, Alice Palmer, Jim Norman, and a number of other KAP homeowners – For drainage repairs on the taxiways and runway

Bill Gerblich – For 31 tows on 6/18! 96,000 feet worth!

Dave Rolley, Rick Culbertson, Alex Nadein, Brian Price, Becky Kinder, Mike Kinder, Andy Gerner, Raul Boerner (for the plan), and numerous others — For the hangar shuffle of trailers and gliders between Hangars 2 and 3

Becky, Mike, and Julie Kinder, Levi Krantz, Wojtek Tomanek, and Stan Bissell – For helping clear drainage pipes after heavy rains

John Gillis – For holding an Oudie how-to class and for regrading the ramp area after the storms. Looks great!

Dave Allen – For rolling the new assembly ramp in front of the clubhouse. Thank you Dave!



Dave Allen rolling the new assembly ramp

THANK YOU FROM KAP

Just wanted to give an update and say “thank you” to fellow neighbors **Nathan and Jessica Jordan, John Gillis, and Jon Stark**; and to our BFSS friends **Becky and Mike Kinder, Tim Krantz, Vitaliy Aksonov, Zsolt Silberer, Brian Price, Todd Hahn, and Stan Bissell** for helping complete the 1 July FOD Walk in the grass and on the asphalt in preparation for the 8 July Pancake Breakfast. (BTW – we all really appreciate the help from BFSS whenever you guys are able to volunteer!) We were able to form a good FOD walk line and do a pretty thorough search! Good news was we didn’t find much in our grass or on the runway.

Jim and Cindy Norman

WELCOME NEW MEMBERS!

Matthew Rendos – Matt has both power and glider experience, and is now pursuing his glider rating. He is flying with Stan Bissell.



Matthew Rendos

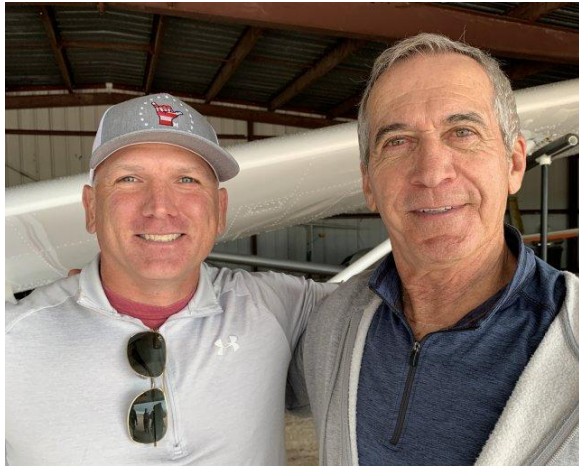
Dennis Cole – We welcomed Dennis to the club a few issues back and now we have a face to go with the name!



Dennis Cole

New towpilot **Jared Bachman** – We have yet to get a picture of Jordan because he’s been so busy towing—21 tows on his first day! Picture to follow next month.

New towpilot **Larry Schnaare** – Larry completed his glider training with **Raul** just ahead of a storm!



New towpilot Larry Schnaare with glider checkout instructor Raul Boerner

ZOMBZ PARTY! by Chris Dunmall

I would like to invite all BFSS members and their families to a backyard potluck at our home on **Wednesday, July 12th**.

Several years ago, at a BFSS Annual Member's meeting, **John Mann** gave a talk about the heavy and high-speed traffic converging around the waypoint ZOMBZ on their way into Centennial. Also, Denver Approach is vectoring traffic just north of this point when they are using their north-south runways. This area is all around the geographic feature Devil's Head, which often provides good thermals and a place to "gas up" on the way back to Kelly.

My house is located eight miles east of ZOMBZ and provides a great view of this portion of the sky. Some afternoons I have the pleasure of sitting on a chaise lounge and pondering how much nicer it is to be on the ground than flying in that melee. I would like all my fellow pilots the opportunity to sit back, enjoy a relaxing evening, and follow all the action on FlightAware. If the conditions are right, you will see more traffic than you ever imagined was there.

Backyard Potluck and Skywatching at Dunmall's:

When: Wednesday July 12th

Time: 4:00pm till whenever

Place: Chris and Sharon Dunmall
6498 Perry Park Blvd
Larkspur CO 80118

Please Bring:

- 1) Something to grill
- 2) Something to share
- 3) Comfortable chair
- 4) Favorite beverage
- 5) FlightAware or similar APP to track air traffic
- 6) All your family (we will provide name tags so spouses can associate faces with the names they hear about)

Please RSVP at dunmallc@icloud.com or text me at [303-501-5461](tel:303-501-5461).

Chris and Sharon Dunmall

DOWNHILL MOVED—AGAIN by Mark Palmer

For the same reasons we moved the Downhill Dash last month, we did the same this month. Because of continual poor soaring weather, lots of rain and soaked fields, the Downhill Dash has been moved to August 5th and August 12th. We're keeping the 19th in our back pocket as a potential backup date.

Some concern was expressed that we might be scheduling into the monsoon season. But how would we be able to tell?

HANGAR 3 DOOR UPDATE by Scott Dimick

Since the last update in the June *Airworthy*, we have taken another look at repairing Hangar 3 door vs replacing with a new door, to address what some are referring to as a "door-pocalypse." Door 3 has been propped open for about a month now and has proven robust

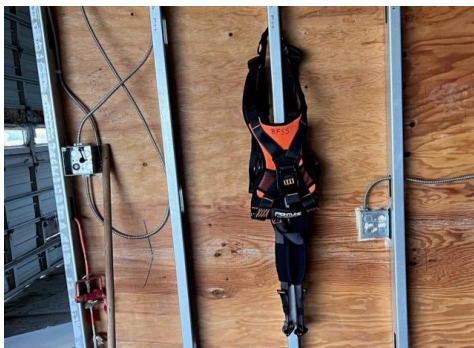
against the June storms. Several members, including **Brian Price, Dave Rolley, Bill Gerblich, Andy Gerner, Alex Nadein, Raul Boerner, Doug Curry, John Gillis,** and **Scott Dimick** have been working on a long-term solution.

The biggest hurdle to any repair option is procuring new tracks. After significant research and vendor contacts, there does not appear to be an off-the-shelf replacement, nor is anyone willing to custom fabricate them for us. That said, there are a couple track options that are still being pursued. The replacement path to new manually-operated folding doors that open horizontally has also been further researched to better understand cost and installation requirements.

We hope to make a final decision on repair vs replace at the upcoming BOD meeting on Tuesday July 11th at 6:30. Members are welcome to attend.

FALL-PROTECTION HARNESS by Scott Dimick

For anyone interested in participating in hangar door maintenance, we have purchased a fall-protection harness to be used when climbing ladders for door work or any other reason. It is currently hanging in Hangar 3 near the workshop door. In the spirit of safety that defines the rest of our operations, please use it when on a ladder. Besides, with this stylish harness, you'll finally be able to live out your lineman fantasies.



*Fall-protection harness in Hangar 3
Photo by Scott Dimick*

WINDOW REPLACEMENT WORK

Frank DeBacker, Gary Baker and **Chris Dunmall** have been working hard to install the new clubhouse windows. The windows are a donation from KAP homeowner **Rich Barclay**. Thank you Rich and thanks to Frank, Gary, and Chris for their hard work. These will be great to have when the cold winter winds start blowing again.



*Frank and Gary working on the window install
Photo by Chris Dunmall*

USE THAT SUNSCREEN! by Mark Palmer

Most of you have probably seen me at the field this last month with my nose all bandaged up. The bandage is covering the work of my dermatologist, who performed MOHS surgery and removed a chunk of my nose to remove a basal cell carcinoma.

Like many of us around the field, as we get older, we more and more find ourselves being treated for melanomas or carcinomas or various little spots. Some are simply frozen off with nitrogen. Other more extreme cases (like mine) require surgery.

Recently, **Dr. Dan Johnson** wrote an article on soaring and skin cancer for the Wings and Wheels newsletter. It's good reading and you can find it here:

<https://wingsandwheels.com/blog/post/skin-cancer-risk-with-soaring>

So take care of yourselves. Lots of sunscreen! Apply it often! Wear a big hat! Stay in the shade as much as you can. It just might save your life. (I'll spare you the gruesome pictures from my surgery.)

PORT-A-POTTY PROJECT

Bill Gerblick's long-term project is almost finished and it's a welcome one. **Bill's Portable Foldable Port-a-Potty** was finally spotted July 1st. It's now operational. It will make the launch end of the runway less stressful and reduce the number of last-minute trips to the clubhouse.

There's still work to be resolved and Bill has to finalize training for the deployment and how to empty it.

So far, this project was financed primarily by Bill, but please donate to offset the costs. You can send Carrie a check and designate the funds to go to the porta potty, or, you can use the club eCommerce site and donate (fees apply):

<https://blackforestsoaringsociety.square.site/>

I urge (no pun intended) everyone who might possibly use our new facility to contribute to this very welcome project.



*Bill Gerblick's brainchild, the Portable Foldable Port-a-Potty spotted at the south end, 7/1/23
Photo by Brian Price*

MAY, 2023 TUCSON REGION 9 CONTEST by Raul Boerner

Wife **Brenell** and I started preparing for Tucson in March. After registering, I used a packing checklist from previous contests, modified for the long drive and seven flying days in Tucson. Two of the seven were practice days (rehearsals). These allowed competitors and officials a chance to prepare.

We practiced safety and weather briefings, task-planning, staging, and launching (33 gliders in 55 minutes), starting and finishing procedures, line crew duties, wing runner procedures, tow rope hookup practices, tow plane traffic procedures, landing and runway clearing procedures, contest crew practice, tracking practice, meal cooking, serving, and cleanup practice (special thanks to the ladies of the club), and more.



View from the porch. Photo by Raul Boerner

After the practice days, the 33 glider and ground crews, five tow pilots, and countless staff, were ready.

Task Day—One

3:00, three turnpoints, 114 to 260 SM (depending on how deep the pilot went into the turnpoint circle). The desert has its own distinctive beauty. Some were shy in this environment full of cactus, dust devils, wind, heat, and mountains. Others were comfortable having flown in Tucson.

Task Day–Two

2:30, four turnpoints, 85 to 201 SM

Task Day–Three

3:00, three turn-points, 106 to 266 SM

Task Day–Four

All were airborne before surface winds picked up; the Contest Director made a radio call, “The task is cancelled.” Suddenly, the airport became busy with landings. Winds were 35 knots. Pilots had to plan precisely where to touchdown and exactly where to stop—so as to not block the runway for those who were also landing IMMEDIATELY. Ground crewmembers, at the speed of heat, were retrieving the landing gliders and yanking them off the runways. By the way, keep practicing precision landings and stops.

Task Day–Five

2:30, four turnpoints, 150 to 225 SM. I managed to keep up with the group leaders, while remaining aware of landing places. Then, I got stuck just about three miles south of the Biosphere’s runway—although slightly above a mountain ridge, I had enough altitude to easily glide there. Still, I kept flying figure eights in ridge lift, trying to find a thermal.



DM launching. Photo by Les Duncan

Eventually, I started climbing at 100 FPM. Then, a second, a third, and a fourth glider zeroed in BELOW me. We circled and circled and circled together like huddled cows surrounded by wolves. Luck and talent were with us. We

gained good altitude; a pilot below me radioed, “Now we can breathe a little easier.” So true. The four of us pressed on.

In conclusion, this was a superbly run contest: well planned, coordinated and safe. There were two landouts during the contest; both by the same pilot, who recognized that he was pushing too hard. This is a good time to point out that anybody can get a trophy—at a local trophy store; safety and fun are more important goals. Being a winner is great, but many of us just want to learn from each other, improve our skills, and have fun.

Brenell has crewed ten domestic contests for me. She does this out of love. And as a thank you, after returning to Denver, she got to buy whatever she wanted (\$\$). This was a fantastic soaring vacation.

Raul Boerner, DM



DM over the desert. Photo by Virginia Adams

CRASH BOX UPDATE

by John Thomas, KAP Safety Officer

While inspecting the crash boxes last month, **Diane** discovered that two were badly damaged in the recent hailstorm. Diane bought two new tubs and removed the contents of the north crash box in order to dry everything out.

To ensure we have coverage at all the most prominent areas on the airpark, she temporarily

removed the crash box in front of BFSS and put it at the north end windsock.

Once the contents of the north box have been dried she will replace them and then remove the contents from the south end crash box and dry those items out. The BFSS crash box will be temporarily used on the south end too.

All the fire extinguishers checked good for June.

Update 7/4: Diane has returned all crash boxes to full duty at all locations.

[Thank you, John and Diane, for all you do to keep these boxes in good shape! —Ed.]

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 CO15. If interested, contact [Gerald Peaslee](#).



PHOTOS



Previous owner John Gillis poses with current 1/2 owner Donald Hannon after Donald's first flight in PIK-20D, 2M. Photo by Raul Boerner



Jon Stark takes a flight in 182 with the newly fitted sport canopy! 7/2/23.

Photo by Brian Price



Oh, the Sun must have come out! Launch line 6/18/23. Photo by Wojtek Tomanek



Wojtek Tomanek and Roland Laning helping Kip McClain after Kip's landout at Perry Park on Memorial Day. Photo by Kip McClain



*Don't look up! Small funnel cloud forming just south of the field, 6/9/2023
Photo by Bill Gerblick*



A new sight at KAP – two 1-26s together on the field. Mike Kinder in Blue Jay awaits takeoff, while Alice Palmer in Sunbird waits her turn.



The main walkway took heavy damage from the June storms.



*DM's trained killer security dog at the Region 9s
Photo by Raul Boerner*



*Brenell tries out Cobra's new pop-up pergola.
Photo by Raul Boerner*



Airworthy's Northern Colorado Correspondent, Curt Cole, sent this picture of two bull snakes snuggled up on some boxes in the corner of the hangar at Owl Canyon



The new Lake Country. We've never seen the area around Kelly so green, with so much standing water. Photo by Stan Bissell



More pictures of the windows installed by Frank, Gary, and Chris



Julie and Mike Kinder fly together in 840. Photo by Stan Bissell



Bif running the convergence line south, 7/1/23



Mark Buist took this lovely picture of lenticulars from Grand Lake, 6/18/23.



Donald Hannon has a quick flight in 2M before weather threatens. 6/10/23



Clay Thomas awaits takeoff with 77 on final. 6/24/23



*An A&P's favorite tool: a claw hammer
Kip works on his ASW-20*



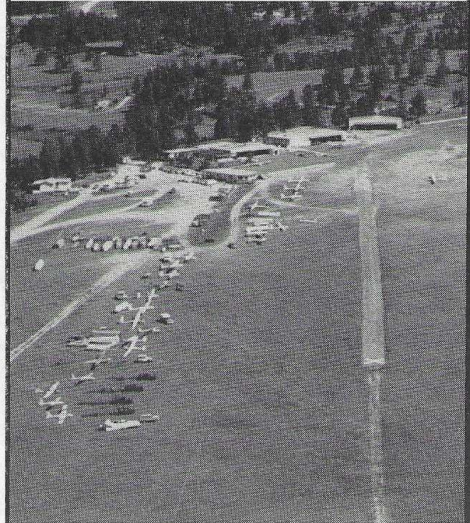
Isn't it time you gave



your family

a vacation

at **Black Forest?**



... the kind of vacation where you pick the style and tempo, in surroundings that offer enjoyment for all members of the family. At the field you'll find campgrounds, a theater, pilot lounge, bunk rooms with kitchen facilities, a book store and motel. All in a setting that's hard to surpass. You can hike, fish, backpack - and when you really run out of "things to do" you might want to take an exhilarating soaring flight in one of our fine flying machines, with the help of one of our fine instructors, if you so desire. It's not by coincidence that we might claim to be number one! Write or call us today.

WAVE FLIGHTS, INC.

9990 Gliderport Rd., Colorado Springs, CO 80908

(303) 495-4144

A Blast from the Past

Our Moriarty Correspondent, Ridge Moreland, came across this in an old Soaring magazine.