

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

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

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

FROM THE EDITOR

June is here and with it should come the beginning of our prime soaring season. The weather up to this point hasn't been very accommodating—very strong winds most of the time and not very soarable conditions. Mother Nature didn't give us a break for the 30th Anniversary party either—it seemed more like late winter than early spring. But just in time for Memorial Day weekend the weather has taken off and club members have had some great flights. Dave Leonard, Biff Huss, Clay Thomas, Rick Culbertson and others have had nice long flights in the last few weeks. Even the Russia has gotten into the act with a 120-mile flight.

To help things along, the club has purchased an inexpensive data recorder, a FlywithCE. Now there are no excuses not to work on those Silver and Gold badges! More information on the FlywithCE later in this issue.

On another note, sadly, the Limon Camp has been cancelled. There were just not enough sign ups to justify the effort, and in the end it made more sense to cancel it for now. But I'm not giving up on the idea!

Planning for the Downhill Dash is in the preliminary planning stages. Be sure to hold open some weekends in September.

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

June 5, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

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

July 3, 2018 6:30 – 8:30

Monument Library
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Monument, CO

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Colorado Soaring Association Flight Week

June 2nd – June 10th, 2018

Owl Canyon Gliderport

Contact: Dave Slinger

cell: 307-680-7537

Kelly Airpark Annual Breakfast Fly-In

July 14, 2018

@ CO15

Women Soaring Pilot Association Seminar

July 23 – 27, 2018

Truckee, CA

FLEET UPDATE

ASK-21 – No updates to report.

AC-4C Russia – New brake parts are in! Dave Rolley and others will be working on the ship at

Dave's place. Planned return to flying status is June 9. Thank you Dave and crew!

Also, a couple of members are working on the idea of installing a gear warning horn and constructing a tail dolly. More to follow on those projects.

2-33 – Still off the schedule while undergoing refurbishment. Alice has an update later in this issue.

PW-5 – No updates to report.

Blanik L-23— Doug Curry replaced the tail rubber shock mounts after a hard landing and tail slam. Fortunately, Doug had an extra set on hand. Be careful with the club assets! Blanik parts are rare and expensive. See note from Stan Bissell below.

FRIENDLY REMINDER

We still have potential for some late spring rains and muddy conditions. 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 June and early July:

Abbe, Joshua	6/2/2018
Anderson, Eddie	6/3/2018
Baker, Gary	6/9/2018
Beineke, Jacob	6/10/2018
Bohrer, Tim	6/16/2018
Clausen, Michael	6/17/2018
Culbertson, Rick	6/23/2018
Dalfollo-Daley, Stephen	6/24/2018
Dean, Val C.	6/30/2018
DeBacker, Frank	7/1/2018
Dunmall, Chris	7/7/2018
Fanning, David	7/8/2018

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. Be sure to add your name to the 'Line Volunteer' column on the Calendar.

NEW BOARD OF DIRECTORS

At the general member meeting on May 12th, new Board members were elected. Here is the new Board:

- President: Dave Leonard
- Secretary: Frank DeBacker
- Treasurer: Chris Dunmall
- At Large: Gary Baker, Ed Anderson, Ingo Kuenzel, Jerzy Szwagrzyk

Thank you to the new members stepping up, and to Dave and Gary who agreed to continue on the Board for another term. Many thanks to Dave Rolley, who is stepping down after his hard work serving as Secretary on the previous Board.



The new Board: (l to r) Gary, Ed, Dave, Chris, Ingo, and Frank. Not shown: Jerzy

NOTABLE FLIGHTS

Summer is almost here and cross country season is ramping up for us.

On Saturday, May 5th, Dave Leonard (ZL) flew his ASG-29 on the 'milk run' from KAP to Eagle's Nest near Taos and back for 390 miles. Bif Huss

(H7) flew a triangle from KAP to Buena Vista, Gardner and back for 301 miles. Sunday, Dave Leonard had nothing better to do and flew another 248 miles from KAP to Cuchara Pass to Canon City and back (with a little excursion to Calhan). Clay Thomas (VH) warmed up for the season with a 160-mile flight.



Looking northwest from Calhan in the Russia

WELCOME NEW MEMBERS!

Last month *Airworthy* noted that Becky and Julie Kinder were new mother/daughter members. Here's the promised photo. They are both well into their training with Stan.



Becky and Julie Kinder

Also this month we welcome Vitaliy Aksyonov to the fold. Vitaliy is from Ukraine. Welcome!



Vitaliy Aksyonov

Over Memorial Day weekend Dave fired off a 369-mile flight to Laramie and back on Saturday and on Sunday logged another 285-mile flight.

On May 24th, Mark Palmer flew 120 miles in the Russia. Taking Dave Rolley's cross country talk to heart, Mark flew KAP-Perry Park-Elbert-Calhan-Perry Park-Flying G and back. That created a lot of confidence in the Russia as a perfectly fine little cross country ship.

We're starting to rack up miles on the Online Contest (OLC)!

THANK YOU!

Larry Rose - A big thank you to former CSA member Larry Rose for the donation of a 1-hp air compressor. Larry is the former owner of a Grob CS, Charlie Six. He and his wife JJ were a big presence at the old Black Forest Gliderport. Now we have an air compressor in Hangar 3 for the shop area and for filling tires.

Doug Curry – Thanks for replacing the tailwheel rubber shock mounts in the Blanik. Continuing big thanks for his help and dedication in the 840 restoration project.

30th Anniversary Party by Mark Palmer

The long planned 30th Anniversary celebration weekend was May 19 – 20. There were a number of activities planned including Bronze Badge flights, but the weather didn't cooperate. Saturday's weather was cold, with low ceilings and wind. Although we didn't fly Saturday, we still managed to have a good time.

Dave Rolley gave an introduction to cross country soaring talk and focused on using software such as Glideplan to help plan your critical altitudes for reaching a turnpoint or returning to the airfield. Dave pointed out that you can make some great mini cross countries without going more than a few miles from the field.



Quay Snyder wrapped up the Saturday educational activities with an informative talk on physiology and cross country flying. Quay brought up a number of interesting points to

consider before you jump into the cockpit and go roaring off.



Thanks to Dave and Quay for stepping in with short notice to share their expertise!

Several people were introduced to the Mach 0.1 flight simulator, and there were tours of Hangar 3 and the progress on 840.



Member-in-exile and former club president Mark Johnson stopped by to help celebrate our 30th anniversary. Mark currently resides in Spokane, WA.

Saturday evening featured a barbeque with lots of food. Many thanks to Ingo Kuenzel who served as grill master. A fear of low turnout due to weather was overcome by about 30 club members and KAP homeowners who showed up to celebrate together.

It was good to see some old faces: former President Mark Johnson was in town as well as Jon Walker, son of the late and legendary Jim Walker of 1-26 fame. Joe Berger, another former BFSS pres and his wife Georgia were also there, along with former longtime member Hans Arnold and wife Marilyn.



Sunday's weather was only slightly better. Andy Gerner got his Flight Review from Quay Snyder in Andy's Fox. Brandon Kolk got in a couple of rides in the ASK, as did Jacob Beineke. All of them managed to stay up for a bit despite the low ceilings and weak conditions.

Thank you Brandon Kolk for organizing such a great event! Unfortunately, Brandon wasn't able to attend the party due to a prior commitment, but we all appreciated his planning for such a fun event.

LIMON CAMP by Mark Palmer

The Limon Camp has been cancelled for now. Lack of sign ups made the economics of holding it impracticable. In addition, several members who expressed strong interest were unable to make the scheduled dates. Thanks to all who initially signed up and gave their support.

I haven't given up on the idea of holding a camp. I'm going to regroup and look at fall opportunities and also dates for next year. We'll get something going yet.

Perhaps with the club's current size, we're just too small to hold a camp on our own. One option is to work with High Flights and CSA on some sort of joint camp.

CSA FLIGHT WEEK

Even though Limon is cancelled, there are other local events going on. Dave Slinger from CSA sent me a reminder: "With the cancellation of the Limon Camp, I would like to reiterate our invitation to the CSA camp! We are starting off on June 2nd by flying Tuskegee Airmen kids in the morning. In the afternoon we hope to have the leader do a little presentation about their group, then a cookout about 5:00. We have winching on the 3rd and a towplane available the rest of the week. We would like to encourage any of your club to come and participate. We would like to encourage you to bring a glider, and instruction is welcome also.



And there was cake!



We cannot offer nonmembers instruction or rental in our gliders but do not want that to discourage you in any way.

Hope to see some of you at Owl Canyon June 2 – 8!”

To contact Dave at CSA, see the info in the Calendar section.

FLIGHT RECORDER NOW AVAILABLE TO CLUB MEMBERS

‘A long time ago’ we used good old Winter barographs to record badge and record flights. Nothing like smoking aluminum foil with burning camphor fumes to start your day. Then after the flight, your observer had to fix the trace with clear sealant, then carefully stretch it out on a board and THEN carefully use calipers to compare the trace with the calibration trace....



Well, we’ve entered the 21st Century. The club now has a FlywithCE flight recorder. This little thumb-drive-sized device is good for Silver and Gold badges and OLC flights.



The recorder is in the battery room on the battery top shelf. Because it’s so small and so easy to put in a pocket and forget about it,

we’re instituting a system where you leave your car keys where the recorder is and then get them back when you put the recorder back. Simple enough.



The instruction manual is on the desktop of the computer in the instructors office. The interface is a little non-intuitive, so ask Mark if you have any questions.

Basically, you need to turn on the recorder before your flight and put it in your pocket or attach it to the instrument panel. The flashing blue light indicates it has a GPS signal. Once your flight has finished and you’ve landed, turn it off and bring it to the office. Using the Logbook software, you then download your flight and it gets ‘signed’ and becomes official. Then upload it to the SSA for a badge or to the OLC and you’re done. Sweet! (Your editor did this on the Russia flight of 5/24/18.)

NOTE ON BLANIK ARRIVALS by Stan Bissell

Doug Curry’s email warning about hard landing the Blanik is very timely and should cause all L-23 operators to consider what might be damaging the tailwheel mount. While it might be easy to blame tailwheel-first hard landings, I think another more likely cause of constant abuse is braking so hard that the nose hits the runway.

While hard braking should be avoided in any case because of the wear and tear on the tire

and brake system, the L-23 is unique in how hard braking will cause the nose to slam down on the runway. While this does obvious damage to the nose skid, what we don't recognize is the damage caused next when the glider rocks back and slams onto its tail.

I believe every L-23 pilot has had this happen to him at least once and has laughed it off. But the cumulative damage is something we have to consider. The solution is as obvious as it is simple. Plan your stop to include a slow deceleration, and if you misjudged your speed, allow the overshoot and save the aircraft.

DRIVING THE GOLF CART

Master of the Universe, Steve Johnson, just finished upgrading the solenoid and repairing our primary golf cart. Steve recommends that to get the best performance, accelerate smoothly at the start and keep the cart moving. Otherwise, the system tends to overheat and may burn wires.

SHIPS FOR SALE

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

N65840 TANKER 2-33 REFURB by Alice Palmer

Over the last month we have seen some exciting progress on 840. Under Doug Curry's expert guidance and his devotion of many hours of his time, we finished cleaning the fuselage and other parts and sprayed a two-part epoxy primer on everything. This tough base coat will help ensure that 840 lives another 44 years.



Gary, Raul, and Alice complete final prepping before the primer goes on



Mark strips the old paint from the seat back, with assistance from Gary



Doug's invaluable fuselage stands allow complete fuselage rotation



Ed cleans up parts



Buddy supervises



Doug sprays primer while Alice tries to look useful

The primer dries to the touch in a few hours but needs days of warm weather to fully cure. That gave us time to finish work on some of the smaller parts and to begin to put the control assemblies back together. At press time, Doug

has the elevator controls in and test fitted, and has started to install rudder pedals and cables.

840 has new hardware going back in, as well as all new control cables from K&L Soaring. K&L is owned and operated by Les and Kyle Schweizer, who have both patiently answered a number of our questions during this project. Thanks guys! We will probably have more questions before we're through.



Gary and Raul—fine European craftsmanship!



Raul invested lots of elbow grease cleaning up the rusty canopy frame before priming

The nose cone continues to be a group effort. We are fortunate to have Kyle's composite expertise for crack repairs. If you remember what the nose looked like before the project started, the difference is going to be night and day!

Kyle also creatively solved the problem of moving the—somewhat fragile—nose cone around. A big wheelbarrow with a cushion in the bottom allows us to cart it around and

provides a makeshift work stand. It's good to have young brains on the project!



Kyle grinds a repair on the nose cone



Alice (finally!) removes the last of the old gray paint from the inside of the nose cone

After the critical assemblies are reinstalled, we'll be ready for the really fun part. The hard work will pay off as we begin to install the new fabric using the PolyFiber process.



Elevator controls going back in

Many thanks to the dedicated team members who are making this happen:

Doug Curry
Raul Boerner
Gary Baker
Mark Palmer
Kyle Kendall
Ed Anderson (and Buddy)

I should also note that some of our team members have been playing hurt, and they still show up every week. Among us we've had two bad backs, a sore knee, and a cranky shoulder, but you can't tell from all the hard work. Thanks team!



'Well, you can do anything but stay off of my blue tape shoes'

WHAT A TOW PILOT WANTS TO HEAR BESIDES "NICE TOW"

When you've been staged on the runway and the towplane is hooking up, the towpilots would like the following information:

Tail number
Pilot
Tow speed
Altitude/location

So a typical call would be:

"76 Sierra, 87 Echo, pilot is David Jones, 60 knots, northwest of the field about 9000 feet."

MORE TOWPILOT RECOGNITION



Chief Towpilot Bill Gerblick



Brandon Kolk gives a ride to Dean Forney on Sunday, May 20. Dean, from Texas, passed through on the way to deliver his Libelle 301 to his son in Spokane. Brandon and Dean managed a couple of short flights despite the low ceilings.



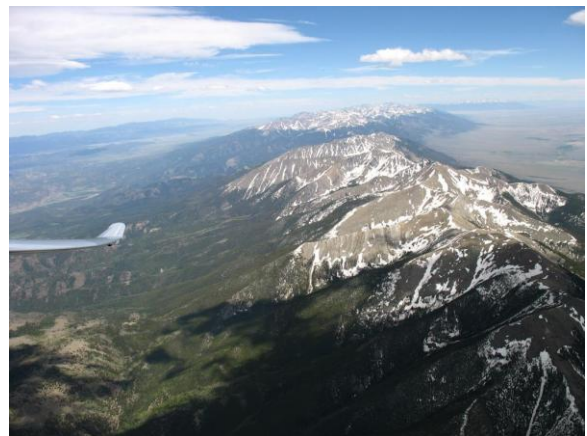
Another Club member-in-exile, Kevin Shaw, stopped by KAP on May 5th to say hi. Kevin took this photo of Dave Rolley (FD) ready to launch.



'If I get the Russia out now, can I get in 200K and be home in time for dinner?'



Some people water grass, but Brian Price is watering his 1-36.



Clay Thomas (VH) over Salida looking south towards the Sangre de Christos