

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



Volume 32 Number 6

June 2020

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

June is here and with it, longer days and better, more consistent soaring conditions. The club is slowly waking from its enforced slumber. There should be dancing in the streets, as Martha and the Vandellas used to sing!

The long-winged boys, **Bif, Dave, Rick, and Clay**, have been getting in some good flights. Bif has ranged as far west as Gunnison, Dave down towards the Great Sand Dunes, Rick east to Limon and Clay up to Mt. Evans. Let's keep adding miles so we catch the Moriarty and Boulder folks.

The last couple of weeks we've been pretty busy on the weekends at the club. I've been encouraged by everyone following the recommendations on wearing masks. The only trouble is sometimes identifying who is behind the mask. Time to break out the "Hello, my name is" stickers. Keep up the good work everyone.

Earlier this year I proposed to the Board a Safety Officer position and a Safety Committee. The Board agreed, and now I have been appointed to lead it (see article below). While I have some things in mind, I'm going to consult with the Safety Committee and talk about areas of concern. If you, as a club member, have any ideas to contribute on the subject of club safety, let me know.

Mark Palmer, Editor



*Clay Thomas in VH, heading to Longs Peak.  
May 22, 2020*

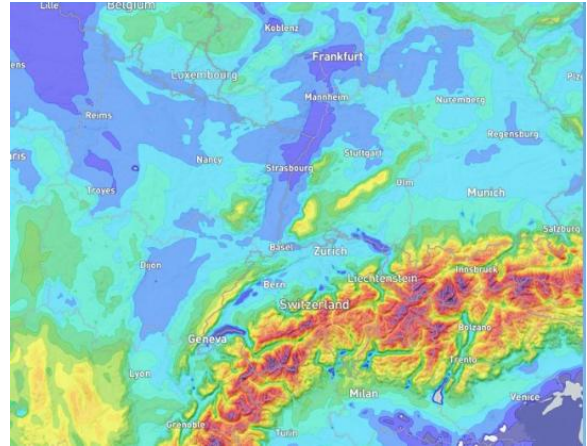
## PRESIDENT'S MESSAGE by Bif Huss

The cumulus and convergence lines have returned to Colorado and the season has begun in full swing. Even though we're still operating under the Governor's "Safer at Home" policy, we're seeing a fair amount of activity at BFSS. I've been very impressed with how our members have been flying but still maintaining social distancing. We've already had several 500K-plus XC flights and are also seeing a return to instructional flying thanks to our dedicated instructors. Additionally, we've eased the restrictions to using the clubhouse. BFSS policy now is to allow up to 10 people at a time in the clubhouse as long as proper social distancing procedures are followed.

May saw the club hold its first Annual Meeting using Zoom via the internet. Many felt that holding the meeting via Zoom was a great success. We certainly had great participation from members and the Zoom format allowed members to attend the meeting from wherever they happened to be at the time. This may be a format to consider for BFSS meetings in the future.

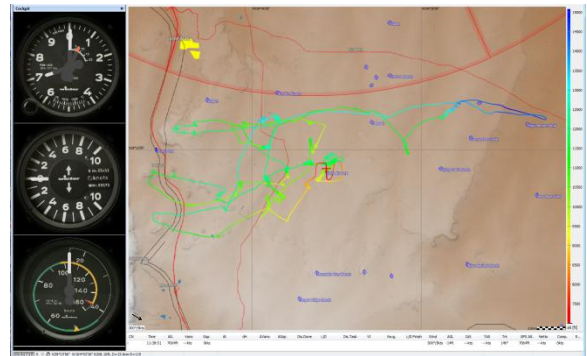
One of the outcomes of the Annual Meeting was the selection of four new BFSS Board members. It was very encouraging to have eight members run for a position on the Board. From those eight, **John Gillis**, **John Mann**, **Becky Kinder**, and **Brandon Kolk** were elected to two-year terms. I think we have an outstanding group to give guidance to the club during the next year and I look forward to working with them. I'd also like to thank outgoing Board members **Ed Anderson**, **Dave Leonard**, and **Frank DeBacker** for their outstanding service and dedication during their terms on the BOD.

With the start of the soaring season, two new software additions have been made to the clubhouse computer. These are SkySight and SeeYou. SkySight is a state-of-the-art soaring weather forecasting tool. It not only has the ability to forecast daily soaring conditions, but can look ahead five days with reasonable accuracy. It's a great tool to help you plan your soaring for the upcoming week. Additionally, it's excellent at predicting convergence and wave. There is an excellent webinar presented by the creator of SkySight posted on the SSA site which gives a great tutorial on how to use SkySight. I highly recommend you look the SSA webinar to take advantage of this great new tool we have at the club.



*SkySight, from the Product [website](#)*

SeeYou is the premier soaring flight analysis tool. If you have the ability to generate an .igc file from your flight, or just want to plan a flight, SeeYou can provide you with very sophisticated analysis tools to plan and review the flight. Our ASK-21, which is expected to return to the fleet at the beginning of June, will have ClearNav flight computers installed, which produce .igc files that can be analyzed with SeeYou. I will be giving hands-on demonstrations on how to use both programs over the next few weeks, which I will announce via email.



*Vitaliy's Recent Flight on SeeYou*

Hopefully by my next update, life will have started to return to a semblance of normalcy. Nevertheless, we are flying here at BFSS. I hope to see you (from 6 feet away) at the club soon!

Bif

## CALENDAR

### Board of Directors Meetings

**June 9, 2020 6:30 – 8:45**

Via Zoom

**July 14, 2020 6:30 – 8:45**

Via Zoom

**BFSS Saturday Potluck Barbeque (after flying)  
Will begin as soon as meeting restrictions  
allow**

### CSA GLIDER CAMP WEEK

**June 22 – 26, 2020 NEW DATE!**

Owl Canyon Gliderport, Colorado

Contact Mark Palmer if you are interested.

### Downhill Dash

**Summer, 2020**

## FLEET UPDATE

**ASK-21** – Should be back in Colorado by mid June

**2-33** – Work continues. See Alice's report.

**AC-4C Russia** – Back on the line! New increased gross weight. See note below.

**PW-5** – Nothing to report

**Blanik L-23** – Broken transponder antenna fixed. Flat tired fixed.

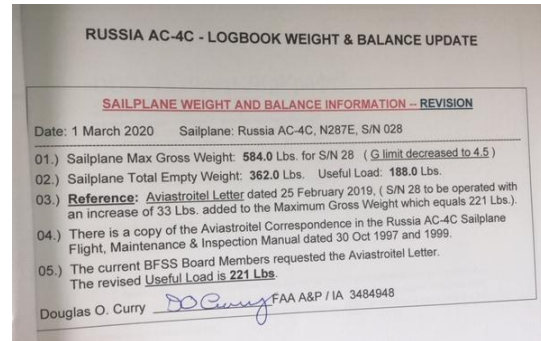
**Pawnee** – Annual inspection completed.

## RUSSIA GROSS WEIGHT INCREASE

At the May 1st special BFSS BOD meeting, the BOD approved operating the Russia at an increased gross weight from 551 lbs. to 584 lbs. as approved by the Russia's manufacturer.

Our Russia, S/N 028 is a one-of-a-kind aircraft. We are allowed to operate at the increased gross weight of S/Ns 29 and higher, but have to adhere to the g limits, 4.5gs, of the earlier models if we do so.

The following placard had been placed in the Russia cockpit:



Special thanks to **Vitaliy Aksyonov, Doug Curry, John Mann, Alice Palmer, Dave Rolley, Raul Boerner**, and all the others that were instrumental in making this happen!

Bif

### FRIENDLY REMINDER

Thunderstorm season is here and with it, the potential for wet grass. 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

by **Joshua Abbe**

Consider the GOD list clear and null through at least June, after which I will re-start the GOD (Ground Operations Director) schedule in alphabetical order.

If you wish to go flying, please verify that there is a towpilot available and operations will commence (following social distancing guidelines). From there, if you wish to fly, please be willing to volunteer GOD responsibilities, either before or after your flight date or time. We will encourage all flying members to place themselves on the schedule (both to fly and GOD), and coordinate amongst yourselves tit-for-tat flight operations. For example, if you wish to fly on Saturday, please be willing to be GOD on Sunday. Or if you are

flying in the morning, please serve as GOD for afternoon operations. If you are currently scheduled as GOD and you still wish to volunteer (independent of flying), you are, of course, welcome to do so.

Again, please place yourself on the schedule to fly and to fill in as GOD.

If you have any questions, please let me know. Most importantly, please put your health first when considering flying or volunteering at the club. Again, all currently scheduled GODs are non-mandatory.

## ACCOMPLISHMENTS

**Donald Hannon** – C Badge

**Vitaliy Aksyonov** – Commercial Pilot rating!



*DPE Quay Snyder congratulates new Commercial Pilot Vitaliy Askyonov.*

OR...



*Covidly correct version*

## THANK YOU!

**Doug Curry** – For Pawnee annual inspection, repairing the Blanik flat, working on 840, mowing, and repairing the tractors

**Bill Gerblich** – For assisting Doug with the Pawnee annual

**Bif Huss** – For installing and setting up SkySight and SeeYou on the club computer and for giving a tutorial on SkySight

**John Gillis** – For lending the **Palmers** tools and materials for work on their trailer

Thank you to the **OLD BOARD** members and **CONTINUING BOARD** members!

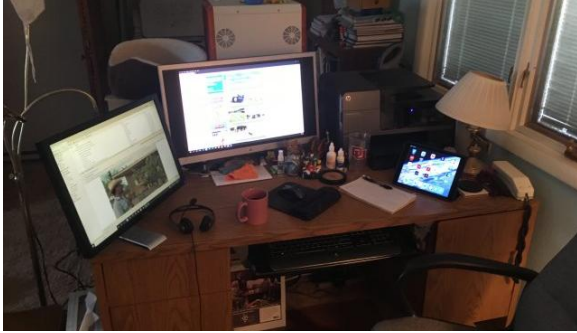
Welcome to the **NEW BOARD** members!

**Quay Snyder, Vitaliy Aksyonov, Gary Baker, Alice Palmer** and the **patience of landing aircraft** – For the long, slow tow of the Blanik with a blown tire from the north end of the field to Doug's hangar. Quay, Vitaliy, and Gary had to lift the Blanik onto the dolly multiple times, using their strong backs.



*Gary Baker, Quay Snyder, and Vitaliy Aksyonov carry the Blanik on their backs after a blown tire. Photo by Alice Palmer*

**Dave Rolley** – For all the educational XC soaring seminars this winter and spring; and for organizing annual inspection day for private owners



*Mission Control: Dave Rolley's desk when conducting his cross country webinars (Arthur the cat not shown)*

## RETRIEVE ASSISTANCE

Special thanks go to **Mel** and **Desna Dahlberg**, who assisted with the retrieve of **John Gillis**. Mel was conveniently fixing fences nearby and had the tools to lower the barbed wire to enable us to get glider parts out of the field John chose. The Dahlbergs own the airfield we've identified in the past as Greenland, and which we have now dubbed **Dahlberg Field**. The Dahlbergs invite us to drop in anytime!



*Desna and Mel Dahlberg with the pilot of 2Mike*

## AIRFIELDS UPDATE

The April issue article on landout sites brought some additional information from our neighbor **Dave Allen** and from High Flights member **Jim Densmore**.

The **Stewart** strip is owned by **Ryan Stewart**.

**Aero Bear** is owned by **Bob** and **Trish Bozell**, both retired Continental folks and former KAP residents.

Thanks, Dave and Jim, for the updates.

## NEW CLUB BOARD!

At our virtual membership meeting on May 19<sup>th</sup>, new members were elected to the Board to replace outgoing members **Dave Leonard**, **Frank DeBaker**, and **Ed Anderson**. We had 8 candidates for the 4 positions!

Our new Board members are:

**Bif Huss** – President  
**Gary Baker** – Vice President  
**Chris Dunmall** – Treasurer  
**John Gillis** – Secretary  
**John Mann** – Maintenance  
**Becky Kinder** – Building and Grounds  
**Brandon Kolk** – Membership/Building and Grounds

Becky and Brandon will co-chair the Building and Grounds Committee.

Congratulations everyone, and thank you for serving BFSS!

## THE LAWN DART FLIGHT by John Gillis

The day dawned with an optimistic forecast. The websites agreed. It would be a surfs-up day. Buzz around the club was, how far could we go?

For some reason, I hooked my trailer up to my vehicle and attached all the lights and chains. Ready for a retrieve. Never done that. I didn't really think I needed to but wanted to get in the practice. Sometimes I think there's someone giving me suggestions that I really don't realize.

We staged at the launch point. The day was not developing as forecast. Every pilot was eager to let the next guy go ahead. Finally, it was my time to go. I mounted my steed and prepped

for the day. This was my second flight with my new vario and nav computer and had programmed a fairly aggressive task into it. I had decided to also include my ADS-B receiver and display iPhone for traffic. See and be seen.



Fully equipped (perhaps over equipped), the tow line was attached and we launched. Immediately the radio had noise. Not what I had experienced before, but it was very distracting. I had the nav computer and ADS-B receiver attached to a USB charger. These can be very noisy on the radio. During the tow, I was convinced someone or myself had a hot mike. First issue. I took a high tow to make sure I had time to figure out the day. Popped off 3500 feet AGL. Turned the radio down. Didn't need that distraction.

I immediately found lift and joined two previous launchers in a nice thermal to 12,500 feet MSL. Time to stretch my legs, start the task. The forecast looked good to head west and get over tiger country. I flipped the stick toggle to cruise and was presented with a speed to fly that seemed aggressive, but ok. Who am I to disagree? I took the heading and speed and I was off to the races.

Radio was still an issue, and I just turned it down. I was charging west at 65 knots and the Netto was showing zero. I think that's good. Not sure if it actually is, but hey, anything not negative is good right? Is this the first trap? Technical confidence without practical confidence?

I quickly found myself out about 6 miles from the field and had lost 2000 feet. The radio noise, combined with information overload and a dose of inexperience put me where I was.

The computer was telling me I wouldn't make it back. Final glide was 200 feet low. I'm in sink. I was in a big blue hole between Kelly and Perry Park.

The Five Stages of Grief set in:

**Denial** – This clearly is not correct. I must be misreading my intel. How could this happen?

**Anger** – Why did I let this happen! Are you a complete idiot? Heart rate is high. Anxiety through the canopy.

**Bargaining** – If only I could connect with that little forming cloud, all will be well.

**Depression** – This is not good. I'm going to disappoint everyone and destroy my plane. I'm a moron.

**Acceptance** – This is not working. I'm circling and not getting enough. Training kicks in. Anxiety subsides. Time to get to work. Call to CTAF, 2M is landing out. Get acknowledgement from the towpilot. Focus. Land this craft.

Choose a landing site. I have 1000 feet AGL and almost zero sink. Scratching, scratching, scratching. Survey, survey, survey. Major power lines at the south end, a field with what looks like irrigation ditches to the east. Another to the west without.

That's it, landing site chosen. Committed. Wind was out the south so I will land that way. Looks uphill. Good. There's a road with a barbed wire fence along the east side. Scan for another fence, no. Posts, no, but large thistle stalks. No cattle or horses. But those big power lines at the end. Gotta stop before them or go under. I was able to do about 5 orbits of the field to survey. I have enough time to consider

minimizing effort to retrieve. Is there a gate? How close to road/fence do I get? No more time. I'm on downwind. Checklist, gear down. Spoilers work. Flaps set for landing. Extend the downwind. Another call to air support. Want a lot of float to slow my touchdown. Final, pitch for normal approach, full flaps. Spoilers to get me down quick. Before touchdown, spoilers in, flare to bleed speed. Touchdown just above stall. Bounced off a cow pie or two, which bumped my head against the canopy. Full brake. Tail comes up. OK, just get it stopped.

Silence. The wing settles down. I key the mike. 2M is down and OK. Tow pilot acknowledges.



*2Mike at Pasture*

Deplane. Belts off. Parachute off. I press the OK on the SPOT. Cellphone located. Good signal. I call the wife. I've landed out. "ALREADY?!" Yes.

I grab the handheld radio and key the CTAF. I've landed out. Need some help. Call Alice was the response. A phone number relayed. Two sailplanes orbiting above, one being Alice's husband, relay my location. I feel good. They know where I am.

The rescue was instigated. I called my wife and said go to the club and get Alice. The trailer was already hooked up. Just need someone to get it to me. My intrepid instructor was also providing close air support above me, said, "Take Donald." He is a student pilot and could really use a retrieve in his quiver. *[Gary Baker also joined the retrieve effort.]*

Where are you? I texted my location via Google Maps to both Alice and my wife.

I get my snacks and water out. Start walking the fence line to figure out the best extraction. A car comes by asking if I'm OK. Yup. I have both ground and air support and thanks for your concern. I landed about 50 yards from the fence and about 500 yards from nearest gate. The cattle from the field to the east start congregating against the fence. I guess I'm the entertainment for the day.

Another truck pulls up (**Mel Dahlberg**). He's the rancher from the parcel just south my location. Repairing fences of all things. I ask, do you think we could just drop this fence here, let me roll the plane out and put it back up? Oh hell yes. He grabs his tools and proceeds to take off the clips holding the barbed wire fence to the T-post. I say to myself, I have those tools, just not in my trailer.



*The Dahlbergs assist 2Mike and Crew*

30 minutes later, my ground crew shows up with my trailer. We pull the wings off 2M and put them in the trailer, then roll the fuselage over the fence. Mel reattaches the barbed wire with the clips, no harm no foul. We were out of there within 45 minutes.

#### **Debrief:**

I feel it was a very positive experience. I did an unplanned landout with the best possible outcome. The camaraderie of the club is outstanding. They stepped up without pause to help. I also learned you can land these ships in

fields without damage if you do the right things and have a little luck. This is a huge confidence builder.



*Smooth Retrieve with Help*

**What I did right:**

Hooked up my trailer, even though I didn't expect to land out. It didn't take much more time. I always leave the keys to my car on the seat when I go flying, just in case I need someone to come get me.

I had water/food/coms to deal with the retrieval. When I realized I was going to land out, I focused on bringing the plane down with as little damage as possible to myself, my aircraft, and my landing site. In that order.

**What I did wrong:**

I got saturated with new gadgets and lost situational awareness. This is the root cause to my landout. Basics.

**What to work on:**

Train all those we depend on how to use the tools we use. I have a smart phone. I have a SPOT tracker. I have a handheld radio. All of these are valuable.

Have the tools in the trailer to execute a proper extraction. Bolt cutters, locks to replace cut links, barbed wire fence tools. A multitool to take apart a gate. An 8-foot 2x4 to stabilize the fuselage when you pull off the wings.

## CLUB SAFETY OFFICER by Mark Palmer

The Board has created a Safety Officer (SO) position along with a Safety Committee. I've been appointed the initial SO.

Why a Safety Officer? One reason is the letter of concern recently sent out by the Soaring Safety Foundation. Despite the near halt of soaring operations in the first quarter of this year, insurance claims are up over 30% over the same time last year. There have already been glider pilot and tow pilot fatalities. The climb in the accident rate threatens the SSA group insurance and our community as a whole.

BFSS has been very successful at avoiding accidents and insurance claims. Despite our good record, we as a club should be on guard for complacency.

The Safety Officer will work with the Chief CFI, Chief Tow Pilot, Ops and Maintenance Officers (the Safety Committee) and the club glider pilots and towpilots to help develop procedures and to build an even stronger safety culture in the club.

If you have any input for the SO and the Safety Committee, let us know. All input is valuable. Remember safety starts from the bottom up; every club member from the earliest student pilot to the highest time pilot has the right to stop any operation and question its safety.

There will be more to come in the weeks and months ahead. In the meantime, be careful and think safety!

**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!"



## N65840 TANKER 2-33 REFURB by Alice Palmer

Now that the weather is warming up, some work has begun again on 840. **Doug** has begun to sand the nose to smooth it in preparation for another coat of paint on the fuselage. **Raul** and I have been working on sanding and smoothing the last of the interior panels this month.



*Panel Work*



We are looking forward to getting back to work to get our old bird flying. Volunteers are ready to help Doug when needed. We hope to have more to report next month. In the meantime, thank you to these folks who put in time this month on the ship:

Doug Curry  
Raul Boerner

## 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



**FOR SALE:** ASW-27b

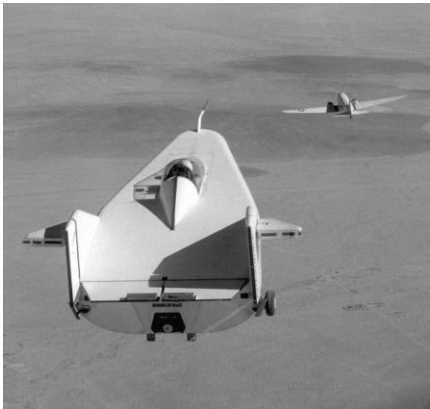
Competition and XC ready. 2002 ASW-27B for sale, 830 hour TT. Very pleasant handling high-performance 15m ship. Glider is located at Kelly Airpark. If interested please contact **Nikola Gradinski**.





Raul reminds us....

PHOTOS



Always keep the towplane in sight. Photo NASA.



Rare photo of Dave Leonard landing before 6:00 pm.



Doug Houston and his New "Oxygen" Mask



Bill Gerblich explains new social distancing rules to Dave Leonard. Photo by Clay Thomas.



Clay Thomas and VH over Idaho Springs 5/22/20



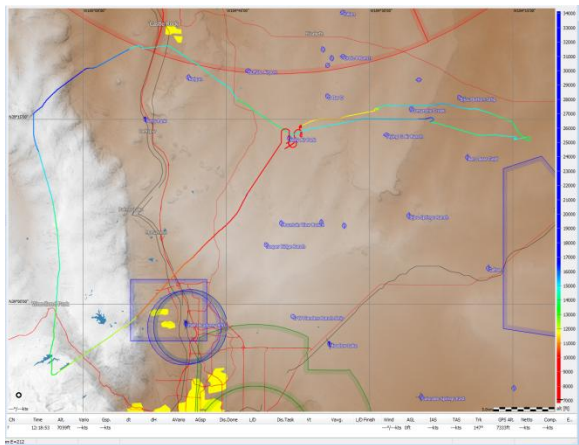
*Vitaliy in 7Echo, 5/3/2020*



*Andy makes a short-field landing in the Fox.*



*7Echo over Perry Park, 5/3/2020  
Photo by Vitaliy Aksyonov*



*Raul's Fantastic May Day Flight*



More Comments about the BFGP Labor Day Picture— Curt Cole from Colorado Soaring Association sent the following note: “Two or three rows back is the Northern Colorado Soaring Society 2-33, with me [Curt] and either Dave Kinsell, Rich Carr, or Phil Mlsna, depending on which day. I remember rat racing with GoFast out to Calhan and back; I was front seat, cranking and banking. Phil was in back, getting VERY sick due to my flying. Did you know that the back door of a 2-33 is a VERY effective airbrake? We'd have won the day, except took roll time rather than running through the gate.”