

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop

Elbert, CO 80102

Volume 30 Number 3

March 2018

FROM THE EDITOR

I apologize for the tardiness of this issue. Alice and I just got back from the SSA Convention in Reno, NV. We had a great time. We saw lots of old friends and made new ones. We had a small turnout of BFSS members – Dave Rolley, Gerald Peaslee, and Bif Huss in addition to ourselves. *Airworthy* will have pictures and notes from the convention next month.

On another note, BFSS now has a new *organizational* Facebook page. This external page is intended to make our club more visible in the soaring community and to those who have an interest in soaring. We created this page in keeping with one of the recommendations from the SSA visit last October. The direct link to the page is: <https://www.facebook.com/soarbfss.org/>. In the few weeks it's been up, it has generated lots of 'likes' and lots of followers.

This page is not to be confused with our *group* page, <https://www.facebook.com/groups/222311561470844/>, which has a restricted membership and is just for things happening that are of interest to our club. Check it out.

Mark

CALENDAR

Board of Directors Meetings

April 3rd, 2018 6:30 – 8:30

Monument Library

1706 Lake Woodmoor Dr.

Monument, CO

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

May 1st, 2018 6:30 – 8:30

Monument Library

1706 Lake Woodmoor Dr.

Monument, CO

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

BFSS 30th Anniversary Celebration

May 19-20, 2018 (more info to come)

Colorado Soaring Association Flight Week

June 2nd – June 10th, 2018

Owl Canyon Gliderport

(more info to come)

Limon Camp

July 12 – 15, 2018

Limon, CO

Contact: [Mark Palmer](#)

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 – The gas strut on the rear canopy has been replaced. Big thanks to Raul Boerner for obtaining and installing the new strut, with help from John Mann who held up the canopy during the install. Also thanks to John Gillis who provided last-minute assistance with specialized tools.

2-33 – 840 is scheduled to be taken off flying status on April 1st for the fuselage recover project. The estimate is at least 2 to 3 months down time. Thank you to Ian Wayman, who has offered his beautifully restored 2-22 as a substitute while 840 is grounded. Arrangements are underway to get his ship on leaseback soon.

AC-4C – The parts for the new brake have been ordered.

PW-5 - Ed Anderson is leasing his PW-5 to the club. We expect the paperwork to be completed soon and the estimated day it will be available to schedule is April 1st. Raul is working on checkout materials.

FRIENDLY REMINDER

Mud season is coming! Heavy spring snows and rain will make the grass portions of the field very muddy. 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 March and early April:

| | |
|-------------------|-----------|
| Leonard, Dave | 3/10/2018 |
| Dunmall, Chris | 3/11/2017 |
| Fanning, David | 3/17/2018 |
| Ferrara, Benjamin | 3/18/2017 |
| Gerner, Andre J | 3/24/2018 |
| Gillis, John | 3/25/2017 |
| Hallam, Grace | 3/31/2018 |
| Johnson, Stephen | 4/1/2017 |
| Kolk, Brandon | 4/7/2018 |
| Palmer, Alice | 4/8/2017 |

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.

WARNING! DON'T BE ON THE NO-FLY LIST!

Club rules mandate that all active members take the KAP/BFSS Ops Knowledge test every year. Failure to do so will result in you being placed on the no-fly/no-tow list. The test is on the club website. The cutoff for completion is **SATURDAY MARCH 31ST**! Do it now, do it today!

You must score 100% on the test to pass. After taking the test, send an email to [Dave Leonard](#) so he can score it. You will receive your results, which include the correct answers to any missed questions. If you scored less than 100% on the first try, retake the test to achieve 100%.

CHANGE OF COMMAND

Quay Snyder is stepping down from the Chief Flight Instructor position. Raul Boerner is assuming that responsibility. Congratulations Raul! And thank you Quay for all your hard work and contributions over the years as Chief CFI!

From Quay: "It has been a privilege serving as the Chief Flight instructor for the last 17 years. I have enjoyed it and fully intend to participate at the level I have been. My increasing travel schedule is not allowing me to commit the time I would like to the full spectrum of Chief CFI responsibilities and to improve the learning opportunities for our club members. With Raul as the Chief CFI, the BFSS will be taking a huge step forward in enhancing the leadership of our wonderful instructor cadre."

Quay will continue as the club Standards and Evaluation pilot and Safety Officer. Quay will still be available as an instructor. He will also be contributing safety articles for *Airworthy*.

ACCOMPLISHMENTS

This beautiful winter day, with 53 degrees of perfect, belongs to **Jeff Sherrard**. He passed his Private Glider Pilot Practical Test. Jeff is a goal-oriented person who chose this month as his

checkride deadline; he worked diligently to make that happen. The Black Forest Soaring Society is pleased to have another soaring enthusiast. Jeff is already talking about cross-country training. February 3, 2018: The day Jeff Sherrard cut the strings that bind one to the ground. *(Contributed by Raul Boerner)*



Left to right: DPE Quay Snyder, Happy Face Jeff Sherrard, and CFI Raul Boerner

BFSS WINTER PARTY

The evening of February 10th was not the most clement of evenings, but despite the weather about 25 members attended the Winter Party at The Villa in Palmer Lake.

The food was fantastic and plentiful – in fact everyone was sent home with a doggie bag of great eats!

After the main dinner, Raul Boerner hosted the 2017 awards (see article below). Raul then finished off the evening with a wonderful solo concert.

Thank you Ingo Kuenzel and Gary Baker for putting together a great evening!



2017 AWARD WINNERS

With the Winter Party the club also brought back the annual awards. Those awards have languished a bit in the last few years, but we're happy to report they're back. The full set of awards has been split up so that a few will be awarded in the winter and others at the end of the soaring season.

Here are the two award recipients for 2017:

The **Robert Knapp Service Award** for outstanding club service goes to **Steve Johnson**.



Steve Johnson

Thank you for your service, Steve! So much of the improvements in the facilities the last year are Steve's doing.

The **Steve Willey Student of the Year** goes to **Brandon Kolk**.

Congratulations Brandon!



Brandon Kolk

LIMON CAMP by Mark Palmer

The Limon Camp now has firm dates, **July 12 – 15, 2018**. We have a tow pilot lined up. If there is enough interest and enough club gliders want to go, we may take the Pawnee also. The city elders at Limon have been contacted and they are excited about our visit.

The focus on the camp is going to be SSA badges and cross country. Dave Rolley is working up some Silver and Gold distance flights for us. Limon offers the opportunity to grab much, if not all, of a Silver Badge. And if you release low enough, it's possible, in theory, to get Gold altitude.

What I need from club members is an idea of how many are planning to attend. Please let me know if you're intending to come, or even considering it. I'd like to start getting an idea of how many to plan for. We also need to determine which club ships might go. Ideally, both the Russia and PW-5 would go, and perhaps one of the two-place ships.

I will be meeting with the Limon Airport Manager next month to scope out where we can park, set up, and where we might be able to camp.

There will be a basic cost for the camp that has yet to be determined. The base cost will cover ferry fees and lodging for the tow pilot. You'll also then pay for your own tows and glider use, if you fly a club ship.

There's a lot to be done to make this camp a success. If you would like to volunteer to help with the preparations, let me know.

More information is coming. Expect lots of email blasts in the near future. In the meantime, let me know if I can put you on the list!

WELCOME NEW MEMBERS!

We welcome three new members this month. First is **Henry Paluch**. Henry is a Family member, joining his brother **Zach**.



Henry Paluch

New member **Joshua Abbe** has moved to Colorado from Virginia and has some soaring experience already. He's ready to continue working on his certification and has begun flying with Ingo.



Joshua Abbe

Another new member is **Adrian Cookson** from the Denver area. Adrian is 14 and about to start flight training. We hope to have a picture of Adrian next month.

Welcome to all of you!

STUDENT SOLO REMINDER by Raul Boerner

If you are a solo student, club rules, insurance requirements, and FARs require a supervising instructor. Make arrangements for a CFI willing to volunteer to supervise your solo. Do not assume that one will be around and able to supervise. In addition, the FARs require a written test prior to solo flight; do not be surprised if a CFI asks to either see your test or asks you questions about it. To be legal to solo, you must show the following to the supervising CFI:

- 1) Student Pilot Certificate
- 2) Photo identification
- 3) Logbook endorsement for solo within previous 90-days, in make and model
- 4) Logbook endorsement showing any applicable limitations

Also, be able to answer the supervising instructor's questions such as:

- 1) Are you legal and safe (I'M SAFE mnemonic in AIM)?
- 2) What is the forecast weather?
- 3) Are there any TFRs or applicable NOTAMS?
- 4) Is the airport totally or partially usable?
- 5) Is the glider legal to fly, and how do you know?

HANGAR IT OR TIE IT!

The Board has discussed the concern about BFSS ships being left out of the hangar when not properly secured. The policy that needs to be followed to prevent damage to club equipment is this:

Do not leave club equipment unattended unless it is securely tied down or put back into the hangar. This means tied properly by the wings, not just the nose.

For instance, if you need to move the Blanik to get to the ASK, roll the Blanik out, then roll the ASK out and put the Blanik back in the hangar. The same goes for the west hangar. Any club

ships need to be put back in the hangar or tied down securely. The Russia especially should stay in and not be tied out. The wing covers don't block UV and the ship is so light a thermal or gust could cause damage if it's not properly secured. Tying it down by the release alone is not adequate.

For the 2-33, in addition to being tied down, the rudder lock should be installed to keep the rudder from banging back and forth.

It only takes a minute to roll a ship back inside and it could save the club lots of maintenance costs. So tie them down securely or put it back in the hangar. Putting it in the hangar is the preferred option.

In no circumstances should a ship be left out untied and unattended. And please don't leave the canopy open when not at the cockpit!

N65840 TANKER 2-33 REFURB **by Alice Palmer**

Our project is one step closer after the Board approved the plan and cost estimates to recover the fuselage and tail feathers. We also plan to take care of some smaller projects like removing the rust and resealing the canopy frame and replacing the skid.

Our start date is Sunday, April 1. Our first challenge will be de-rigging the ship, which most likely has not been disassembled anytime in this century! We'll be sure and document progress with lots of pictures, and report our status in *Airworthy* each month. Thanks to everyone who has expressed interest in helping on the project.

WANTED: CEMENT MIXER

There are several upcoming projects around the clubhouse and hangars that will require a cement mixer. Before we go out and buy one, the Board is asking if any members have a cement mixer they could loan or sell. If you do, please contact Steve Johnson.

LANDING ON KAP RW 08 **by Raul Boerner**

When the winds favor runway 08, or you simply want to land on it, here are some numbers that may give you comfort:

- 250' from the west end of RW 08 to the first driveway on the north side of the runway.
- 550' from that driveway (taxiway) to the west taxiway (for runway 17-35).
- 800' total from the west end of RW 08 to the west taxiway (for runway 17-35).
- 1700' total length of RW 08/27 (which is 36' wide, FYI).

The Blanik, in zero wind, needs about 600' of ground roll (if touchdown is on-speed). Tanker 2-33 (reporting for duty, Sir!) needs about 400' of ground roll (if touchdown is on-speed).



INSTRUCTOR PROFILE – **RAUL BOERNER by Brian Price**

We are very fortunate that Raul Boerner followed the example of his distinguished father into the flying career that has now landed him as our BFSS Chief Flight Instructor. From childhood, Raul dreamed of flying, and by age 17 he had earned his PPL certificate and later qualified as instructor. He pursued aviation at Metro State, where he captained the flying team through competitions like accuracy landings, flour-sack bombing, and simulator flying.

After graduation from college, Raul worked as instructor and charter pilot for the Cessna distributor Yingling Aviation. He later moved to Beechcraft as a bilingual trainer and pilot in King Airs, which he flew in South America to support Beech customers.

Raul began his 39-plus year career with United Airlines in 1978. His energy and experience led him to take leadership roles in important operational and safety programs, in addition to his piloting duties. For example, he led the team that developed United's fuel policy, balancing considerations of weight and cost against fuel sufficiency. When Eastern Airlines pilots were absorbed into United Airlines, Raul led a behavioral science investigation aimed at smoothing the transition of senior Eastern captains into the right seat of airplanes sometimes captained by younger, non-white, and/or female pilots. The project was designed to help former senior captains, now first officers, offer timely advice to less-seasoned captains.

During these years, Raul also served on the training committee of the Airline Pilots Association. He brought to that role, and he brings to BFSS, an exceptional commitment to high performance in all that he does, and in all that he instills in his students. Asked what he enjoys about teaching new glider pilots, he quickly says "helping my students go safely from what is known to them into their unknown." This is how a student expands in experience and confidence toward the goal of reliable glider pilot. Raul teaches to the level of detail each student will accept. An enthusiastic student will receive it all, with no holding back.

Raul first was bitten by the soaring bug when he read his father's autobiographical book *In Defiance*. Raul was impressed by the terrific skill base that German military pilots like his father earned through mandatory glider training during the early 1940s. Raul started soaring at age 42 with an accelerated course that took him straight to commercial and then

quickly to CFG. We now are privileged to have his services as our new Chief Flight Instructor. With our other skilled instructors, and with Quay Snyder now focusing on his FAA Designated Pilot Examiner role and standardizing club flight operations, BFSS will be providing some of the finest soaring training anywhere.



Raul (left) with John Gillis

Many cool flying and training experiences have come Raul's way over the years. As a senior United pilot, he became friends with prominent frequent flyers, such as Senator Ben Nighthorse Campbell and Representative Paul Ryan. One outstanding experience was receiving a personal dinner invitation from Elrey Jeppesen to discuss how the two shared equal passion for high performance.

Teaching at BFSS in a two-seater, Raul once found himself and his student sinking fast on approach to Kelly, planning first for an abbreviated pattern, then, when that looked doubtful, a straight-in approach. Finally they were forced to land in the field north of Kelly. There was no drama or damage, and they were able to retrieve the glider in time for the next scheduled flight. That student gained such

confidence from this experience that he flew solo to and from Perry Park the next weekend.

The unplanned outlanding clearly was a confidence-building journey for that student from the “known” into his “unknown.”

Raul has two pointers for students (we’re all students, right?). First, don’t worry about being judged by your instructor or examiner. It’s not about her or him. Focus instead on flying well, and learning all you can from the experience. If you fail a checkride, as many do at some time, you can always work on it some more and try again. As Raul says, no one is going to fire you. The second tip is to take advantage of the enormous knowledge base among our senior glider pilots. They may not be CFGs, but most are perfectly willing to answer our soaring questions.

Raul will travel to Poland with Biff Huss for the 35th FAI World Gliding Championship this summer, and he also will compete at Nephi. He is sharply focused on building up our cross-country training, a crucial factor in advancing and retaining glider pilots. He hopes to participate in the proposed Limon Soaring Camp, and has ideas cooking for providing safe and confidence-building cross-country training out of Kelly.

Raul Boerner is a significant asset to our club. As Chief Flight Instructor, he will work to ensure our safety and expertise in this sport, which Raul calls “the very best kind of flying.”



Keeping an Eye on Things

SHIPS FOR SALE

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

SPRING IS ALMOST HERE!



Brandon Kolk and wife Jenn

Brandon says, “Flying on Saturday March 3rd. “Amazing lift of 1600 up!!!!!! Awesome treat for a local flight directly over airport. Started at 10k and pulled spoilers at 13k to slow ascent!!!”



Ian Wayman flew in a French Broussard 1521 last month. New towplane?



Pete Urschel by EllaJane Urschel



Winter's Day – Roland Lanning



Babe Ruth or Gary Baker?



Motorgliders Ruled the SSA Reno Convention



Perlan at Reno