

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

Okay, time to stop whining about the weather and start flying. The last couple of weekends, the weather has been pretty nice. The private birds are out of their winter cocoons and spreading their wings again. The Russia and the PW have been very busy. Folks are getting back in the air after a long winter's break. Here's to a great soaring season ahead of us.

This month our annual meeting is on May 18th, after flying. There are three Board positions up for election. If you have an interest in getting more involved with the club, here's an excellent opportunity. You can nominate yourself or have someone nominate you. In any case I hope to see you all at the meeting.

Finally, I hope to have a report in the July issue from the 1-26/Low Performance Championships in Moriarty. Alice and I are going down to help and to crew for Brian Price who will be flying his 1-36! What to do if Alice finds that round-tail 1-26 she's always wanted?

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

May 14, 2019 6:30 – 8:45

Castle Rock Library
100 S. Wilcox St.
Castle Rock, CO

<https://www.dcl.org/castle-rock/>

June 11, 2019 6:30 – 8:45

Castle Rock Library
100 S. Wilcox St.
Castle Rock, CO

<https://www.dcl.org/castle-rock/>

Kelly Airpark Homeowner's Annual Meeting

May 11, 2019, 1:00 pm

BFSS clubhouse

BFSS Annual Meeting

May 18, 2019

Barbeque after flying and then annual meeting, including election of new officers

1-26 Championships and Low Performance Contest

May 28 – June 7, 2019

Moriarty, NM

Annual Kelly Airpark Fly-In Breakfast

June 29, 2019

Women Soaring Pilots Association Seminar

July 1-5, 2019

St. Louis, MO

FLEET UPDATE

ASK-21 – Nothing to report.

2-33 – Restoration continues. See Alice's article below.

AC-4C Russia – Nothing to report

PW-5 – Nothing to report

Blanik L-23 – Rear compass needs to be replaced. Front PTT replaced.

Pawnee – Nothing to report.

FRIENDLY REMINDER

Mud season is here! 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 May and early June:

Beineke, Jacob	05/04/2019
Bohrer, Tim	05/05/2019
Brown, Dylan	05/11/2019
Culbertson, Rick/JC Conahan	05/12/2019
Dean, Val C.	05/18/2019
DeBacker, Frank/ Cookson, Adrian	05/19/2019
Dimick, Scott	05/25/2019
Dunmall, Chris	05/26/2019
Fanning, David	06/01/2019
Ferrara, Benjamin	06/02/2019

Every flying member who does not have other duties in the club, such as instructor or tow pilot, is now on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Ingo 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 [Ingo Kuenzel](#) 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.

NEW OPS OFFICER NEEDED

Ingo Keuenzel is having to step down as Ops Officer due to an upcoming move to Texas. The club is looking for a new volunteer to take over the position. The major responsibility is to put together the Ops Duty Calendar and send out weekly reminders of upcoming GOD duty.

Ingo already has the Ops Duty Calendar updated through early August. He will be happy to sit down with the new person to go over how things are done.

BFSS ANNUAL MEETING

The BFSS annual meeting will be held on Saturday, May 18th. A barbeque will be held just before the meeting. Among the items on the agenda are the election of three directors, a review of the previous year, budget review, and discussion and vote on the club purchasing Ed Anderson's PW-5 (it's currently under leaseback).

We're looking for a volunteer to coordinate the barbeque. If you're interested, contact one of the club Board members.

BFSS WANTS YOU!

At this month's annual meeting, elections will take place to appoint three board members. The open seats belong to Ingo Kuenzel, Chris Dunmall, and Jerzy Szwagrzyk. Ingo is not seeking reelection because he is relocating to Texas.

If you would like to participate in club decisions and help shape the direction of the club, here's a great way to participate. Terms last for two years.

If you would like to be considered, you can nominate yourself or someone can nominate you.

ACCOMPLISHMENTS

Joshua Abbe – After weeks of waiting because of weather, his patience paid off and Joshua finally completed his Private Pilot checkride. Congratulations!



Joshua after his checkout with Quay Snyder

JC Conahan – A Badge

Julie Kinder – B Badge

Vitaliy Aksyonov – AC-4C Russia checkout

THANK YOU!

John Gillis – For grading work on the areas in front of the hangars

Dave Rolley – Not only for his great seminars, but for his donation of a video projector to the club!

Alice Palmer – For cleaning out the refrigerator. Yeah, we probably didn't need those open cream cheese containers from 2016.

Gary Baker and **Steve Johnson** – For closing up the gaps in the eaves on Hangar 3, and other work on the shop area. Thanks guys!

Doug Curry and **Steve Johnson** – For fixing the PTT in the Blantik, on very short notice so our student pilots could fly solo. Thank you!

Stan Bissell – For catching the error in Alice's Eastern Plains article last month. The Class B floor above Pine View airport is 9,000 feet MSL, not 9,800' MSL as I (Alice) stated!



C BADGE WORKSHOP (leading into Bronze Badge work)

For those wanting to work on the C Badge or Bronze Badge, we're holding a two-part ground school in May.

Saturday May 4, 4:00 PM to 6:00 PM

C Badge ground school (part 1) on lift sources and introduction to cross-country procedures.

The grill will be available after the ground school, about 6 PM, so we can enjoy a cookout.

Everyone is invited, even if you aren't participating in the ground school. **BRING YOUR OWN FOOD** to throw on the grill, and your own beverages.

Saturday, May 11, 3:00 PM to 5:00 PM

C Badge ground school (part 2): Rig/derig a glider with hands-on practice. Also discussion about retrieves and crewing.

Attending both sessions will satisfy the C Badge knowledge requirements. Plan to attend even if you can only do one of the two sessions right now.

Please **RSVP** to [Alice Palmer](#), to let me know you're planning to attend. Also, if you are interested in the badge work but can't attend either of these sessions, let me know so we can plan future sessions.

FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does not scrape across the ground (read: rocks). Before the wing drops, hit the wheel brakes. New saying: "Stop before the drop!"

WELCOME NEW MEMBERS!

Welcome new member **Alyssa Farley**. Alyssa will be one of Stan's students.

Mitch Hudson is a new addition to the club. Mitch has a Discus and just joined.

Airworthy hopes to have more on Alyssa and Mitch next month.

We welcome **Brett Bredder** to the club. From Brett: *I learned to fly in NJ in 1993. After college, moved to Southern California, flight instructed and flew some charter. Hired on with SkyWest Airlines in 2000 and flew the EMB-120, CRJ and now the Embraer E-175.*

My wife Renee, daughter Sophia (15 yrs) and son Bruce (13 yrs) have an interest in gliding, along with myself. We currently fly a North American Navion. Talking with a co-worker, he mentioned BFSS and talked highly of the people in the club. We are excited to get involved with BFSS. Welcome Brett (and family)!



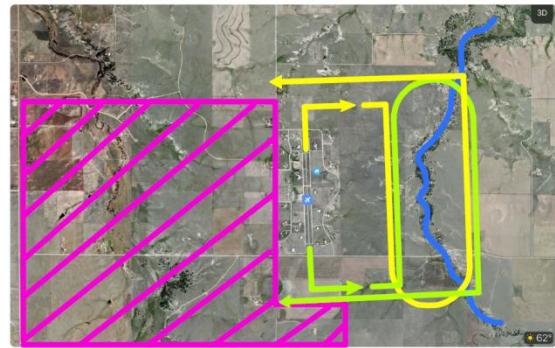
Brett and family

NEW TOW PROCEDURES by Bill Gerblick

In response to discussions with our neighbors, the towpilots have been asked to fly a new pattern for tows. These procedures are guidelines only; they are not hard rules. If the tow pilot or instructor or glider pilot on tow feels that these procedures are not safe for the tow underway or about to start, then whatever is best in the interest of safety should be done. These procedures are still under review and may be adjusted as we learn more and receive

feedback from our Kelly residents and neighbors.

Towing will proceed with the usual takeoff procedure and crosswind turn to the east. The climbing downwind should be performed along the west side of Running Creek. Once abeam of the usual base turn, the tow will turn EAST 180 degrees and then fly along the east side of Running Creek until the tow is past the Kelly Airpark boundary road at the runway departure end. THEN the climbing turn to the WEST will be accomplished and continue until tow has passed over Cherry Creek Road, and at this point the north/south climbing will commence on the WEST side of Cherry Creek Road until glider release.



Winds Permitting
Pink is noise sensitive
Blue is Running Creek
Yellow is 35 climb pattern
Green is 17 climb pattern

In case of strong west wind, the first crosswind turn will be to the west as usual, but the tow will continue upwind until reaching Cherry Creek Road where north/south climbing will commence on the west side of Cherry Creek Road.

All turns and positions will be reported by the towpilot on the Kelly CTAF of 123.05 until west of Kelly. Call departure and intended east (or west) pattern, crosswind, downwind, 180° EAST turn, direction of opposite climb on east side of Running Creek, and finally west turn to transition to west side of field. That is two additional radio calls over the normal radio calls

the club is expecting from the towpilot with glider on tow.

Towpilot will brief instructors, students, and private glider pilots of intended tow route prior to each tow. This can be accomplished at a morning ground brief and on the radio immediately prior to takeoff.

This accomplishes a few things: keeps the glider close to the field while at low altitude; keeps the glider upwind of the field for the majority of the tow below 2,000 feet; gets the towplane to higher altitude before crossing to the west side of the field; and keeps us from flying directly over the homes to the west of the airpark.

TOWPILOT'S CORNER

Towpilot Todd Hunt made an excellent suggestion for a monthly section in *Airworthy* for the towpilots to ask questions or make comments, or for members to ask questions of the towpilots. So here is Todd's question to open things up:

What do you do when the requested release altitude of your glider pilot is above a scattered to broken layer? You can fit through the holes to get on top but it would be tight on legal cloud clearances. What do you do?

So towpilots, instructors, and members, what do you think? Send us your comments and feedback and we'll include at least some of the discussion in next month's issue.



N65840 TANKER 2-33 REFURB by Alice Palmer

Well, I think we can safely say we can see a light at the end of the long refurbishment tunnel. So far, no train whistles! Although we've lost some time due to weather and we still need propane heat to start our work day, overall it's getting warmer, which means we get more PolyBrush work done each day.

We're making progress in a number of areas. We're plugging along on the fuselage finishing tapes and designing gussets. This is the major effort right now so we can be prepared for Doug to take over the spraying tasks after the weather fully warms up.

We also have seat belts! Thanks, **Gary Baker**, for ordering the slick-looking new belts from Hooker Custom Harness. And he was so kind to model them for us!



Gary models the latest fashion.

We also want to thank **Kyle Kendall** for his mentoring on our interior panel project. We are experimenting with making new panels using the old ones as molds. We've had a few gatherings in the Palmer garage for this ongoing effort.



Raul and Kyle prepare the molds.

The first task was to take the old badly cracked panels and prepare them with a variety of materials to anchor them down and smooth the cracks. Turns out **Julie Kinder** has a great flair for clay work!



Julie displays her talent with clay.

Then we began the actual fiberglass work, learning how to overlap multiple layers for strength.



Our first attempt at layup, with Kyle's guidance.

We also reviewed our high school chemistry lesson about exothermic reactions! Kyle had warned us about the possibility of this type of reaction with the epoxy, so it ended up being a good learning experience. During our first attempt at layup, we had to stop and take the hot pot of epoxy outside and set it in the dirt. The result was two excellent practice pieces to use as prototypes, and we're ready to try again soon.



Becky displays our first prototype.

We enjoyed visits this past month from neighbors **Jamie Treat** and **Dale Herr**, who stopped by to see our progress and offer helpful suggestions.

And, thank you to **Dave Allen** for your continued support and patience with all of our questions!

This team continues to dedicate significant time each week to get our bird flying. Thanks everyone!

Kyle Kendall
Raul Boerner
Gary Baker
Mark Palmer
Becky Kinder
Julie Kinder
Doug Curry

FLYING THE FRENCH ALPS by **Raul Boerner**

Oliver and Annette Schmelzer live in Rostock, Germany; Oliver just retired from the Luftwaffe. They invited Brenell and me to meet them in Greoux-les-Bains, France (30 miles north of Marseilles). Although an experienced mountain glider pilot and instructor, Oliver had signed up for a Southern Alps Familiarization Course.

In early to middle 2000s, they did TDY (Temporary Duty) in Colorado; Oliver was a liaison at the Air Force Academy. Many of us remember Annette as the fun-loving cook. Very often after a good day of soaring, she barbequed dinner for our BFSS pilots. Flying and bragging while eating is how it is done in European soaring communities.



Annette and Oliver

Brenell and I rented a car in Barcelona and drove the five hours to Greoux-les-Bains, a cozy tourist mountain village. Just ten minutes away is the town of Vinon, where the aerodrome is located. A cool thing about Europe is that there are glider airports everywhere.



Greoux-les-Bains

On the first day, the head instructor offered the group of twenty the option of briefing weather in German, French, or English; I lost the vote. So, I struggled to understand the German briefing and slides. Oliver told me that I would eventually get it; yes, I eventually did. But on the way, I observed pilots' reactions to parts of the briefing; I deciphered that groans meant bad, and laughter meant funny.

Oliver's ASG-32MI partner is Rene Rietz, who hooked me up with Eike Novatscheck to add weight in the back seat of a DG-1000. This glider looked brand new (it was not) and I didn't learn until afterwards that it was a club glider. Rene treated it as if his own, which highly impressed me.

The head instructor required everyone to memorize all local airports and designated landing fields; during briefing, he called out those who did not do their homework. Having memorized the landing sites, I was able to devote my extra thinking cells to finding lift instead of worrying about finding landing places. This was my biggest takeaway.

Eike released us at 323 meters AGL (1060 feet above the ground) in zero sink. My first thought was, "Oh boy, possible relight." But, 90 l-o-n-g seconds later we entered a 3 meter/second thermal (6 knots or 600 ft/min) and it was heaven for the next almost five hours. In short order, I stopped thinking in terms of feet and knots and started thinking kilometers per hour, meters-per-second, and altitude in meters.



The purpose of today's flying was to get comfortable with the area. We flew four hours and forty-five minutes. Distance flown was 278 km. Most of the flight was limited to 7,500' due to Class A limitations; it was a continuous effort to stay below that. After 1700 hours, Class A was raised to 11,500' since most airline traffic was gone. Eike offered stick time to me, but I declined because I was learning too much just observing. Besides, I told him that I didn't want to embarrass myself since he was doing so well.

[Here's the [OLC Link](#) to the flight –Ed.]



PARTNER WANTED – Jeff Maki

I joined BFSS last August after leaving a partnership in a Phoenix in Seattle to relocate to Denver. I am considering purchasing a 15-18m sailplane sometime in the near future (no particular rush), and am wondering if there are any similarly inclined that might be interested in a partnership? I have had a 1-26 and Std Libelle in partnership in the past. Advantages: half the initial buy in, less insurance costs, someone to help with maintenance, etc. Yes there are disadvantages too.... Contact me at [Jeff Maki](#).

FOR SALE

Ilec SN10b flight computer with remote variometer, SN10-R remote control, cabling, PDA mount and cabling, serial and USB panel mount ports, serial to USB converter, Volkslogger GPS with cabling to SN10, plus manuals for all. \$750. Contact [Mark Palmer](#).



SPRING TRAINING SEMINARS by Dave Rolley

Dave's seminars have been a great hit with attendees! Only one seminar left! Starting time will be 10 AM. Most sessions have been about 2 hours. Here's the remaining schedule:

Session 7: May 11, OLC: It's all for fun, but if it isn't on the OLC, it didn't happen.

GLIDER GROUND SCHOOL CLASS by Brian Price

Dave Sinclair will be offering his one-day Glider Pilot Ground School classes in our area this spring or summer, when he gets five or more takers. I did the class before my PPG, and found it to be an extremely helpful last-minute review. (It's not a substitute for study!) I'm going back now for the commercial exam prep, which is just tacked onto the end of the private certificate prep class. If anyone in our orbit is interested, they can call Dave at 303-908-3147 or email him at gpgsmail@gmail.com. I hope to round up enough participants to justify a class.

1-26 President Visit by Mark Palmer

1-26 Association President Ridge Moreland paid BFSS a visit on Saturday, April 6th. Ridge got the grand tour and Alice Palmer showed off our 2-33 refurbishment project. Ridge was also trying to whip up interest in the 1-26/Low Performance Championships in May at Moriarty. Our club has a PW-5, which fits the Low Performance category perfectly. Gentlemen? Ladies? We've already pushed Brian Price to participate. Thanks for the visit Ridge and we hope to see you again soon!



Ridge Moreland chats with Mark.

PHOTOS



Annual Day at BFSS



Thank you John Gillis and your marvelous machine

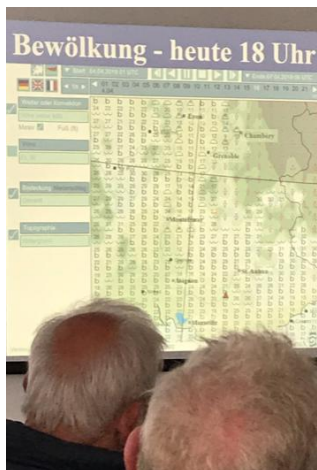
And more from the Alps...



Raul and Eike



Brenell and Raul in France



Morning briefing



Running the mountains



Running the ridge