

# Airworthy

The Official Journal of the Black Forest Soaring Society

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Elbert, CO 80106



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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

Yes, it's been a long, slow month. But the sun is coming out and the days are longer. The restrictions on movement are being lifted a bit. We'll slowly move back to whatever a new normal is.

I want to thank all the club members for responding to my challenge to send a favorite soaring picture or story of theirs. The response was terrific and already articles are spilling over into the next issue. Keep them coming!

It's been a long layoff for all of us. As we take to the air again I hope we'll take it slow, think it through, do those checklists, keep our heads on a swivel. As Sgt. Esterhaus in *Hill Street Blues* used to say: "Let's be careful out there." (But let's have some fun!)

Mark Palmer, Editor

## PRESIDENT'S MESSAGE by Bif Huss

I thought I'd combine Mark's request that we relate one of our favorite soaring stories for this month's *Airworthy* with my President's message. My story is about a flight I had out of BFSS on June 9th, 2018.

When you encounter the best soaring conditions of your life, would you know it when it's happening? Would you know that this particular day would be a day you'd look back on years later? I've had many of those days; that's why I am as excited about soaring now as I was when I began in 1974.

One day in particular stands out for me. It was June 9th, 2018. The weather forecast indicated that it would be a spectacular day at BFSS. I decided this would be a day to try for an out and return to Taos, NM.

*Bif's Best Day Ever*



I got off tow in my Discus 2b at 10,000' and immediately found a 7kt thermal that took me to 17,000' right over the field. There were great cloud streets forming, so I took a line that flew me over Pikes Peak and then across to the Wet Mountains. At this point, there were two main cloud streets, the one that I was on over the Wets and then the one I needed to be on, which was forming upwind from my position over the Sangre de Cristos.

I penetrated upwind north of La Veta Pass. This area can be very difficult due to the wind that often funnels through the pass. This day was typical with lots of sink between the cloud streets. There were a few wispy clouds between the streets though, and I was able to use them to connect to the Sangre street. After that, it was a raging run under great clouds to Taos and then back north to just south of Blanca Peak.

Now there was a great gap in the clouds where the wind venturied out of the southwest around Blanca. The wind direction and speed looked good for Blanca to produce ridge lift though, so I decided to cross the blue hole and dive onto the southwest side of Blanca Peak. I reached Blanca right below ridge top level. I was either going to find lift or was looking at a very turbulent trip to the valley. Right off the rocks, I was greeted with the strongest lift I've ever encountered — over 20kts! I had a hard time hanging on. Within four turns, I was back connected with the Sangre cloud street and racing north again.

I decided to try and get some pictures and video of this great day. While fiddling with the camera, I fell off the cloud street and slipped into the rotor on the east side of the Sangres. I immediately found myself down to 11,000' and had to dash toward Canon City in huge sink. The clouds looked good near Silver Cliff though, and after an "interesting," exceptionally sinky ride through the Sangre rotor, (I discovered that where there's 20kts up, there's 20kts down!), I found a nice 8kts under the first Cu and got

back to a comfortable altitude. From there, it was a great run under excellent clouds to Pikes Peak. The Rampart Range convergence line was working, so I ran that up past Deckers and turned for home — 691 km at 91 mph! (Should have gone 9 more km....) One of the great flights of my life, even though it was fraught with difficulties, and one I relive often.

These days are coming back. The season is almost here and the Cu are starting to fire off. Since my last message, we've begun limited operations at BFSS. We're towing private gliders and club gliders being flown solo. The Blanik is back in operation and we've been informed that the ASK-21 should be back in service by mid-May.

As of this writing, we are awaiting Colorado Governor Polis's "Safer at Home" order, which should relax our limited operations even further.

Hope to see you at cloudbase soon!

Bif Huss  
*President, BFSS*



*BA is ready to rock and roll. Photo by Bif Huss.*

## CALENDAR

### Board of Directors Meetings

**May 12, 2020 6:30 – 9:00**  
VIA ZOOM

**June 9, 2020 6:30 – 8:45**  
Castle Rock Library

100 S. Wilcox St.  
Castle Rock, CO  
<https://www.dcl.org/castle-rock/>

**Last Cross Country Webinar  
by Dave Rolley**

**Session 9: May 9**  
Online Soaring Contest

*Note on WINGS credit:* You must attend the entire presentation to receive credit. There's a little leeway for joining late or dropping off early, but not much. So, if you want credit, please plan to be on time and stay for the whole presentation.

**BFSS Saturday Potluck Barbeque (after flying)**  
**Will begin soon, we hope**

**GENERAL MEMBERSHIP MEETING**  
**May 19, 2020 6:30 PM**  
Virtual Meeting via ZOOM  
See article below

**CSA GLIDER CAMP WEEK**  
**June 8 – 12, 2020**  
Owl Canyon Gliderport, Colorado

**Women's Soaring Pilots Association Seminar**  
**August 24-28, 2020**  
Springfield, Vermont

**Downhill Dash**  
**Summer, 2020**

## **FLEET UPDATE**

**ASK-21** – Still at Williams. Parts have shipped from Europe. Remaining work will hopefully be completed soon.

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

**AC-4C Russia** – Ready to go pending final paperwork.

**PW-5** – Parachute has been repacked.

**Blanik L-23** – Back on the line!

**Pawnee** – Nothing to report

## **THANK YOU!**

**Doug Curry, Dave Rolley, Raul Boerner, John Gillis, and Bif Huss** – For getting the Blanik back up and online



*Observing proper protection and social distancing, Chief CFI Raul Boerner checks out the newly repaired Blanik. Photo by Doug Curry.*

**Rick Culbertson** – For picking up and retrieving parachutes

**Vitaliy Aksyonov** – For obtaining and translating the Russia manufacturer's letter regarding the gross weight limits

**Dave Rolley** – For procuring parts and working on the Russia gear; and for continuing to present his informative webinars

**Doug Curry** – For work on the Russia, including research and paperwork that will eventually allow us to fly it at a higher gross weight

### **FRIENDLY REMINDER**

The spring snow and rain season is here. 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 UPDATE by Joshua Abbe

I hope most of you saw the email from Bif about resuming operations. As we move forward with our “new normal,” I wanted to make sure all members understand the current GOD responsibilities as they pertain to our current flight operations.

All scheduled GODs are currently considered non-mandatory. Consider the GOD list clear and null through at least May, when 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 tow pilot 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.

Joshua Abbe  
BFSS GOD Director

P.S. Please make sure your KAP OPs knowledge test is up to date.

## GENERAL MEMBERSHIP MEETING

Because of the current limit on the number of people allowed to be in a group, the Board unanimously agreed to move the date and time for the annual General Membership meeting to **Tuesday May 19<sup>th</sup> @ 18:30**. The meeting will be held as a virtual meeting via ZOOM. The terms of **Ed Anderson, Frank DeBacker, and Dave Leonard** will be expiring. **Bif Huss, Chris Dunmall, and Gary Baker** will be entering the second year of their terms on the Board. The maximum number of Board members is seven; thus, a maximum of four new members to the Board will be elected at the annual meeting on May 19. **If you would like to run for the Board or nominate someone for the Board, please contact Frank DeBacker.**



*Bill Gerblick flying the club Pawnee while towing his old glider, W2, a Jantar 48-1, with current owner Ernie Macneil at the controls. Fun for Bill to tow his old glider, which he owned in the late 90's.*

## MID-WEEK TOWING NOW AVAILABLE by Bill Gerblick

We now find our club with enough tow pilots who are willing to tow on short notice, so mid-week towing may be requested by any member. Below are the guidelines I would ask all members to use in requesting a tow pilot to tow on an unscheduled day during the week. If there are any questions about the below procedures, please send me an email and I will attempt to answer.

Following the posting of the monthly tow pilot schedule on the BFSS website Calendar,

additional weekdays may be requested to be scheduled by any member as follows:

- BFSS member will put out a request to the towpilot list, [Towing@soarbfss.org](mailto:Towing@soarbfss.org), stating date member would like a towpilot to be available to tow.
- An available towpilot will put themselves on the website Calendar for the requested date and then respond on the member list, [Members@soarbfss.org](mailto:Members@soarbfss.org), stating that towing is now available for any member on the requested date.
- Towpilot may limit the time period they are available to tow on requested day, through note and/or time period on the calendar they show as being available and in email to membership.
- Members wishing a tow must put themselves on the schedule.
- There is no “deadline” to request a towpilot.
- If no towpilot responds to request, then there is no towpilot currently available to tow on the requested date.

Thanks,  
Bill Gerblich  
BFSS Chief Tow Pilot  
email: [W2Soaring@aol.com](mailto:W2Soaring@aol.com)

## CSA GLIDER CAMP

The Colorado Soaring Association will be holding its annual Glider Camp, June 8-12 at Owl Canyon Gliderport. This will be a free camp open to all; non-members will pay the non-member tow/winch rates. Camping is available, but no hookups. Besides aerotows, CSA will also be winching.

## ACCOMPLISHMENTS

Congratulations are in order for **Becky Kinder**, who was recently awarded the Mid Kolstad Scholarship from the Women’s Soaring Pilots Association (WSPA). WSPA has recognized

Becky for her achievements not only as a student pilot, but also as a volunteer with BFSS and the Vintage Aero and Flying Museum (VAFM) in Ft. Lupton, CO. The scholarship funds will help Becky obtain her Private Pilot-Gilder certificate and then allow her to continue to pursue her flying goals, with her ultimate goal of becoming a CFIG. Well done, Becky!



*Becky Kinder*

## Who is Mid Kolstad? by Alice Palmer

Becky’s scholarship is named for a Colorado soaring pilot. If you’ve never heard of **Mid Kolstad**, you should know that she was part of the flying Kolstad family. The Kolstads were very active with the Colorado Soaring Association at the old Black Forest Gliderport, and continued their support with BFSS after the move to Kelly Airpark. Mid was a glider pilot herself, as were her husband Ken and all of their children. Throughout their lives, Mid and Ken were active volunteers in the soaring community.



*Mid and Ken Kolstad*

Shortly before her death in 2007, Mid's desire was to have a scholarship available to women over the age of 25 who were committed to obtaining their Private Pilot–Glider certificate. To make this possible, she bequeathed a significant donation to the Women's Soaring Pilots Association (WSPA) to enable this scholarship to be awarded for years to come. We are thrilled that one of our own BFSS pilots, **Becky Kinder**, has now been awarded this scholarship.

On another note, the [Kolstad Youth Scholarship](#), which is administered by the Soaring Society of America, was named for Mid and Ken's son **Paul Kolstad**, who, after achieving his Gold Badge with two diamonds at the age of 15, lost his life in a glider accident in the 1960s. That scholarship provides college funds for young people who have demonstrated cross country skills. We have a number of young pilots who could eventually apply for this scholarship. It's been 40—yes 40—years since a young Black Forest pilot has won this scholarship. It would be wonderful to have a BFSS junior member achieve this goal! Talk to Alice for details.



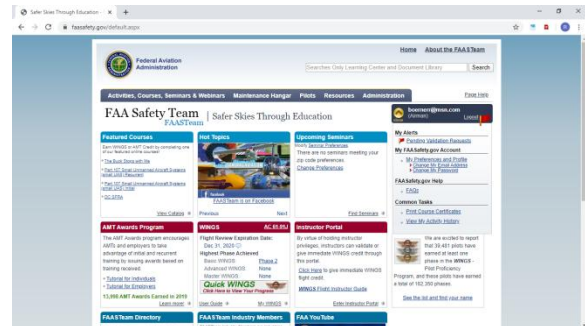
*Paul Kolstad*

## DOING YOUR FLIGHT REVIEW VIA WINGS By Raul Boerner

To exercise pilot-in-command privileges, every 24 calendar months you must complete a Flight Review (FR) per FAR 61.56. The usual way glider pilots do this is by completing one hour of ground school with a CFI and either a one-hour flight, or if unable, three flights with a CFI.

An alternative way to fulfill the Flight Review requirements is through the WINGS program. With this route, you choose several subjects: these might be online or live lectures, or webinars.

After completing these, you do your selected flight activities. If you choose Flight Review at the completion of that flight (or two or three) you will have completed the Flight Review. A certificate of completion will be emailed to you.



*FAASafety.gov Home Page*

Here are the steps for getting started in the WINGS program:

1. Go to [faasafety.gov](http://faasafety.gov) and sign in.
2. Select MY PREFERENCES AND PROFILE.
3. In GENERAL, fill out personal data.
4. Select WINGS PROFILE and choose interesting AIRCRAFT CATEGORIES AND CLASSES.
5. Select your certificate.
6. Save and return to the HOME PAGE.
7. From here, the remainder is done by selecting MY WINGS.
8. Choose three KNOWLEDGE ACTIVITIES.
9. For FLIGHT ACTIVITIES, select FLIGHT REVIEW.

With full bluntness, this WINGS page is not user friendly. But work with it. Then, you can do your Flight Review while getting WINGS credit. Insurance companies like this. And, the FAA likes to see that you are a participant.

The WINGS Pilot Proficiency Program is based on the premise that pilots who maintain

currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

*[If you need help signing up for WINGS or have any questions about the program, contact **Raul Boerner**, Chief CFI, or the BFSS FAA FAAS Team Representatives, **Quay Snyder**, **Alice Palmer**, or **Mark Palmer**. –Ed.]*

## 100K IN THE UKRAINE by Vitaliy Aksyonov

August, 2016, I found myself at our airfield, Buzovaya, which is about 20 miles from Kiev. That day I was supposed to fly a solo 100K triangle with my friend on Blanik L-13s. It was the second 100K solo for me and first for him. (BTW, I have a video from my first 100K: <https://youtu.be/rPiqcvebYSQ>) The first time, I spend around 3 hours to make it—I was very careful not to land far from the field.

This day was totally blue. Forecast was promising, but I was little nervous. It wasn't gonna be easy—from one side—but from other side, it's even easier. Just fly straight until you find some lift, trying to look at triggers on the ground of course!

Preflight checks, last preparations, and we're on the start. After tow I spent some time to find my first thermal, and once I've got around 5000 ft AGL (allowed maximum in our area) I moved toward the first turnpoint. First leg crossed through very good soaring areas, and I didn't have any issues with finding thermals and staying above 3000 ft AGL. My friend didn't have any issues either, and we were close.

Second leg also went pretty well and I was very confident in finishing the task. But after the second turnpoint I couldn't find any thermals, and the Blanik isn't the best glider. I was getting lower and lower and started to look for a field for an outlanding. I found a couple huge and level fields without tall crops when I was at

2000 ft. It was 20 miles to the finish. I became very nervous. Am I gonna land here?

Fortunately I had practice. I still had a hope to find something and tried to fly on the edge of yellow and black fields. And at last I found something. At first it was zero sink, then I found a 1-knot thermal. OK. That's better than outlanding. And I still in reach of two perfect fields just in case. I spent maybe 20 minutes there scratching every possible lift. I managed to center that thermal and get high again! That was my personal victory, no matter how much time I spent there. I only needed a couple more thermals on my way home, and it wasn't an issue anymore.

I will remember that flight for rest of my life.



*Vitaliy at Buzovaya, Ukraine*



*Cloud streets to the horizon! Buzovaya, Ukraine*

## MY FAVORITE SOARING MOMENT by Kyle Kendall

My favorite soaring memory actually happened in a lowly Cessna 172 on September 2nd last year. My wife and I were on a sunset cruise into the mountains to see if there was any evidence

of the aspens changing, when I happened upon the Kelly frequency going through Weston Pass (75 NM west of Kelly).

I'm not sure why, or how I ended up on frequency but I caught everyone returning from their flights. I heard the normal cast of characters engaging in the usual inconsequential banter, but there's one voice I'll never forget—**Steve Johnson's**. I would not get the chance to see him, or hear him again before he passed. I'm pretty sure this was "The best day ever" we heard about in remembrance a short while later, and I count myself lucky to have silently shared in that with him. I will always think of him, his kindness, knowledge, and good spirit when I'm lucky enough to be in that area of Colorado, hopefully having one of those best-day-ever moments in the high country!



*Weston Pass, September 2<sup>nd</sup>, 2019  
Photo by Kyle Kendall*

## MY FIRST "CROSS COUNTRY" by Stan Bissell

I had been gone from soaring for a long time, and when I first returned I was quite satisfied to happily and aimlessly wander from thermal to thermal, always keeping KAP close by. After decades of being cocooned by engines and avionics, I was reluctant to go too far afield without so much as an ejection seat to rescue me.

Then one beautiful July day I was by myself in the ASK and easily clearing 12K, and a thought formed: why not try the most basic of cross country maneuvers by picking a point and seeing if I could get there? Being several miles southwest of the field, I declared Elbert as my first target and off I went, trying to read the few clouds that were starting to form. Yes, I was cheating by keeping Kelly within gliding distance, but a journey of 100K begins with the first 10.

Clearing Elbert I headed north towards the Class B and surprised myself by being able to find enough lift to keep me on a reasonably straight line. From there I eyed the antenna farm to the west and headed there as best I could. Passing north of Kelly I saw a tall Cu about five miles off with a dark curved bottom, so I accelerated into the wind to get under it, smiling all the way at my growing abilities.

And then...nothing. Nothing! No lift to be found, and all that altitude lost on the way. One of many lessons to be learned about reading clouds. Staring mournfully at my altimeter, I was thinking I would have to head for Kelly (yes, still cheating) when, what to my wondering eyes should appear, but a Genesis circling a few miles south of here! So to the south I dashed, and hoping against hope, slid into the strong thermal that CW had marked so well for me. The rest is, as they say, history. From there to Green Roofs, then another blue sky thermal to launch me back to the northeast towards Elbert, and calling it a day.

No it wasn't 100K, but it **was** 60K, and no, it wasn't a real cross country. But the confidence gained was that first step. My thanks to **Steve** and to everyone else who helped me get to an even better day, two years later, when I soared above Pikes Peak for the first time, with Steve in the back seat, smiling all the way.





*Stan and Steve over Pikes Peak in the ASH-25, 6/3/2012*

## BEST FLIGHT (FIRST SOLO)

by Becky Kinder

It's been a little over a year since February 2, 2019, and I've already forgotten so much...! Some things about that day I'll always remember. It began cold and cloudy, but eventually warmed and cleared off. Kindhearted elves had cleared the runway of a recent snow. We just worked pattern tows. Julie walked my wing all day and didn't fly once.

**Stan Bissell**, my flight instructor, was terrific, patient and encouraging, and demanding in his own quiet way. I'd had a mix of frustrations and successes and it had been a long day, but finally, FINALLY Stan asked me if I could repeat the flight I'd just done—alone. I paused long enough to assess my own fitness, almost a second. Most of getting from there to the launch is a blur, although I distinctly remember suddenly thinking of Alan Shepherd's prayer in *The Right Stuff* just before being pushed out. (I was later told it's the Pilot's Prayer, which by then made great sense.)

**Todd Hunt** towed me to 9000 feet. When I'd cleared the towplane, he wished me a good flight—by name. Moments later the sky was all mine. My instructions were simple: tow to pattern altitude and return. I chose a wide right 270 that would set me up for a clean 45 entry. Shadows were just starting to lengthen. It's a

good thing my ability to multitask has greatly improved as I've learned to fly, because somehow I found the occasional split second to enjoy the view despite an intense awareness of aviate\*navigate\*communicate. It was still pretty hazy off to the south, but not problematic. Pikes Peak stood majestically as ever, snowcaps fresh. It felt almost personal, a friendly presence. The truth is that it has never looked the same.

When we chose to learn to fly at Kelly, we had no concept just how great the setup is; how terrific the support is from the BFSS; or just how beautiful an area we'd be in for such a special season. I kinda feel sorry for anyone who didn't get to learn in the shadow of Pikes Peak!



*Becky Kinder's first solo. Photo by Stan Bissell*

## N65840 TANKER 2-33 REFURB

by Alice Palmer

With the recent shutdown, there is not much to report on 840 this month. Now that things are opening up and the weather is getting nice, we hope to be able to share more news next month. Stay tuned!

### 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 brakes, but not so hard that you put the ship on its nose! "Stop before the drop!"

**FOR SALE**



Two tires with tubes. 4.00 x 4. \$70 per set.  
Contact [Raul Boerner](#).

**FOR SALE:** Lak 17 AT  
SN 163, 1070 hours, sustainer motor, excellent  
condition \$70,000. 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**.



**PHOTOS**



*Tim Bohrer and his daughter Amanda on  
Labor Day 2015, NW of San Antonio. They were  
flying out of Boerne Stage Airport while Tim was  
with the San Antonio Soaring Society.*



*John Gillis took this picture of lennies around  
Mt. Terror in Antarctica.*



*Out-of-state member Kevin Shaw took this photo of the wave over Mt. Cook in New Zealand last November. Says Kevin, "This shot is early in the day on the milk run up to Mt. Cook. By the time we got up that way, it was VFR on top with a solid cloud deck at ~15K and we were at ~20K+. (As everyone reading this probably knows, the Omarama folks will tell you that the area around Mt. Cook is the only place in the world where the airspace is always Class G from the ground to the stars.)"*



*Our northern correspondent, Mike Cavanagh, preparing to go to the grocery store in Dubois, WY*



*Way back picture—Raul Boerner and Steve Johnson standing next to Raul's HP-11*



*Big hangar fire at Moriarty in late March. It does not appear any gliders were involved.*



*Before Deutsche Mark, Raul Boerner was a metal glider guy for a while. Here's a shot of his old SGS 1-35.*



*Alan Luke's favorite glider photo—son Roen soloing in December 2019  
Photo by Stan Bissell*



*Annual Day, 2019. Coming again early May (contact Dave Rolley). Photo by Clay Thomas.*



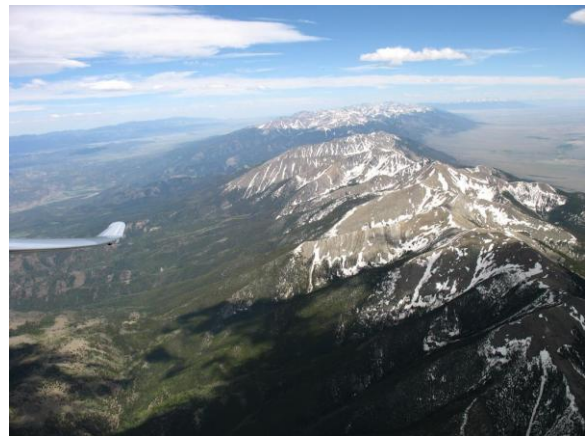
*Clay Thomas on May 4, 2019, near Woodland Park. Notice 12.5 knots on averager.*



*Val Dean, Senior, in his Salto, circa late 1980s. Photo by Mark Palmer from his 1-26, Go Fast.*



Notes from Last Month's BFGP Labor Day Picture: We were remiss in not mentioning the probable photographer for this one, **Jim Foreman**. Jim's professional air-to-air and ground photos appeared in Soaring ads for the old gliderport for many years. Also, we got confirmation from **Jon Stark** that he is, indeed, the other pilot lurking in the upper left-hand corner.



*Oh, Colorado! Photo by Clay Thomas.*