

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



Volume 35 Number 5

May 2023

Club Web Page: [SoarBFSS.org](http://SoarBFSS.org)

Airworthy Archive: [SoarBFSS.org/Airworthy](http://SoarBFSS.org/Airworthy)

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

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

Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Okay, so maybe soaring season will start in May. Despite the occasional boomer day this last month (see **Bif's** 836K flight on 4/12 on the OLC, and other flights), we've mostly been plagued by cold temps, snow, wind, and rain. It's frustrating to be sure.

Still, time to buckle down and plan ahead. The Downhill Dash is set for the Saturdays of June 10 and June 17. If you'd like to fly this fun event or you'd like to crew, please contact me. I have a few names already but I'd like to see more. I'll be holding a Zoom meeting about it in May.

Mark Palmer, Editor



*Running down the Sangres:  
Bif's 577K flight on 4/17/23*

## PRESIDENT'S CORNER

by Becky Kinder

It's an exciting new beginning here at BFSS: A new season, new Board of Directors, new members, new pilots, and challenges both old and new. We're blessed to have a deep and varied pool of talents, and members excited to contribute to the club.

BFSS thrives on good communication and participation. We have some new officers in key roles, and they deserve our support. Please consult them before you begin any work in their area of responsibility. The change, upgrade, or repair you want may already be planned, or they may have reason to handle it differently. If you aren't sure who to contact about a problem, it's always okay contact the Board. We will know who can help you get started.

Every regular club member should already be on a committee. If you don't know what committee you are on and joined the BFSS fairly recently, it's possible you still need to be assigned to one. I've been surprised at how much fun it can be working on club projects. It is a fabulous way to get to know other pilots and to hear some of their best stories. You can learn a lot about landing out or buying airplanes while painting a wall or weeding.

Meanwhile, set some personal soaring goals and form a plan to meet them. Our Instructor Corps doesn't stop answering questions when you get your certificate, and many other members have years of experience and enjoy mentoring. Keep learning and stretch your wings. It's why BFSS exists. Among other things, we're here for mutual support and encouragement of the sport of soaring in a safe and fun environment.

It's time to fly!  
Becky



*Alice Palmer briefs BFSS President Becky Kinder just before Becky's first flight in Blue Jay in March.*

## CALENDAR

### Board of Directors Meetings

**(NOTE: NEW BOARD SCHEDULE! See article by Brian Price below.)**

**May 9, 2023 6:30 – 9:00**  
Via Zoom

**Mid-month, May 23 6:30 – 9:00**  
Via Zoom

**June 13, 2023 6:30 – 9:00**  
BFSS Clubhouse

**Mid-month, June 27 6:30 – 9:00**  
Via Zoom

### 1-26 Championships

**May 3 – 11, 2023**

Caesar Creek Soaring Club  
Waynesville, OH

### 20-Meter Multi Place and Standard Class Nationals

**May 16 – 25**

Reedsville, PA

### Region 9 Sports/Club Class Contest

**May 28 – June 1, 2023**

Tucson Soaring Club  
Tucson, AZ

### Downhill Dash

**June 10 and June 17, 2023**

### Women's World Gliding Championships

**July 2 – 14, 2023**

Soria, SPAIN

### Women's Cross Country Camp

**September 3 – 8, 2023**

Moriarty, NM

### BFSS Saturday Potluck Barbeque (after flying)

**Saturday, May 20**

## FLEET UPDATE

**ASK-21 (77)** – Transponder check complete

**2-33 (840)** – Nothing to report

**Blanik L-23 (9BA)** – Repairs continue

**Blanik L-13AC (2BA)** – Nothing to report

**PW-5 (1GM)** – Transponder check complete;  
Cambridge 302 vario installed

**ASW-19 (Z3)** – Transponder inspection and  
annual inspection complete

**Pawnee (76S)** – Broken tach cable replaced

**Pawnee (41Y)** – Rebuild continue

### OPS SHEETS

**Don't Forget:** After you have finished flying, be sure to submit your flight information within 24 hours to [Carrie Commerford](#) via the flight ops app. After you submit your flight, if you do not receive a confirmation email, follow up with Carrie to confirm her receipt of the information. **Remember, submitting flight information is your responsibility!** Not only does it help keep the club finances in order, but this is how we track flight time for each club aircraft.

### OPS DUTY CALENDAR

Here is the Ops Duty schedule for May and early June. Two-shift coverage for Sat/Sun begins for the summer starting Memorial Weekend. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

Boerner, Raul	05/05/2023
Dimick, Scott/Cole, Dennis	05/06/2023
Dunmall, Chris	05/07/2023
DeBacker, Frank	05/12/2023
Gerner, Andy	05/13/2023
Hannon, Donald/Hahn, Todd	05/14/2023
Franzmann, Mike	05/19/2023
Hitz, Ethan	05/20/2023
Ings, Deb/Palmers	05/21/2023
Kinder, Julie	05/26/2023
Urschel, Peter/Abbe, Joshua	05/27/2023
Kuhlke, Lee/Buist, Mark	05/28/2023
<b>NEEDED (MEMORIAL DAY)</b>	05/29/2023
Kinder, Becky	06/02/2023
Kinder, Mike/Cole, Dennis	06/03/2023
LaFollette/Culbertson/Jordan	06/04/2023

**On weekends, the early GOD shift is 8:30 – 2:30 and the late shift 11:00 – 5:00.**

### PLEASE REVIEW THE LAUNCH PROCEDURES BEFORE YOUR DUTY DAY!

Every flying member (except towpilots and instructors on a regular teaching schedule) is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua will pair 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. **Reach out to Joshua if you feel you need to be paired with someone for more training. Be sure to go to the calendar page on the website and put yourself down in the Line Volunteer column for the day you're assigned.**

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him know so he is aware of the change. Include [Mark Palmer](#) so he can get it in *Airworthy!*

If you see **VOLUNTEERS NEEDED** listed on the schedule, that indicates that no one is scheduled for that day and that volunteers are appreciated. Please contact Joshua if you are available.

### GOD DUTY NOTE FROM THE BOARD

The BFSS Board wants the membership to know that any member who experiences a temporary or long-term physical issue that might hamper their ability to perform all aspects of GOD duties should inform the Operations Director (**Joshua Abbe**), who will assign another member to team with him or her as needed. This should maximize safety while ensuring each member can fulfill his or her ops duty obligation.

#### FRIENDLY REMINDER

The spring wet season is here. It can be muddy and wet. **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. Also, please be careful of the runway shoulders while the new grass is taking hold.

## ACCOMPLISHMENTS

**Kevin LaFollette** – Private Pilot Practical Exam Passed!



*DPE Elliot Crawford, Kevin LaFollette, and instructor Vitaliy Aksyonov after Kevin's successful checkride!*

**Colin Mead** – ASW-19 checkout

**Tim Krantz** – B Badge, Wing Runner Badge

**Kip McClain** – A, B, and C Badges issued

**Bif Huss** – WINGS Phase in lieu of Flight Review

**Joshua Abbe** – WINGS Phase in lieu of Flight Review and ASK-21 backseat checkout

**Bill Patrick** – 2-33 backseat checkout

**First Flights with Mark Palmer:**

- Kip McClain

**First Flights with Jon Stark:**

- Bill Patrick
- Kathy Peterman
- Wojtek Tomanek

**First Flights with Stan Bissell:**

- Zsolt Silberer

**First Flight with Brandon Kolk:**

- Harold Wood
- Joshua Abbe
- Chris Dunmall

**First Flights with Vitaliy Aksyonov:**

- Amalia Viveiros-Silberer

**Berea Boerrigter** – Awarded the Sky Ghost Scholarship by the Women's Soaring Pilots Association

**Bif Huss** – 836K OLC flight on 4/12/23!



*Wets to the left, Sangres to the right – Bif running south on 4/12/23*

## THANK YOU!

**Chris Dunmall** and grandson – For filling in for a GOD no-show

**Donald Hannon** and **Mark Palmer** – For taking the ASW-19 for transponder testing

**Vitaliy Aksyonov, Bif Huss, Colin Mead, Todd Hahn, John Gillis** – For ASW-19 assembly

**Dave Leonard** – For trailering the Russia to TN

**Doug Houston** and **Bill Gerblich** – For work on the golf carts

**Dave Rolley** – For work installing the new Cambridge 302 vario in the PW-5



**Doug Curry** and **Bill Gerblick** – For hours of work to replace the broken tach cable and for ongoing work to keep 76S in the air

**Doug Curry** – For ASW-19 annual inspection

**Bif Huss** – For repairing taxiway damage

**Brian Price** and **John Gillis** – For arranging transponder checks for club aircraft

**Julie Kinder** and **Scott Dimick** – For shuttling club parachutes back and forth to get repacked

**Bill Patrick, Tim Krantz, Levi Krantz, Wojtek Tomanek, Stan Bissell, Colin Mead, Gary Baker, Donald Hannon, Lewie Lewis, Alice Palmer, John Gillis** – For extra GOD help

**Stan Bissell** – For snow shoveling

**Everyone** – For helping to clean the clubhouse after the membership meeting

**Bif Huss, Vitaliy Aksyonov, and Bill Patrick** (outgoing BOD members) – For their years of service on the BFSS Board, and thanks to the new Board (see below)



*Annual Membership Meeting, May 15<sup>th</sup>*

## **NEW BOARD AND CLUB OFFICERS START THEIR TERM by Brian Price**

The BFSS Board maxes out at seven members, who serve staggered two-year terms. At the annual meeting on April 15, the membership elected the following board members, joining

**Becky Kinder** and **John Gillis**, who are midway through their terms: **Scott Dimick, Kip McClain, Zsolt Silberer, Colin Mead, and Brian Price.**

We're delighted to have such a capable group to wrestle with club issues. We are fortunate to begin the year in excellent financial shape, and with terrific support from many members and their families.

On April 19, the new board met to select officers. Board officers are **Becky Kinder**, President; **Scott Dimick**, Vice President; **John Gillis**, Treasurer; and **Brian Price**, Secretary. Other officers were selected as follows:

- KAPA Liaison (Officer): **Brian Price**
- Maintenance (Officer): **Colin Mead**
- Buildings and Grounds (Officer): **Open**
- Safety (Officer): **Mark Palmer**
- Chief Tow Pilot (Officer): **Bill Gerblick**
- Chief Instructor Pilot (Officer): **Alice Palmer**
- Membership (Secretary ex officio): **Zsolt Silberer**, Chairperson
- Finance (Treasurer ex officio): **John Gillis**
- Operations (Appointed by BOD): **Kip McClain**
- Web Info Email Monitor: **Scott Dimick**

We are delighted to have this able crew leading our committees to keep the club safe, fun, and solvent. Note that, as of April 19, we still need a Buildings and Grounds Officer.

We urge all members to work through these officers whenever an opportunity arises to do a good turn for the club. Their contact information is on the website roster. The board intends to support these officers fully, and they need to have a handle on everything in their bailiwick.

Board meeting agendas are often so long that important questions get shorted. To better cope, this Board will meet twice each month: first Tuesday for the regular meeting and

reports; fourth Tuesday to focus on one or two issues. All such meetings are open to the membership, and will be announced as usual.



*Tim Krantz prepares for a solo flight in the Blanik. Photo by Stan Bissell*

## MEMBER COMMITTEES

by **Becky Kinder**

Some soaring clubs have multiple runways, a couple of hundred members, and an impressive fleet of aircraft. Others run on a shoestring. BFSS lives somewhere between.

Black Forest Soaring Society came about because of a confluence of problems in 1987.

**Jon Stark, Mark and Alice Palmer, Lee Kuhlke, and Doug Curry** were all charter members. Even at the old Wave Flights site, volunteerism was a key part of the sport. Our founding documents mandate that every member serves in some capacity. In short, BFSS is an all-volunteer organization.

Our member application specifies that every regular member will serve in some capacity, as well as taking turns as Ground Operations Director. But unless you also tow, are one of our regular instructors, or are on the Board of Directors, you are required to work on a committee. We have many available flavors of volunteerism. The committees are described in article XVII of the BFSS Bylaws, but below is a summary of options.

The Building and Grounds Committee always needs more members, and currently needs a Director. There are plenty of ways to help out on that committee with relatively small commitments. **Zsolt Silberer** and others on the Membership Committee do field checkouts with potential members; our Operations Committee is led by **Kip McClain**. Other committees may have openings too, some more specialized than others. Finance, led by **John Gillis**, and IT chaired by **Vitaliy Aksyonov**, both require substantial commitment and expertise. Our Kelly Airpark Liaison, **Brian Price**, has been an outstanding ambassador to our Kelly neighbors, both on the field and in meetings, and he welcomes assistance. For now, the Aircraft Maintenance and Safety Committees are full.

If you aren't already on a committee, please contact me. It's your club, and it's way more fun improving it together!

### glider pilot

{gli•der•pi•lot}

*noun*

1. A person who does precision guesswork based on unreliable data provided by those of questionable knowledge, in an aircraft with no motor.

## BFSS AWARDS 2022—Part 2

by **Alice Palmer**

As part of our Annual Meeting, we were finally able to announce the last couple of awards for those who couldn't attend the Winter Party.

### Robert Knapp Service Award

Robert Knapp was a towpilot and glider instructor from the early days of the club. In his retirement, he devoted countless hours to ensuring the club's success. This award is presented to a member who, through his or her many hours of service over a period of years, helps ensure that the club thrives.

This' year's recipient is **Stan Bissell**. So many of you know him because he taught you to fly. All of us know the dedication and service Stan has provided to the BFSS membership over many years. Thank you Stan!



**Volunteer of the Year**

We are so fortunate to have many members who contribute volunteer time in so many capacities to help our club.

This year we want to recognize **Bill Gerblick** for the countless hours he contributes to keep the towplane running, the tractor mowing and plowing, the hangar doors operating, and so many other things behind the scenes. Thank you Bill for all your work for the club!



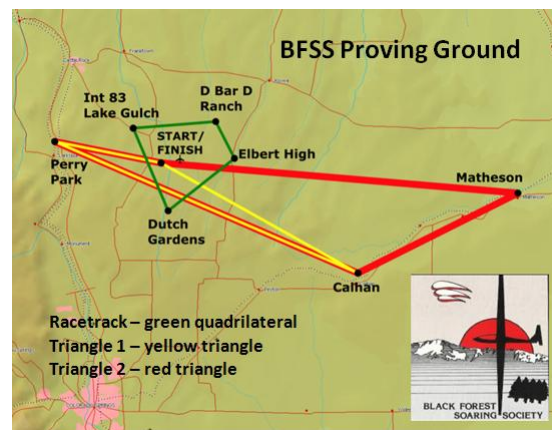
When you see these and the rest of the award recipients, please offer your congratulations for their efforts.

**PROVING GROUND UPDATE FOR 2023 by Brian Price**

The Proving Ground is getting plenty of traffic this year, from experienced pilots as well as learners. Even our pilots with 500 km flights on a prime weekend will fly the Racetrack or one of the triangles on a challenging day. We all enjoy and benefit from completing a goal, even if it's not Taos and back!

How can less-experienced BFSS pilots transition to cross-country soaring, by safe steps? The Proving Ground is a complete package from Canada, designed to help newer pilots bridge the gap from gliding locally to soaring cross-country. The package provides three graduated tasks, an online handicapping bot, task sheets you can carry along, and magnetic achievement boards posted in the clubhouse.

Our first task is the "Racetrack," which can be completed without getting more than 5 NM from Kelly. Set an appropriate decision altitude; you can turn for home any time you descend to that decision height. The second and third "triangles" are 70 and 103 miles, purposely overlapping somewhat to build your familiarity with the routes.





Landing places are never out of reach. One leg of Triangle 3 can qualify, if other conditions are met, for Silver Distance. The simple Proving Ground rules and reporting information are provided on the laminated Task Sheets, on the wall by the front door of the clubhouse.

Students are expected to get clearance from their instructor before flying these tasks. A minimum decision height of 10,500 feet MSL (or more if directed) is required for them. You can also fly together with Dave Rolley for expert mentoring. **NEW: All pilots must start the Racetrack circuit below 14,000 feet MSL, and complete it above 9,600 feet MSL in order to be scored.**

Attach your .igc file to an email addressed to **blackforest@soaringtasks.com** to get your handicapped time. I recommend also that you send a separate email to that address with the word "task" in the subject line, to get the .cup file for the exact waypoints in the Proving Ground program. *Whether your trip around the course is fast or slow, please post your time on the clubhouse board.* The fastest time will remain at the top of each board for the rest of this year.

## RUNNING THE RACETRACK by John Gillis

This is a good representation of doing the Racetrack in good, but not great conditions. I entered the start at 10,000 feet. I had my S80 focused on returning to Kelly at an MC 2 (this is a great solution for confidence: two computers, one to get home, one for the task). The Oudie N had the task. My bingo to return to Kelly was 1000 feet above safety altitude at MC 2. I had no intention to land out.

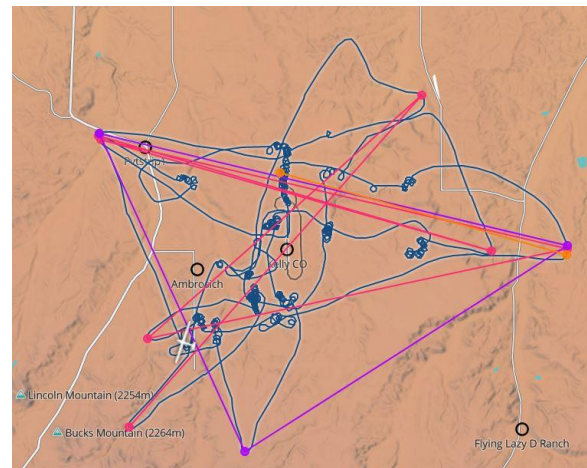
This meant I needed to stop in every thermal and climb. I hit Dutch Gardens with bingo back to Kelly. I turned back. Found a thermal and climbed back up and headed for Elbert High School. I stopped several times to climb. I hit Elbert at bingo and turned back. Halfway back I

found another thermal and turned for D-Bar-D. I bent back towards Kelly on my way to the finish, got enough to push past Highway 83, then hit bingo again about one mile from the finish. Returned back towards Kelly. Found another thermal over Ambrosich and turned to finish, but hit bingo again just a half mile from the finish and turned back to Kelly. Found another thermal to take me high enough to finish and return. Hence my slow time, but what a great experience. If you look at my track on OLC, you will see the star pattern I flew to make the task and stay within glide path to Kelly.

### Scoring Black Forest Soaring Society tasks

**Completed Black Forest Racetrack - Int 83 in 0:55:19**

**27.1 sm scored flight distance at 25.5 knots  
Handicap speed: 24.3 knots [Beta]  
Completed one racetrack circuit**



*Origami by John Gillis*

## CENTENNIAL FLIGHT TRAINING AREAS UPDATED by Mark Palmer, Safety Officer

Due to complaints about noise and congestion, new training areas have been designated on the south side of the Denver Class B airspace. For the most part, these won't affect us as the majority are tucked under the Class B. However,

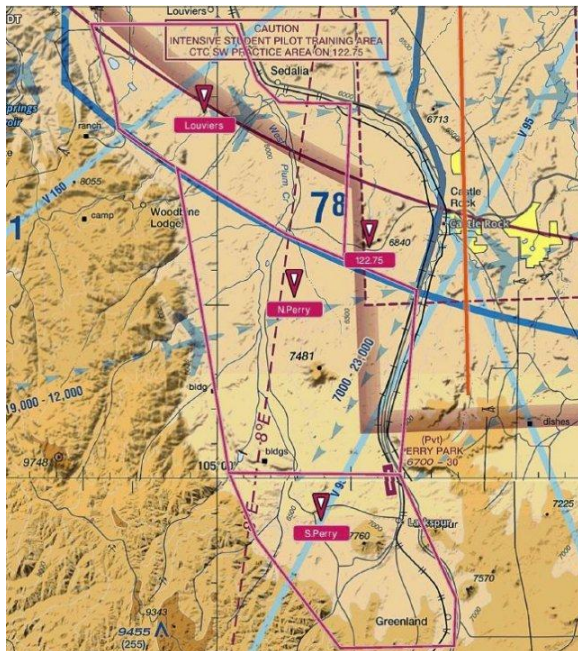


two new areas, Perry North and Perry South, have been designated in the area around Perry Park. These areas are designated as training areas for multi-engine aircraft, although single engine may also use them. There is a recommended frequency of 122.75 MHz to monitor if you are in the area.

Note that there are no altitude minimums or maximums for these areas. So we have another area of increased traffic to monitor as we transition between Kelly and the foothills.

Also note that these areas were put together by the flight schools in the area. They are not FAA designated airspace. Nevertheless, this is another reason to keep our heads on a swivel as we transition to and from the Perry Park area.

To get an idea of how much airspace is set aside for training on the Front Range, here's a [link](#).



Southwest training areas, Perry North and Perry South

## OXYGEN BOTTLE TEST DATE by Raul Boerner

What a pleasant surprise lesson from Marmic Fire and Safety. They explained that the markings on my oxygen bottle indicate that I

have until 2029 to do the required hydrostatic test. That saved me some money.

*Per the Mountain High Oxygen Website:*

“Oxygen cylinders are marked to designate the type of cylinder, maximum fill pressure, hydrostatic test date, inspector, manufacturer, and serial number. The marking are normally stamped into the shoulder of the cylinder. The hydrostatic test date and inspector mark indicate when the cylinder was last tested and who tested the cylinder. Most oxygen cylinders are required to be tested every 5 years. This test ensures the cylinder can safely hold the maximum fill pressure. There are two other markings which are sometimes found on these cylinders. The plus (+) sign located after the test date designates that the cylinder can be filled to 10% above the pressure stamped on the cylinder. The five-pointed star in the same location designates that the hydrostatic test date has been extended an additional 5 years. A cylinder with a five-pointed star would need to be tested every 10 years.”

+ \* The plus sign (+) means the bottle was tested to 110% of the certified pressure.

The five-point star (\*) means the cylinder may be tested every 10 years vs standard 5.





*From Todd Hahn: Went up April 7th with fellow Black Forest Soaring Society member Bif Huss today in his Duo Discus with a tow from John Gillis. Topped out at ~17k feet. The E/W convergence was developed and working well. Lots of virga as the afternoon progressed. Didn't quite make it into the mountains today, but learned much from Bif on the strategy of getting into the mountains from Kelly Airpark.*



## THE PILGRIMAGE: OR, HOW I WENT TO TEXAS AND LEARNED TO LOVE DIXIE by John Gillis

So I got the call two weeks ago. The trailer I ordered for my JS3 back in January was coming to America last week. And I needed to arrange shipping it from Houston to Tennessee before the glider arrives this summer. The Texas Jonkers agent picked up two trailers from the port and took them to his club at Greater Houston Soaring Association. I had choices: reposition it myself to Tennessee, pay the agent a significant fee, or have it trucked. I needed a mission.

I drove down, leaving Wednesday morning for Houston, made it to Waco, overnighed in a roach motel, then met the agent at 10 AM in Houston Thursday morning.



*All that driving...and he came up empty.*

## SHIPS FOR SALE

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

**PARTNERSHIP AVAILABLE:** 1977 PIK 20D. 2101 hours total time. Mountain High O2, S80 Club, Flarm Core, transponder. Enclosed trailer. \$28,000. Contact [John Gillis](#).





**FOR SALE:** 1/3 share in ASW-26E motorglider D2D. Based at CO15. If interested, contact [Gerald Peaslee](#).



**FOR SALE:** 1-26B S/N 212. 1732.5 hours TT. All logbooks on hand. Ailerons need to be recovered. Trailer built 2019. Converted to straight tail. \$8000 delivered to KAP! Located at Moriarty, NM. Contact [Ridge Moreland](#).



## PHOTOS



*Kaylee Harmsen gets briefed on her ride with Brandon Kolk. Photo by Harold Wood*



*Dave Morgan and daughter Katie get ready for a flight in the Blanik. Photo by Mike Franzmann*





*Harold Wood gets ready for an instructional flight with Brandon Kolk. Harold looks mild mannered but underneath, he's Superman.  
Photo by Mike Franzmann*



*A view of the Sangres from Bif's 489K flight on 4/9/23*



*Bradley Parsons of Arapahoe Aero conducts a transponder check on Raul Boerner's LS-6.*



*Bif Huss had a great day, Sunday April 9. 15 kts over Pikes Peak! Here's a shot from behind Pikes.*



*Levi Krantz gets some cross country instruction from Bif Huss in the Duo Discus.*





*Kip McClain puts the K-21 through its paces on a First Flight with Mark Palmer.*



*Wojtek Tomanek takes a ride with Jon Stark in the Bell 47. He must not have been too scared since he was able to take pictures.*



*John Gillis, Donald Hannon, Vitaliy Aksyonov and Bif Huss listen as Colin Mead describes the workings of L'Hottelier fittings on the ASW-19.*



*Pictures by Wojtek*



*Doug Curry goes to great lengths to keep our Pawnee in the air.*



*Vario pegged. Bif Huss, 4/12/23*