

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

Airworthy Archive: SoarBFSS.org/Airworthy

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

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FROM THE EDITOR

We seem to have gone from summer directly into winter. The last couple of weeks have alternated between a few nice days followed by cold, wind, and snow. Even as this issue comes together it's snowing outside. So we start to dream of next soaring season.

The club hosted a really special memorial service for Steve Johnson on October 13th. See the article below. We're all still trying to find ourselves after the loss of our wonderful friend. Thank you to all who helped to make this a memorable event.

Mark Palmer, Editor



KAP on an autumn day

Photo by Gary Baker

PRESIDENT'S MESSAGE by Bif Huss

As I look at snow on the taxiways, it's obvious that the soaring season is starting to wind down. We're seeing fewer XC days or days where you can even stay up, for that matter. We are starting to move into great weather for training however, as we see a lot of blue days with nice smooth air to work on patterns. This is also a great time to start working on aircraft maintenance before the holidays start and we get busy with winter projects.

This month, a major issue we need to talk about is pilot currency. As per the FARs, pilots are required to maintain currency by taking a Flight Review every 24 calendar months. In this month's issue, our pilot currency volunteer, John Mann, has outlined our new currency tracking program. What we're going to do is to track pilot Flight Review currency through our membership database. This should give us a good picture of our pilots' currency and also allow us to notify pilots when their currency is due to be renewed.

Maintaining pilot currency is a requirement not only by the FARs, but also for the Club's insurance policy. An accident involving a non-current pilot could result in the Club's insurance carrier refusing payment and result in the liability becoming the pilot's responsibility. In the event of an accident or incident, one of the first things the insurance carrier will do is to

verify the pilot's and aircraft's currency and documentation. As such, every pilot needs to submit his or her documentation to John Mann so that he can verify its validity and then enter it into the club's database. See John's article below.

Have a great month!

CALENDAR

Board of Directors Meetings

November 12, 2019 6:30 – 8:45

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

December 10, 2019 6:30 – 8:45

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

C Badge Workshop

Saturday, November 2, 2019 9:00 AM

BFSS Clubhouse
Please RSVP to the Palmers if you have not yet done so and plan to attend.

BFSS Saturday Potluck Barbeque (after flying)

Will start again in April, 2020

SSA Convention

February 20-22, 2020

Little Rock, AR

1-26 Championships and Low Performance Contest

June 16-25, 2020

Sunflower Soaring, Hutchinson, KS

Women's Soaring Pilots Association Seminar

August 24-28, 2020

Springfield, Vermont

Downhill Dash

Summer, 2020

FLEET UPDATE

ASK-21 – Nothing to report

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

AC-4C Russia – Nothing to report

PW-5 – Parachute repacked

Blanik L-23 – Nothing to report

Pawnee – Down for maintenance. Monitor your email.

FRIENDLY REMINDER

The winter snow 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

Here is the Ops Duty schedule for November and early December, 2019:

Leonard, Dave	11/02/2019
Maki, Jeff	11/03/2019
McClain, Kip	11/09/2019
McClain, Kip	11/10/2019
Baker, Gary	11/16/2019
Sherrard, Jeff	11/17/2019
Paluch, Zach	11/23/2019
Peaslee, Gerald	11/24/2019
Price, Brian	11/30/2019
Rolley, Dave	12/01/2019
Palmer, Alice	12/07/2019
Szwagrzyk, Jerzy	12/08/2019

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

FLIGHT PROFICIENCY CHECKS by John Mann

Club members,

The Board of Directors has asked me to create a system to track Flight Review currencies. This is an effort to help us all stay current with this FAA requirement and ensure we are FAA legal, and insurance compliant.

As you know, with two specific exceptions, FAR 61.56(c) requires a person who acts as PIC of an aircraft to:

1. Have accomplished a flight review every 24 months, and
2. Have a logbook entry from an authorized instructor.

Exceptions. The flight review is not required if:

- 1) Within the 24-month period a person has passed a proficiency check or practical test for a pilot certificate/rating or for an instructor certificate/rating (FAR 61.56(d)), or
- 2) Within the 24-month period, a person has accomplished at least one phase of an FAA-sponsored pilot proficiency award program (*i.e.*, WINGS Program) (FAR 61.56(e))

So I'm asking everyone to send me an electronic copy of either the logbook entry documenting your most recent flight review, or a document that verifies you've accomplished either of the two exceptions.

Please ensure that any document you send clearly and legibly shows your name, the date you accomplished the flight review or one of the exceptions, and the name of the flight instructor (flight review) and/or certifying official (exceptions).

I'll be organizing your inputs and providing them to Carrie, who will add flight review currency to the membership list she keeps.

Thanks; let me know if you have any questions or concerns.

John

ACCOMPLISHMENTS

John 'I don't need no stinking badges' Gillis – A and B Badges awarded

Becky Kinder and Julie Kinder – Passed their Private Pilot Glider written exams!

THANK YOU!

Raul and Brenell Boerner, Becky and Julie Kinder, Chris and Sharon Dunmall, Glenn Paluch – For bringing a feast for Steve's memorial service and other organizing, setup, and cleanup for the group gathering

Frank DeBacker and Dave Rolley – For obtaining and setting up the new club computer

Raul Boerner – For designing and procuring the *Steve Johnson Clubhouse* sign and for getting the club parachute repacked

Gary Baker, Wojciech Tomanek, and Michael Westlake – For extra help on the line

Becky Kinder, Julie Kinder, and Russ LeFevre – For spending an entire day cleaning the clubhouse!

Above and beyond the call, everyone. Thank you!

VOLUNTEERS WANTED

The Board is looking for volunteers to fill two important positions. They are **Buildings and Grounds Manager** and **Fleet Maintenance Officer**. Volunteering for one of these positions does not mean you have to do all of the work. Rather it means that you would be responsible for coordinating people and material to accomplish the work that needs to be done. These are non-voting Board positions. If you are interested, please contact one of the Board members.

HANDYMAN WANTED

The club is looking for a handyman/woman who would be able to do repairs around the grounds. If you know of anyone, or would like to volunteer for the job, contact one of the Board members.

GOTTA GRIPE?

Need to report a problem with one of the club gliders or towplane? Any gripes should be written up on the yellow form you fill out after flying. Carrie forwards the information to the appropriate party.

BACKSEAT MIC IN THE ASK-21

There's a new panel-mounted microphone in the ASK. And it works really well too. Just as normal, press the push-to-talk and... talk.



WELCOME NEW MEMBERS!



John Hatch – A power pilot and will be completing a glider add-on.



Michael Westlake – A power pilot with 35 hours of glider time. Has jumped into volunteering and is awaiting instructor availability.



Wojciech Tomanek – Has completed 4+ days of volunteering and is starting his training with Raul Boerner.

CONGRATULATIONS

John Gillis is now the proud owner of PIK-20D, 2 Mike. John bought it from Mark Ransom's estate.

NEW CLUB COMPUTER

Thanks to **Frank DeBacker** who made the purchase and **Dave Rolley** who set up the hardware and software, the club now has a new computer. Sky Sight and See You will be added to it shortly.



New club computer. Photo by Raul Boerner

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!"

HENRY'S WALKWAY PROJECT

Club member Henry Paluch's Eagle Scout project is building a new walkway between the clubhouse and Hangar 1. The new walkway will improve drainage and enable those with disabilities to more easily access the flightline. It's going to be beautiful when finished.

Thank you Henry and family, and additional volunteers!



Henry Paluch and crew start work on the new walkway.



Almost done! Rails and detail work to come.

ADS-B ON TOW by John Gillis

I'm not sure how many of you are aware that Pawnee N9876S is equipped with ADS-B out. This means that when the towplane is squawking ALT on the transponder, it's activating the ADS-B system and broadcasting the position and tail number for any other ADS-B equipped receivers to see. This is a huge safety improvement in situational awareness.

However, N9876S doesn't have an ADS-B receiver or a display to exploit this, that is, unless I'm flying her.

I have a mobile Stratux ADS-B receiver that can receive both bands (978MHz and 1090 MHz) of ADS-B transmissions and displays this on my iPhone. I use a suction cup RAM mount to secure it just above the panel.

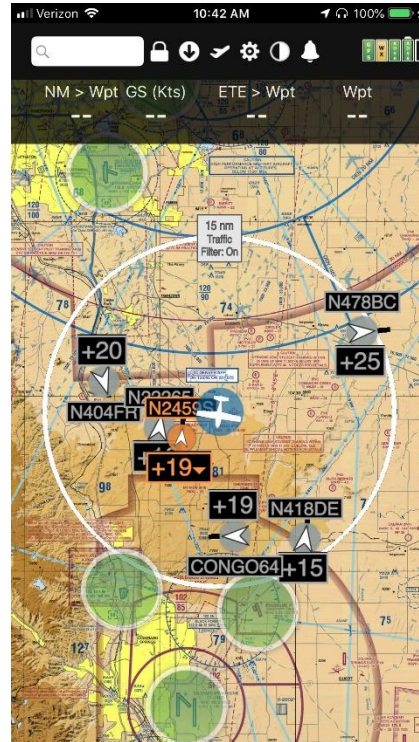


The Stratux has its own antenna, WAAS GPS source, USB power backpack, and I just throw it behind the seat on the shelf in the Pawnee. It talks to my iPhone via WIFI. It receives both TIS-B and FIS-B data streams. TIS-B gives me traffic and FIS-B gives me weather, NOTAMs, and TFRs.

I use FlyQ as my electronic flight app. FlyQ is a subscription-based flight mobile app that provides current charts, AFD, FAR/AIM, navigation, weather, etc. Its focus is more for power operations than soaring. It's one of many EFBs available.

I affectionately call it my fishfinder. In my Sonex, I have a panel-mounted iPad to display this same intel. The space in the Pawnee is limited, and it being certified, we just can't permanently mount it.

Here are some screenshots from a recent Friday tow day. Clearly we are not alone! The first screenshot shows what is above while sitting on the runway staging for a tow. The white ring is a 15nm traffic filter showing traffic only within that ring. I have also disabled traffic notifications for anything above 3500ft.

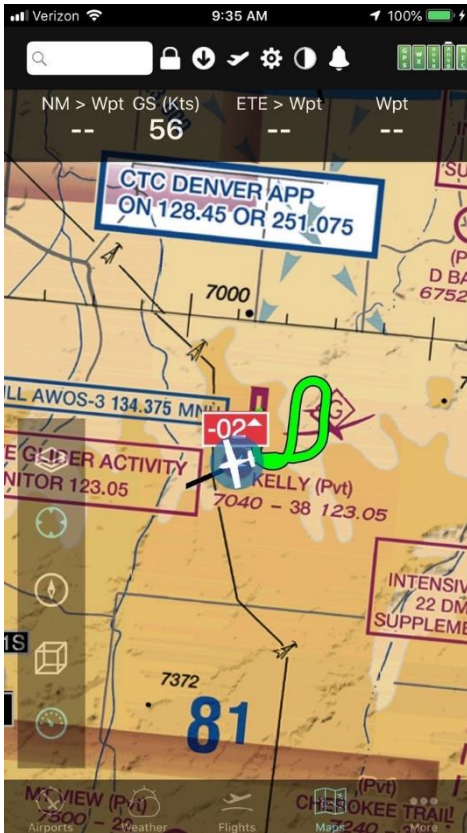


Looking above runway

The bugs show the tail number, relative altitude, altitude trend (climbing, descending), heading, and relative speed of the targets to me. The color of the bug indicates threat level. Gray: no factor. Orange: potential factor. Red: imminent threat.

You will notice N9876S is not indicated. This is because I have configured FlyQ to ignore my tail number, lest it will alert me of an imminent collision constantly.

The green circles are the current METARS from the FIS-B data stream indicating VFR conditions at the airports.



9BA at towplane's six o'clock

The second screenshot shows what it looks like during a tow when a non-ADS-B-out equipped plane turns their mode C transponder to ALT. In this case it was 9BA. Right on my six, 200ft lower, climbing, and the bug has turned red indicating an imminent potential conflict.

The 200ft difference is due to the pressure altitude being transmitted from the Mode C transponder referenced against the GPS altitude of the Stratux receiver. The green line is the flight path. I'm actually not directly receiving the target from 9BA, but from ATC radar, which reads the Mode C and broadcasts the position through the ADS-B system.

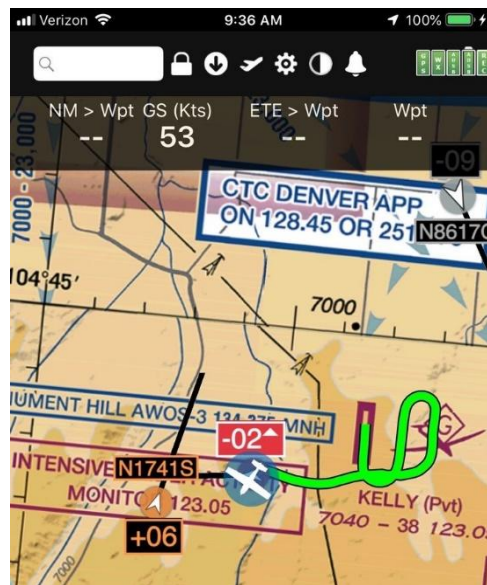
A few moments later, we pick up some traffic that might be an issue. N1741S is on an intercept course, 1000ft above and at my 10 o'clock high. The bug is orange, indicating a potential conflict, not imminent. The length of the vector indicates speed. The fun part now is

to find the fish in the pond visually with your head on a swivel.



N1741S is a potential conflict.

Tally Ho! Target visually acquired and a change of course initiated with 600ft vertical separation. Note: Still have that pesky bug on my six.



Conflict averted.

If N1741S had inbound ADS-B being displayed on a screen (and since he is ADS-B-out equipped, it's highly likely he does), he should have seen both N9876S and the unknown bug behind me.

As you can see, ADS-B is a very valuable tool in situational awareness. It's a requirement that by 2020, all power aircraft operating within a Mode C area are equipped with it. If you already have a Mode C transponder, you can add ADS-B out for around \$1500. If you don't have a transponder, you buy an integrated in/out solution for around \$3500. And we all know those Cirrus guys just stare at their screens while flying. See and be seen! BTW, power guys don't receive FLARM.

N65840 TANKER 2-33 REFURB by Alice Palmer

The 840 team returned to the fuselage this month as **Doug Curry**, assisted by **Gary Baker** and **Raul Boerner**, sprayed the white color coat.



Shiny white fuselage!

The fuselage looks gorgeous—shiny and new! The fiberglass nose cone has been a challenge from the very beginning and that continues. It will need some sanding and at least one or two more coats of white before it is done. We continue to brainstorm trim color designs.

Meanwhile, work continues on the interior panels. The rear panel is repaired and ready for sanding and cleanup.

Work may slow a bit now with winter coming on, though we continue to plan for work on the wings to be done when Doug is able to fit it in.

Thank you, 840 Team, for your continued dedication to the project this month!

Doug Curry
Gary Baker
Raul Boerner
Frank DeBacker
Kyle Kendall

AIRFIELD HUNTING by Jeff Sherrard

Looking at the Denver Sectional leads one to believe there are several landable private airfields close to Kelly Airpark. Driving out to Kelly, we see good and bad fields for landing out. I've begun to review and classify fields and airports in our area, as preparation for future landouts. I like to see them from the ground BEFORE landing. I have developed the following scale:

- A – great landing option
- B – good landing option, but may be bumpy
- C – least desirable landing option; a smooth field is better
- D – damage-likely landing option
- F – damage very likely; use only to avoid death.

My adventure began by visiting some of the closest airports: **Ambrosich**, **Kelgun**, **Kostrowski**. All three are currently not landable. I continued my adventure, farther away:

Pine View – C - 8 NM northeast, south of Elizabeth on County Rd 17/21. Avoid. Narrow, fence on both sides. Driveway across runway.

Dietrichs – 7 NM northeast, south of Elizabeth on County Rd 17/21, east side of ridge – future review.

D Bar D – D - 5 NM northeast, south of Elizabeth on County Rd 17/21. Avoid. Narrow, historic railroad bed.

Flying G – A - 8 NM east of Kelly, just east of Elbert. A beautiful east/west runway owned by ex-Kelly residents Frank and Karen Graves. They do NOT lock their gate and invite BFSS gliders to come visit. Some reportedly already have....

Circle 8 – B - 8 NM northeast, just south of Hwy 86, between Elizabeth and Kiowa. Kurt, a retired United Captain, lives on the field, which has cross runways 8/26 and 17/35. A little rougher than Flying G, but nicely mowed and an easy retrieve.

Mountain View – F - 7 NM south. Avoid. No longer maintained or used as a runway.

Cherokee Trail – 7 NM south, southeast. South of Elbert. Just west of Fat Chance – future review.

Fat Chance – 8 NM southeast, south of Elbert, just off Elbert Road in Silver Spur Ranch – future review.

Comanche Creek – 10 NM northeast, south of Hwy 86, east of Kiowa – future review.

Wecker Farms – 12 NM northeast, just south of Hwy 86, east of Kiowa – future review.

Bijou Springs – 12 NM southeast, dirt roads – future review.

Aero Bear – B - 15 NM east, landable to the south in a pinch. Nicely mowed with a nice hanger and house on the property. Not the easiest retrieve.

Shantz Airstrip – B - 25 NM northeast of Kelly, just north of Hwy 86. Beautiful, long runway, not recently mowed. Easy retrieve.

Calhan – A - 20 NM southeast. Reported landable and easy retrieve. Thanks Mark!

Springs East – A - 23 NM southeast. Biff reports very landable and easy retrieve.

Tranquila – C - 27 NM southeast, north of Yoder. Reported rough, but usable. Thanks Mark & Alice.

Ria Airport – A - 33 NM southeast, between Yoder and Rush. Nicely mowed cross runways in regular use. Easy retrieve; immediately south of County Rd 94.

High Mesa – B - 38 NM southeast, just east of Rush. Easy to spot next to big, round, irrigated field. Rough, but usable. Easy retrieve; just north of County Rd 94.

My search continues, next up includes **Buffalo** and **Reed Hollow Ranch** airports, both within 10 miles of Kelly!

Dashing – Down Hill by Bill Gerblick (QS)

Release at 9K, in lift, then down to 8.2, am I landing, no dashing today?

Take a Chance, move West to the Rocks, small bump, am I saved?

Back to 10K, a friend circles to the South, like a beacon of hope.

Take a Chance, move South to join that blessed rise.

We strike out together, SE we fly, convergence we play in, but back home Raul must turn.

Take a Chance, my crew below me, press on he encourages, on to Calhan!

I hear Mark say “Simla,” he has made, but soon he is landing, we will not play.

Take a Chance, blue ahead, not a marker in the sky, press for Limon today!

My crew below me again, keep pressing he says, I have your back.

Take a Chance, Limon behind now, Arriba ahead, Thermals spreading out like a magic carpet ride.

Beautiful fields below, no worries on landing today, Kansas beckons on the horizon, press on!

Take a Chance, Flagler behind, Kit Carson perhaps, but ClearNav says 'not today.'

Smiling crew and familiar trailer await my landing glider.

We took a Chance, safe at Flagler, now happily heading home, Jeff and I laughing all the way.

What a Day!

—**Bill Gerblich**

(with apologies to those who do know how to write a good narrative poem)

[Ed. Note: Bill won the 2019 Downhill Dash.]

STEVE JOHNSON MEMORIAL SERVICE

Steve Johnson's family asked if they could hold a memorial service for Steve at the club. Sunday, October 13 was sunny and cool, a perfect day for such a thing. Raul Boerner and others assembled Steve's Genesis, CW, in front of Hangar 1. Club members pitched in to move chairs and set up the meeting room. Glenn Paluch began smoking salmon before the guests arrived.

When the memorial began, the chairs were filled to capacity and many others stood. Over 50 people came – club members, hang glider pilots from Steve's hang gliding days, friends from Sealey where he worked for years.

Mark Johnson, Steve's brother, opened with a few words. Then, one by one, people stepped forward recount their memories of Steve. Brian Price quoted Bill Hill's poem *Requiem*, which was so appropriate.

When it was over we all retreated to the meeting room for a wonderful potluck lunch. Folks stayed for hours mixing, learning how Steve touched all our lives. It was a wonderful event.



Club members, hang glider friends, coworkers all came together to remember Steve.



A wonderful lunch



Steve, we will never forget you.



Requiem

The sky is empty, you are not there
or, perhaps you are.
Do you rise yet again, a whirling dervish,
a dust devil ascending?
Is your voice now the plaintive cry
of a hawk rising up and calling out
come fly with me, I am not gone?
I will search the sky and perhaps someday
will see you again among the clouds smiling
as you are more than just a fond but sad
memory.
- **W.G. Hill** (used with permission)



*Charlie Whisky
Photo by Raul Boerner*

PHOTOS



Gary Baker (front) and Chris Dunmall (rear) take the ASK for a ride in October.



Clay's view from the towplane