

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



Volume 33 Number 11

November 2021

Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

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

Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

I apologize for this issue of *Airworthy* being late. Due to postage increases and postal delivery slowdowns...oh wait...doesn't apply here. Never mind.

Alice and I just got back from a week in Moriarty, NM, working with **Fidel Ramirez** on our DG-300. It was a great week and learning experience with Fidel, and Alice is still writing down notes. We have some parts on order from DG so Echo Fox is sitting in front of Fidel's hangar for now.

Watching Fidel work was a wonder. He is a master craftsman and his knowledge of sailplanes (and their pilots!) is encyclopedic. If you need work done on your ship, Fidel is a great choice. But plan well in advance, because he's a busy guy!

Mark Palmer, Editor



A little warning from Mother Nature that winter will soon be here.

PRESIDENT'S MESSAGE by Bif Huss

I'd like to begin the November President's message by talking about the BFSS Johnson Youth Scholarship. The Johnson Youth Scholarship is named for **Steve Johnson**, who personified the spirit of volunteerism and love of soaring. The Youth Scholarship is designed to help young pilots defray the cost of BFSS flight charges and to help them obtain their FAA Private Pilot Glider certificate. It is awarded annually, by March 1st, to deserving individuals as determined by the BFSS Board of Directors.

This season, \$1500 was awarded to deserving young BFSS pilots. The scholarship is primarily funded by the donations of BFSS members. This year is the first year that up to \$100 of members' remaining "A" rate funds, that would normally revert to the club's general fund at the end of February, can be designated as a donation to the Youth Scholarship. Members can also make a donation of any amount to the Youth Scholarship at any time. Since BFSS is a 501(c)(3) nonprofit organization, donations are tax deductible. Please consider making a donation this year. Giving the gift of flight to our outstanding young pilots is a great way to share our love of soaring.

For those young pilots who are interested in applying for a Youth Scholarship, the application can be found in the "New Members" section of

the BFSS website. Applications are due by February 20th. Awards will be announced by March 1st.

Our future ASW-19 is still in California awaiting its new canopy. Its repair has apparently been caught up in the country's supply chain problems. I'll let you know when we get more information. I can tell you however, that the ASW-19's Pilot's Operating Handbook, (POH), has been uploaded to the website, thanks to **Vitaliy**. One of the checkout requirements to fly the 19 will be a thorough knowledge of the POH. If you want to get a jump on qualifying to fly it when Z3 joins the fleet, you now have the opportunity to get started.

If you've been to the club in the last weekend, you've undoubtedly noticed that extensive work is being done to the clubhouse.

Becky Kinder and her crew have been hard at work painting and preparing the floor for new carpeting. We should have a much improved clubhouse in the near future. Special thanks to the **Kinders: Becky, Mike, and Julie;** **Gary Baker, Chris Dunmall,** and others for helping to give the clubhouse a much-needed facelift. *[See article later in this issue. -Ed.]*

Finally, Condor racing season is just around the corner. If you haven't joined the race, you're missing out on a rousing way to spend winter evenings. It will also keep your flying skills sharp! It's time to get your computerized gliders up and running. Stand by for an announcement from our Condor Sensei, **Vitaliy Aksyonov**, for info on the first race. The club's simulator will also be upgraded this season to "Condor 2," including virtual reality. Even though you don't have your own system, you'll be able to join in (if you can get to the sim first of course!).

See you at cloudbase!

Bif, H7



Condor races start soon!

JOHNSON SCHOLARSHIP DEADLINE

The window for applications for the 2022 BFSS Johnson Youth Scholarship is now open. Scholarships are available to young BFSS members who are under 23 years old by March 1st, 2022, and display outstanding volunteerism and an enthusiastic desire to participate in the sport of soaring. The application can be downloaded from the BFSS website, "New Members" section. Applications are due to the BFSS scholarship coordinator, **Bif Huss**, at bifhuss@gmail.com by **February 20th, 2022**. Awards will be announced by March 1st, 2022.

CALENDAR

Board of Directors Meetings

November 9, 2021 6:30 – 9:00
Via Zoom

December 14, 2021 6:30 – 9:00
Via Zoom

SSA Convention

February 24 – 26, 2022
Atlantis Hotel, Reno, NV
(Flight Instructor Revalidation Clinic
February 22 – 23, 2022)

Senior Soaring Championships

March 11 – 18, 2022
Groveland, FL (*Go Team H7!*)

1-26 Championships and Low Performance Contest

May 10 – 19, 2022

Chilhowee Gliderport, Benton TN

Standard and 20-Meter Multi-seat Nationals

June 7 – 16, 2022

Yoder, KS

Open Class and 15-Meter Nationals

June 23 – July 2, 2022

Hobbs, NM

Downhill Dash

Summer, 2022

FLEET UPDATE

ASK-21 – Nothing to report

2-33 – Nothing to report

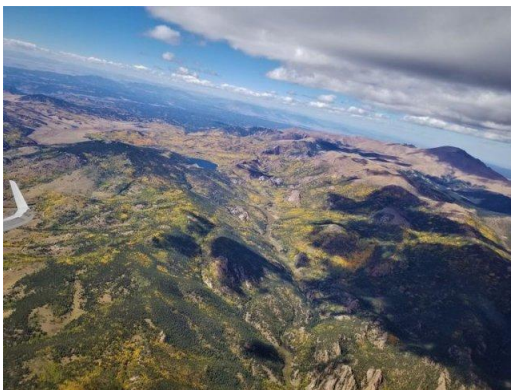
AC-4C Russia – Nothing to report

PW-5 – Boom mike rewired

Blanik L-23 – Nothing to report

Pawnee – Oil leak found and fixed

And coming soon...**ASW-19**. Stay tuned for updates.



Even into early October, the soaring was great. Dave Leonard took this picture of the back side of Pikes Peak on 10/03/21.

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(s), you will get a confirmation email from the app. **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.

NOTE: See **Brandon Kolk's** article below on the new flight ops application.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for November and early December 2021:

Mendonca, Patrick	11/06/2021
Price, Brian	11/07/2021
Rolley, Dave	11/13/2021
Sherrard, Jeff	11/14/2021
Silberer, Zsolt	11/20/2021
Tomanek, Wojciech	11/21/2021
Urschel, Pete	11/27/2021
Abbe, Joshua	11/28/2021
Baker, Gay	12/04/2021
Beineke, Jacob	12/05/2021

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.

ACCOMPLISHMENTS

Zsolt Silberer – AC-4C Russia checkout ★

Becky Kinder – C Badge

Ethan Hitz – First solo and A & B Badges



Instructor Stan Bissell congratulates Ethan Hitz on his first solo, 10/03/2021.

Doug Houston – WINGS phase completed

Mark Palmer – WINGS phase completed

Brandon Kolk – Fundamentals of Instruction written test passed

Deb Ings – Field checkout, ASK-21 checkout, and GOD checkout

Bif Huss – Blanik recurrency

THANK YOU!

Becky Kinder, Mike Kinder, Julie Kinder, Gary Baker, Chris Dunmall, Sharon Dunmall, Frank DeBacker, Patrick Mendonca, Connor Van Huysen (Patrick's friend), and others — For clubhouse restoration work. See articles below

Doug Curry, Bill Gerblick and John Gillis – For finding and fixing the Pawnee oil leak

Bif Huss and John Gillis – For winterizing the clubhouse

Quay Snyder, Stan Bissell, Wojtek Tomanek, Ziggy Tomanek, Gary Baker, Chris Dunmall, Julie Kinder, Deb Ings, Shreya Chandramouli, Kevin LaFollette, Brandon Kolk, Vitaliy Aksyonov, Bill Patrick, Patrick Mendonca and Terri Gerner – For extra GOD help

Brandon Kolk – For creating the new phone app for ops charge reporting

Donald Hannon and Mark Palmer – For weeding

Ethan Hitz – For clubhouse cleanup

Mark Palmer – For replacing the Russia trailer lights

Doug Curry and Dave Rolley – For rewiring the PW-5 boom mike

Raul Boerner – For updating and laminating the PW-5 checklist

John Thomas – For October KAP fire extinguisher inspections

Jim Norman – For allowing BFSS to use his dumpster

Jamie Treat, Dave Allen, Rick Haehnel and Bill Von Dane – Young Eagle flights at KAP

Jamie Treat and others from **KAP Association** – For gopher mitigation

WELCOME NEW MEMBERS!

Kevin LaFollette flew gliders with the CAP as a teenager. He's now a student again, flying with **Vitaliy Aksyonov**.



Deb Ings is a United pilot and new Libelle owner. She completed her field check and ASK-21 checkout with **Bif Huss**.



NORTH OVERRUN USE **by Bif Huss, BFSS President**

Since we have begun to use the north overrun again for landing operations, we need to address concerns to prevent damage to the overrun grass.

The main source of damage is dropping the skid on the 2-33. Dropping the 2-33's skid creates a divot in the grass that can be significant when accompanied by heavy braking. To prevent this, it is very important to make every effort to keep the skid from dropping by maintaining adequate back stick during the landing roll and to minimize wheel brake use.

By landing far enough down the slope that gliders can roll out with minimal brake usage or better yet, no brake usage, we can minimize damage to the grass.

It is also requested that we vary the touchdown point between the east and west taxiways to prevent wear to the grass from touching down consistently on runway centerline. Of course, if there are gliders/personnel staging on the west cross taxiway, do not land west of the runway centerline.

If your landing causes a significant divot, please do your best to push the grass/dirt back into it. This will help the KAP grass team to maintain the grass.

Finally, during wet conditions, do not land in the north overrun.

We need to do our best to maintain Kelly's beautiful grass areas.



*Some of the ruts on the north end of the field caused by the 2-33 skid
Photo by Jamie Treat*

END OF YEAR BALANCES **by John Gillis, BFSS Treasurer**

This is a reminder to all A rate members that unused balances of the \$1500 pre-pay will be relinquished at the end of February, 2022. If you have had charges exceeding \$1500 and have restocked your account, your balance will be carried over. If you are a tow pilot with at least 3 tows over the year, your balance will also be carried forward.

So what to do if you haven't used your \$1500 pre-pay?

- 1) Fly more! Get checked out in a club ship.
Work on badges.
- 2) Donate \$100 to the Youth Scholarship prior to Feb 28th (tax deductible).
- 3) Donate the balance to BFSS prior to Feb 28th (tax deductible).
- 4) Buy BFSS merch!
- 5) Fill your O2 tank.
- 6) Become a tow pilot and never worry about this again.

If you want a tax donation, contact **Carrie Commerford** for details.

NEW OPS SHEET REPORTING by Brandon Kolk

Effective 12/1/2021, we will be moving from the current PDF ops sheet to an easier to use, fully integrated, ops sheet application. This software is ready for use immediately. I will post some information on our website in the coming weeks about some of the advanced features and how-to's but this is a very easy ops sheet app to use.

Here is a quick summary:

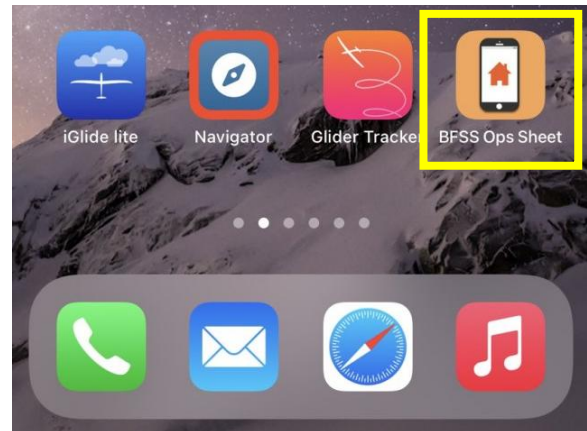
- NEW OPS SHEET LINK:
<https://cdn.jotfor.ms/brandon.kolk/BFSS-ARateOpsSheetBETA>
- It is optimized for any device but works beautifully on mobile devices.
- Coding included for iPhones saves the link to the home screen and works like an app from the App Store. *[You can save the webpage to the Home Page in Android as well. –Ed].*
- Each flight is an individual submission.
- Winter/summer rates are automatically calculated.
- No math is required!
- The submitting member and Carrie get a copy of the submission.

Shortly, this will be available for everyone to use on the club tablet in the clubhouse.

The software has been tested for about one month and no calculations have been incorrect, at least so far. If you do see any errors, please let me know right away so I can fix it. Also, if you have any suggestions, let me know that too. *[Any fixes or improvements automatically appear in the app the next time you use it. –Ed.]*

We are aiming to be 100% on this submission platform to aid in tracking all club metrics by 12/1/2021. Please discontinue using the PDF ops sheet by 12/1/2021.

Any questions? Let me know. Thank you.



BFSS Ops Sheet app as it appears on the editor's iPhone screen (it has been renamed).

FRIENDLY REMINDER

The winter snow season is here. 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.

GOD SCHEDULE, SUMMER 2022 by Mark Palmer

Joshua Abbe posted the most recent GOD schedule last month. The schedule takes us through early April, 2022. Starting with June, 2022, expect to see some changes in the GOD schedule.

This last summer was an especially busy one. Most weekends were very busy and on good soaring days, the launch line and requests for tows to the launch line were quite long. On these days, the GOD was running full tilt. Requests for tows to the takeoff line had to be balanced with trying to launch as many as possible, as quickly as possible, and helping pilots clear the runway after landings. There was often a lot of frustration.

After discussion with the Board, we will see a different schedule in the summer of 2022. Specifically, this will mean we plan to have **TWO** GOD members on duty Saturdays and Sundays. The GODs will work in shifts, one early (say 8:00 to 2:00) and one late (say 10:00 to finish. Expect these times to change).

What that means is that summer GOD duty will be more frequent than in the past. By running two GODs on the weekend, we can better utilize the golf carts, and launch lines and recovery will be quicker and more efficient. All of us will benefit by a more efficient operation.

The Board is also considering adding a GOD to Fridays. Currently, we are relying on the help and good graces of a handful of members to help us, but sometimes there isn't anyone available. Then it becomes difficult to run operations. If you are interested in being GOD on Fridays, please contact **Joshua**. He will work on juggling schedules.

ASBESTOS MITIGATION TEAM

The normal Thank You list doesn't begin to convey the hard work that **Becky Kinder**, **Gary Baker**, and **Chris Dunmall** have put in on asbestos mitigation in the clubhouse. It was hot, hard work, and every club member should be grateful to them for the time involved. Thank you guys!

While most of the mitigation is done, the clubhouse work continues....



*Gary Baker, Becky Kinder, and Chris Dunmall take a moment from asbestos mitigation work.
Photo by Julie Kinder*

ADDITIONAL CLUBHOUSE WORK by Becky Kinder

Frank DeBacker and **Gary Baker** are fixing the subfloor by the old counter. Gary has been instrumental! He's done all the drywall fixes, an enormous amount of painting, running errands, removed the battery room door, and generally served as a consultant and jack-of-all-trades.



Gary Baker discards the ancient window shades.

Chris and **Sharon Dunmall** helped prep and paint. Chris helped Gary tear out carpet. **Mike Kinder** helped Gary remove the counter. (It wasn't actually attached to much anyway.)

Mark Palmer and **Gary Baker** helped dispose of the counter and our neighbor, **Jim Norman**, kindly allowed us use of his dumpster to do so.

Brandon Kolk has assisted on the ongoing project of carpet options. **Patrick Mendonca** and his friend **Connor van Huysen** helped paint the battery room.

HANS ARNOLD: RECOVERING AFTER A FALL by Raul Boerner

Longtime former club member and instructor, **Hans Arnold**, fell six feet from a ladder. He broke ten ribs, three bones in his shoulder, pelvic area breaks, a puncture in his left lung, and more.

After almost two hours on the ground, and with the wind blowing his cries for help, the neighbor across from his home heard him. She called the police who arrived and called for medical assistance.

A painful couple of weeks followed in the hospital. He is recovering and will likely be in rehab for another three weeks. Will Hans return to ladders? If you know his wife, Marilyn, the answer will be **NO**.

FAA EXPANDS GLIDER USE OF 1202 TRANSPONDER CODE by Mark Palmer, Safety Officer

The FAA has announced that, starting November 1, 2021, gliders with transponders should squawk 1202 regardless of whether they are in contact with ATC or not.

According to the FAA: "Due to the transponder equipment used in many gliders, changing beacon codes in flight can be a cumbersome process that diverts the pilot's attention away from scanning for traffic. In addition because gliders often have very unique flight profiles, allowing VFR gliders to remain on code 1202 when in contact with ATC preserves the intent of that beacon code in alerting other aircraft as well as ATC to the presence of the glider."

Bottom line: If you have a transponder, always set it to 1202 and leave it there.

CONDOR RACING NIGHTS RETURN

Condor Racing Nights are back! Starting November 3rd at 7:00 pm, Condor racing will be held every Wednesday night at 7:00.

Vitaliy Aksyonov will return as the Master of Ceremonies. Expect to see an email from Vitaliy soon. Be sure your Condor 2 and aircraft are up to date. See you in the (virtual) sky!



A beautiful fall day for flight training

WINTER PROFICIENCY by Alice Palmer

Here we all are, enjoying the fall colors, and possibly reflecting back on our soaring summer. What did you accomplish this year? Whether or not you accomplished all of your goals, if you flew fairly often, you likely have a level of proficiency that you'd like to retain.

The winter is a great time to do that. Come on out and fly your favorite club ship at least a few times a month. You will stay current and keep rust from building up on those hard-earned skills.

If you'd like more of a challenge, here are a few more things you can plan to do:

- Check out in a club ship you've always wanted to fly.
- Hop in with an instructor to work on some specific skills, and be sure and request credit for one or more WINGS flight activities after your session. This could

make your next flight review that much easier.

- Work on your SSA badges. There are requirements you can check off for your C or Bronze Badge even without soaring weather. See me for help with this.
- Take a friend or family member for a ride when the air is smooth and the snow-capped mountains are beautiful.

Enjoy the fall and winter and let's all keep flying!

REMOVING CONTEST ID by Raul Boerner

Removing a contest identification is done when you either sell a glider, buy one, or for some other reason. My ID is registered with the SSA: DM. The ID on the vertical stabilizer is a vinyl decal—easy to remove.

However, the letters beneath the wing are likely lacquer. Lacquer thinner works for removing these letters. I was told to avoid MEK because it is extra hazardous.



First, I used plastic sheeting and painter's tape to protect the gap seal mylar and its associated safety tape. Then, thinner-soaked paper or cloth towels were put on the lacquer letters. After a few minutes, the letters wiped off easily.

To remove some of the discolored gelcoat, I had to sand the wing with 1000, then 2000, then 3000 grit wet/dry sandpaper—using plenty of water.



Finally, rubbing compound and wax/sealant completed the job. Total project time was one hour.

FOR SALE

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

FOR SALE: ASW-20A, has winglets and lift up instrument panel. Top of wings have been refinished. Current condition inspection. One-man rigger, wing stands, tail dolly, and wing wheel. \$25,000. Contact [Jeff Sherrard](#).



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



Dave Allen's PA-11 and Rick Haehnel's Aeroprakt Vista await Young Eagles 10/23/2021.

FOR SALE: Becker AR-3201



Just back from Becker after a complete checkup, update, and facelift: AR-3201 transceiver. \$600. Contact [Raul Boerner](#).



The house and hangar of our neighbors, the Normans, are coming along.

PHOTOS



Joshua Abbe on his first flight in the Russia, 9/18/21



Becky Kinder and Gary Baker work on asbestos mitigation. Photo by Chris Dunmall