

Airworthy

The Official Journal of the Black Forest Soaring Society

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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

We've been blessed with a wonderful warm fall. Through the third weekend in October, we had some incredible soaring days. On the 22nd, we had a number of spectacular local flights. Even the venerable 2-33 made it around the Proving Grounds Racetrack at the hands of **David Crabb** and **Vitaliy Aksyonov**! **Jon Stark** flew 182 around the Racetrack, as did **John Gillis** in the ASW-19. Meanwhile, **Bif Huss** and **Dave Leonard** have managed some nice long distance flights over the mountains. What a fall!

But inevitably, late fall weather has arrived. Snow and cold are here at least for bit.

Meanwhile, we here at *Airworthy* wish you a wonderful and happy Thanksgiving!

Mark Palmer, Editor



Sunday, 10/22. Photo by Alice Palmer

VP CORNER by Scott Dimick

Becky has allowed me to take over her column this month with the condition that I not mention just how prestigious and rewarding the open Buildings & Grounds Manager position really is.

The Membership Committee, led by **Zsolt Silberer**, has been working for over a year to overhaul our membership categories. Zsolt presented the initial concept during the April membership meeting. The final document was approved by the Board on October 24th and will become effective in January. The Board was very impressed by the substantial amount of thought and effort. Please thank them!

Membership categories have been simplified from seven to three. "Full" members have been renamed "Regular." This does not preclude "being full of it." Tow pilot only, CFGI only, inactive, ops volunteering, and out-of-state members are now in the "Limited" category. Family membership has been improved. All Regular members in a household are now allowed to vote and their dues are in line with what was previously "Family Member."

We have revamped the prepayment and dues system to be more straightforward with a lower upfront payment so that operation costs are billed each month to members. A/B rates have

been eliminated—all Regular members will pay dues and tow charges at 2023's A Rate. Details will be communicated in the coming weeks. Expect an email as to how this specifically affects you.

The hangar working group has exhausted repair options for Hangar 3 door and is proceeding with replacement. The old door will be coming down soon. The new door will look very similar to the one on **John Gillis's** private hangar—a manually operated door that hangs from a track in the top of the door frame and opens accordion-style to each side.

Lastly, please attend the very important all-hands meeting at the clubhouse on November 4th, which will focus on safety. There will be a potluck afterwards!

Fly Safe!
Scott

CALENDAR

Membership Meeting and Potluck
Saturday, November 4, 2023 9:00 AM
Clubhouse

Board of Directors Meetings
November 14, 2023 6:30 – 9:00
Via Zoom

December 12, 2023 6:30 – 9:00
Via Zoom

Women's Cross Country Camp
June 30 – July 5, 2024
Moriarty, NM

Women's Soaring Seminar
July 22 – 26, 2024
Yoder, KS

1-26 Championships
July 31 – August 8, 2024
Hamilton, TX

Downhill Dash
Summer, 2024

BFSS Saturday Potluck Barbeque (after flying)
Will begin again in the spring!

SSA Convention
October 29 – November 3, 2024
Knoxville, TN

MEMBER MEETING

We are all asked to gather at the BFSS clubhouse at 9 AM on Saturday, November 4, to participate in an important safety meeting. This meeting will address measures to reduce the chance of further aircraft damage incidents that we have suffered during the past two years. This session should involve all flying members, since we need the best collective wisdom of the club, and because some the measures may be relevant to ground ops and patterns.

In addition, the membership will be asked to vote on the disposition of the PW-5 remains. As with any aircraft acquisition or sale, the membership has sole authority to decide.

A potluck lunch will follow – hot dishes will be enthusiastically appreciated, if the weather continues to cool off!

Please put this on your calendar and make it a priority to participate. We need your observations and ideas.

CONGRATULATIONS

Dave Rolley – Has been appointed club WeGlide Coordinator (see Dave's article later in this issue)

OPS DUTY CALENDAR

Here is the Ops Duty schedule for November and early December. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

Price, Brian	11/03/2023
Wade, Romey	11/04/2023
Kuhlke, Lee	11/05/2023
Baker, Gary	11/10/2023
Abbe, Joshua/Van Law, Bill	11/11/2023
Boerrigter, Berea	11/12/2023
Boerner, Raul	11/17/2023
Buist, Mark	11/18/2023
Cole, Dennis	11/19/2023
VOLUNTEER NEEDED	11/24/2023
Crabb, David	11/25/2023
Culbertson, Rick	11/26/2023
DeBacker, Frank	12/01/2023
Dean, Val	12/02/2023
Dimick, Scott	12/03/2023

PLEASE REVIEW THE LAUNCH PROCEDURES BEFORE YOUR DUTY DAY!

Every flying member (except tow pilots 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 **VOLUNTEER 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.

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.

ACCOMPLISHMENTS

Matt Rendos – Front seat check in the ASK-21

Vitaliy Aksyonov, Alice Palmer, and Mark Palmer – Completed WINGS phases

THANK YOU!

Bill Gerblick – For mowing

Scott Dimick and other working group members– For work on Hangar 3 door replacement options

Doug Houston – For golf cart maintenance

John Gillis – For managing the chute repacks

Wojtek Tomanek, Quay Snyder, Gary Baker, Todd Hahn, Stan Bissell – For extra GOD Duty

Harold Wood, Bill Gerblich, Kip McClain, Julie Kinder, Mike Kinder, Rutger Olsen, Mike Franzmann, Nathan Jordan, Becky Kinder, Quay Snyder, Stan Bissell, and of course, **Doug Curry** – For helping to derig the L-23

Doug Curry and **John Gillis** – For the unexpected L-23 gear rod fix

Dave Allen – For donating a roller to the Airpark

Jim Norman and **Dave Allen** – For Airpark mowing and maintenance

GOLF CART MAINTENANCE by Doug Houston

Both Cart 1 and Cart 2 batteries were recently cleaned and the connection terminals wire brushed and resealed with anti-corrosion sealer. The battery cell water levels were all at proper levels.

As a reminder, the water levels should be just above the plates and about a 1/2 inch below the fill hole. **DO NOT OVERFILL!**

Cart 1 batteries are 10 months old and Cart 2 batteries will be 2 years old in November. As these are newer batteries, typically the water levels should remain constant for a year and should be checked at the beginning of the month. If you need to, add distilled water because water is low and exposing the plates. The battery filler bottle and distilled water are in the clubhouse battery room counter by the light switch.

Pressing the filler nozzle down on the battery cell opening will start the water flow. Press for a couple seconds, remove and visually check the level to be sure it is above the plates.

Please be sure you return the battery filler to the clubhouse battery room and do not leave it in the hanger.

Thanks for your continued attention to the carts and battery care!



KAPA LIAISON REPORT FOR OCTOBER, 2023 by Brian Price

Per **Al Hoover**, 9 October:

Dave Allen has donated his roller to KAPA. This will permit more frequent use by the residents to keep the taxiways in shape. First use may be improving the approach end of Runway 27.

The KAPA Board has decided to stay the course with its investment plan, although the market has not been kind. However, they established a new, short-term investment fund for sealing the runway. They expect to reseal the runway in 2024 or 2025, at a cost between \$30K to 50K. Martin Marietta says to reseal after 5 years, but all other outfits have recommended that we reseal after a couple of years of runway settling in. The short-term fund will contain about \$30K by next summer.

KAPA has mowed the runway margins 15 feet either side, for aircraft safety. They now plan to mow regularly, whatever the potential impact on weed seeding and the establishment of the smooth brome grass.



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. Also, please be careful of the runway shoulders while the new grass is taking hold.

QUESTIONS FOR THE CLUB FUTURE by Brian Price

Our club, and I think most others, should be thinking together about what sort of club, serving what sorts of members, we should be evolving toward. We need to talk about how we meet the needs of members who are training, those who are owners, and those who depend on club gliders. That means we need to bear in mind the different motives that keep soaring pilots coming back for more.

Gliding enthusiasts have always chased after the challenge of their day. Those challenges evolve with technology and knowledge. In the earliest days, it was the challenge of getting down a slope alive (see *Lilienthal, Otto*). Then it became the challenge of soaring that slope as long as possible. In the early 1930s, the big deal became catching a thermal off the slope and flying downwind as far as feasible. Over the past five or six decades, phenomenal improvements in design, materials, and know-how have led us to focus on flying long distances, and on top-level competition, where everything comes together for the fastest and farthest. That's great for a portion of the pilot population, but not for everyone.

BFSS is holding its own, but soaring is a fast-declining sport. We can all name reasons for that. Clubs get plenty of interest from potential recruits, but somehow that is not slowing the national decline in active pilot numbers. What I ask is whether, ironically, the sport has focused so successfully on top-level competition for distance and speed that we are discouraging

the many new pilots who (1) cannot afford top-of-the-line sailplanes; or (2) find satisfaction in other aspects of the sport. Could it be that the near-perfection of design, materials, skills, and performance by the sport leaders has left others feeling *less-than*, or just *left behind*?

To become a notable pilot, such as our club's best, typically requires a very expensive sailplane and devotion of much energy and time to the sport. It's amazing and admirable, and those pilots will go on impressing us. However, most men and women in their family-raising years cannot devote that much money and time to today's high-end kind of gliding. To have great fun, however, only requires access to one of the thousands of older gliders out there, and the choice of practical personal objectives. To those, perhaps add the respect of other pilots.

All clubs, including ours, need to make room for pilots in their middle years—maybe mid-20s to 50s. What is there in our sport for the woman or man who wants to fly, but can't sink the kids' college money in a high-performance glider, or spend their family vacation time competing around the country? We do have the example of the 1-26 Association, whose members and families share bonds of friendship that extend back through decades of low-key competition. The 1-26 pilot has surrendered the leading edge of distance and speed to others, but understands that the challenges of the sky are relative, and the fun is there for everyone.



Three Schweizers
Photo by Brian Price

The best clubs, like BFSS, offer a rich social experience, one that rewards time spent in hangar flying and relaxing after flying. What else is there to reward members' investment in soaring? What aircraft do they need for that? At this time, the SSA has hit on transitioning pilots to cross-country flying as the key to locking pilots into the sport. That certainly is correct for many, so plainly we need to figure how to empower more pilots, without implying that they must be on a trajectory toward 600 km in an unaffordable glider. Not everyone is sold on flying long distances anyway. What other motivators can we make room for? And also honor equally? Some un-original ideas:

- Low key club competitions, at least monthly, around tasks tailored to different glider classes
- Club social flying days—group flying, with mutual retrieval support assured
- Safaris and camps for fun flying, located in family-friendly places
- Providing charitable flights to persons otherwise shut out from this experience, as **Chris Dunmall** has for Craig Hospital alumni
- Owner partnerships, not just for cost reasons, but also for mutual support and camaraderie
- Owning and flying vintage gliders
- Aerobatic training and enjoyment
- Going high and floating above it all for a couple of hours—the simple goal of many

SSA's recent sponsorship of WeGlide offers a new tool to support the first three, and our WeGlide Coordinator is fired up to supply the needed energy. What else? What are some other good clubs doing? Crucially, what club gliders and offerings are best for the future path of our club? Each of us needs to be in this discussion, especially during the next few months of decision-making on fleet and facilities development.



Jon Stark readies for a late season flight with the 1-26 sport canopy.

Photo by Wojtek Tomanek

WHAT IS WEGLIDE? by Dave Rolley, BFSS WeGlide Coordinator

[WeGlide](#) is an online social media platform specifically for soaring. You can think of it as a Facebook-like platform tailored for soaring aficionados. Basically, it provides OLC-like capabilities with real-time flight tracking, task planning, and waypoint management extensions.

The SSA has a working agreement with WeGlide to adapt the platform for USA-style soaring support. WeGlide will develop a program of national and regional free-distance competitions and will support club and affiliate task-oriented competitions, which will complement and expand on the popular Proving Grounds program.

SSA-sanctioned national and regional contests will also be available on WeGlide live tracking, with task display and race leaderboards based on the SSA-supported US OGN network that integrates FLARM, ADS-B Out, and satellite tracker position reports to create an online viewing experience.

All SSA members will receive, as an SSA member benefit, a free WeGlide “Supporter” membership, providing advanced flight viewing and analysis capabilities.

In addition, SSA members can upgrade to a “Premium” membership (which adds advanced flight replay and analysis, task planning, and creation of local competitions) at a 50% discount to the regular price.

Clubs and Business Members will be entitled to a “Premium” subscription free of charge.



Glider Pilot Mia Gonzalez, USAFA Cadet, enjoys an awesome fall flight in the Duo with Bif Huss.

Overall, it appears WeGlide provides some of the capabilities that come from the OLC (post-flight sharing), Glide & Seek (real-time flight tracking), and SeeYou for the PC (preflight planning and postflight analysis, waypoint and task maintenance).

What can we do with WeGlide?

Individual Membership:

- Live Tracking Using Open Glider Network (OGN)

- Flight Upload, Replay, Analysis & Comparison
- Social Sharing of Flights, Photos, Videos, & Stories
- 2D/3D Photo Terrain
- Real-Time Weather Satellite Overlays
- WeGlide “Badges” for Soaring Achievements
- Regional & National Cross-Country Competitions
- Contest Real-Time Tracking, Task Overlays, and Leaderboards
- Flight Planning with Weather Information

Club Membership (each club has at least one WeGlide Coordinator):

- Advanced flight replay and analysis
- Maintain waypoint collections
- Task planning and creation of local competitions
- Easy local contest and daily task setup
- Support for the Proving Ground cross country training program

How to register for WeGlide?

Each SSA member is entitled to a free Supporter-level WeGlide subscription as a member benefit. OR you can upgrade to a Premium Plan for 50% off.

<https://www.ssa.org/weglide/>

<https://www.ssa.org/weglide/#how-to>

WeGlide Information:

Soaring magazine:

May 2023, p. 24: **Step Up to WeGlide Part 1**

July 2023, p. 18: **Step Up to WeGlide Part 2**

Aug 2023, p. 14: **Step Up to WeGlide Part 3**

SSA WeGlide webinars:

<https://www.ssa.org/event/how-to-use-weglide-webinar/>

Nov 14, 2023, Time TBD: **How to use WeGlide**

Nov 15, 2023, Time TBD: **How to use WeGlide**

NEW INTERCLUB COMPETITION – VINTAGE TRACTORS!

Our own Chief CFI, **Alice Palmer**, was featured on the cover of the Autumn 2023 issue of *N-News*, a magazine for vintage Ford tractors. She was shown driving **Ridge Moreland's** Ford Jubilee tractor and towing Ridge's SGS 1-34, aka "The Banana" at Moriarty, NM.



Not to be outdone, CSA's **Curt Cole** (Admiral, Nebraska Coast Guard, Ret.) submitted photographs of himself astride the pitching deck of CSA's Farmall 504 tractor mower. Note that Curt is wearing dress blues for the occasion.



Curt Cole on the Farmall

BFSS owns a vintage tractor of its own, a 1953 Ferguson TO-30 with a Continental Z-129.



Our beloved and hard working Fergie

Interclub tractor pull anyone?

SHIPS FOR SALE

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

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



FOR SALE: Samsung TAB A tablet and RAM mount. XCSoar and XCSoar Jet installed. Works fine but it's too big to fit well in our DG cockpit. Note: The TAB A runs an older version of Android that is not supported by SeeYou Navigator. Navigator will not run on this. \$50.00. Contact [Mark Palmer](#).



Capturing the shot. Photo by Alex Nadein

PHOTOS



*De-rigging the L-23: (l-r) Harold Wood, Bill Gerblich, Kip McClain, Julie Kinder, Mike Kinder, Rutger Olsen, Mike Franzmann, Nathan Jordan, Becky Kinder, Quay Snyder
Picture by Stan Bissell*



David Crabb practicing solo landings.



Vitaliy Aksyonov and Alice Palmer wait their turn in the L-13 while Matt Rendos looks on.



Bif Huss captures Quay Snyder (QS) from the Duo during a beautiful October soaring day.