

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

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

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

FROM THE EDITOR

It's officially fall. It's been a long hot summer, so let's hope we get a bit of a cool down in the coming weeks.

This is the time of year when you never can tell when the great soaring days are coming to an end. September gave us a handful of really great days and a bunch of really dead ones. Sunday, September 16th was one of the great ones. Together, **Dave Leonard, Bif Huss, Rick Culbertson, Clay Thomas, Raul Boerner, Dave Rolley**, and **Vitaliy Aksyonov** logged over 1500 miles. Nicely done everyone!

Here's hoping the fall brings us a few more spectacular days. And then there's wave season....

Mark Palmer, Editor

CALENDAR

Board of Directors Meetings

October 2, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

<https://ppld.org/monument-library>

November 6, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO

<https://ppld.org/monument-library>

1-26 Championships and Low Performance Contest

May 28 – June 7, 2019

Moriarty, NM

Women Soaring Pilots Association Seminar

July 1-5, 2019

St. Louis, MO

FLEET UPDATE

ASK-21 – Nothing to report.

2-33 – Refurbishment continues. See Alice's update below.

AC-4C Russia – Nothing to report.

PW-5 – Ed and Steve have solved the radio problems and Ed thinks the vario gremlins have been located.

Blanik L-23 – Left wingtip wheel replaced.

FRIENDLY REMINDER

Snow season is coming! Heavy fall snows and rain will make the grass portions of the field very muddy. 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 October and early November 2018:

Dean, Val C	10/6/2018
DeBacker, Frank	10/7/2018
Dunmall, Chris	10/13/2018
Fanning, David	10/14/2018
Ferrara, Benjamin	10/20/2018
Fry, Peter	10/21/2018
Gerner, Andre	10/27/2018
Johnson, Stephen	10/28/2018
Keefe, Mike	11/3/2018
Kewish, Dean	11/4/2018

Remember, if you can't make your duty assignment, YOU must find a replacement. Once that is done, contact [Ingo Kuenzel](#) 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.

THANK YOU FROM DENISE

Thank you to everyone for the barbeque and retirement sendoff. I appreciate the friendship and support of every BFSS member, especially those who I had the privilege to work with when they served as Treasurer of the club. The "Blue Skies" gift will be a thoughtful reminder of the great people who make up BFSS.

David and I are beginning a new chapter that we hope will be filled with some travel around our great United States as well as good times at our new home in Grand Lake, which, coincidentally, is only about 5 miles from where our son and daughter-in-law live with our brand new granddaughter! Those of you who are fortunate enough to be grandparents will understand the motivation there.

The club is fortunate to have Carrie Commerford take over the bookkeeping responsibilities. Carrie brings all the right background in accounting for nonprofit organizations. You will enjoy getting to know

her and working with her. I have told her you are all wonderful to work with! I am "on call" for any and all questions via email from her or any other BFSS folks, so the transition should go smoothly.

Mark has promised to leave me on the distribution for *Airworthy* so I can keep up with what is going on. Hopefully Dave Leonard will leave me on the Members email list also. I'm not quite ready to turn loose of news of what is happening at BFSS.

I have enjoyed every bit of the 15 years I worked for BFSS. Best wishes to each of you and your families. Fly Safe!

Denise



Denise receives a gift from a grateful club



BFSS TAKES CRAIG HOSPITAL PATIENTS SOARING by Chris Dunmall

On Saturday August 25th BFSS once again took Craig Hospital patients soaring. Peter Urschel flew the rides and Chris Dunmall acted as support on the ground. We do this public

benefit flying three times a year in coordination with Craig Hospital's Rehabilitation program. The patients all are recovering from traumatic spinal and brain issues that limit their mobility and ability to participate in recreational activities. As part of their rehab program the patients are encouraged to get back into the fun things that make life worth living.



The opportunity to soar on wings like eagles is thrilling to all of us, but this is especially so if you are limited to a wheelchair for mobility. We are very fortunate to be able to partner great therapists and skilled pilots to offer this adventure. Get involved with the next flights scheduled for October if you want to spend a morning making people very happy.



ACCOMPLISHMENTS

John Gillis – AC-4C Russia checkout.

Vitaliy Aksyonov – **A** and **B** badges.

THANK YOU!

Steve Johnson – For working on Hangar 3 roof, repairing and repainting the hail damage on the clubhouse east wall, and for repairing golf cart #2!

Frank DeBacker – For undertaking the underappreciated job of weed control. Also for obtaining an LED light stand for the 3rd hangar shop area.

Raul Boerner – For spraying more weeds.

Dave Allen – For providing the club more herbicide.

Andy Gerner and **Brian Price** – For significant donations to have the 3rd hangar road and ramp improved!

WELCOME NEW MEMBERS!

Scott Dimick – Scott is a new member who comes to us from Kansas. He has a Glasflugel Mosquito (still in Kansas) but hopes to have it here soon. Welcome Scott!



WEED SPRAYING

Thanks to the hard work of Frank “Weed King” DeBacker, weed spraying on our lot was completed on Tuesday, September 17th. Between this spraying and Raul Boerner’s spot work, here’s hoping we will soon have the weeds under control.

IMPROVED ROAD AND RAMP FOR HANGAR 3

Thanks to the extreme generosity of **Andy Gerner** and **Brian Price**, Hangar 3 now has a newly graded and improved road and ramp. In fact, the ramp is so good looking it's expected the "Big Guns" who rig in front of Hangar 2 will be clamoring for their own improvements! Thanks Andy and Brian!



Beautiful smooth ramp



*Raul has nicknamed the new road
Brandy Road.*

CFI TBD: SCHEDULING ETIQUETTE by Raul Boerner

Our insurance agency wants us to supervise student solo flights; this is a good idea, but it is not a Federal regulation. To meet this insurance requirement, the approved instructor will review your flight planning. Then after checking your credentials (logbook, student pilot certificate, picture ID, etc.), the instructor will

make a simple notation in your logbook: "Flight planning has been reviewed."

If you wish to solo, please coordinate first with an approved instructor before scheduling the glider.

If you schedule a glider with a note that the instructor is To Be Determined, you tie up the glider without knowing for sure whether an instructor is available or not. It keeps other club members from scheduling to fly.

Our instructors are volunteers and thus are not obligated to be present without pre-scheduling. It is better to coordinate with an instructor, first. Instructors who are already planning to be at KAP will likely supervise for you.

The club's approved instructors are Quay Snyder, Stan Bissell, Ingo Kuenzel, Henning Schymik, and Raul Boerner. As much as possible, they will supervise if they are planning to be at the airport. So, if you need a supervising instructor, the first step before scheduling a glider is to send a message to the five.

THE IMPORTANCE OF A PERFORMING A COMPLETE PRE-FLIGHT INSPECTION



*Notice anything? After a one-hour flight
without airspeed, Frank DeBacker found
this upon landing.*



And this is what was inside.



Frank's solution: a \$2.50 rubber sink plug and a "Remove Before Flight" lanyard.

N65840 TANKER 2-33 REFURB **by Alice Palmer**

We achieved some major milestones this month with 840. We started the fuselage fabric! We put our experience covering the tail feathers to good use as we started the cementing process on the bottom fabric panel. Doug had sanded and prepped the nose cone for us ahead of time.



Alice and Raul lay out the fabric.



It's starting to look like an aircraft again!

Meanwhile, various parts have been farmed out to hangars and garages around the Front Range. Raul took the wheel cover home to do some fiberglass repairs, Ed finished his work on the final birch seat panel, and the door is being recovered in the Palmer garage. Gary researches new seat belts. Steve is designing the push-to-talk upgrades with help from Dave Rolley's machining and fabricating skills.



The door makes a nice home project.

The tail surfaces are progressing beautifully. After the last surface tapes and final brush coat of PolyBrush were completed, Doug moved the parts to Meadowlake Airport (KFLY) where he has a better spray setup.

Doug now has the the spray coats of PolyBrush and PolySpray (the UV protective coating) complete on the tail surfaces. These are the last coats before the final color coats. Thank you, Doug for the spraying and sanding!



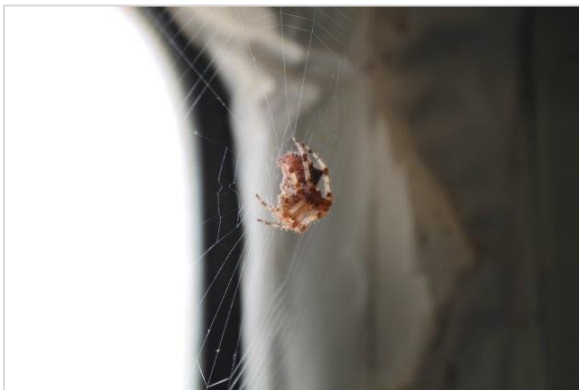
Raul and Gary finished the last tape—finally!



Doug's handiwork on the tail surfaces

Our neighbors Dave Allen and Jamie Treat continue to help us with advice and mentoring on our fabric questions. Thank you!

We are assisted by our two volunteer cat-faced spiders, Charlotte and Charlita, who have kept us entertained as they entrap wasps in their beautiful webs—and then devour them rapidly!



Charlotte—or Charlita

Thank you for the continued dedication and significant hours put in by the team:

Raul Boerner
Mark Palmer
Doug Curry
Ed Anderson
Gary Baker
Steve Johnson
Dave Rolley

INSTRUCTOR PROFILE – JOHN MANN by Brian Price

We are exceedingly lucky that John Mann is instructing for us at BFSS. John considers that he has had an extraordinarily diverse and fun flying career, in many types and many roles. For that reason, he is happy to be passing along his skills, safety attitudes, and love of flying to new gliding students. All the rest of us benefit from his dedication.

John's flying career began at the Air Force Academy. After graduating, he flew F-4s and F-15s among other aircraft types. Uniquely, among a tiny elite of AF pilots, he flew MIG 21s and MIG 23s with the Red Eagle Squadron of the 4477th Test and Evaluation Squadron, as part of the highly classified, compartmentalized program, Project Constant Peg. The training of American pilots by the Red Eagles aggressors has since been credited with achieving combat victories, and the program is the direct progenitor of today's well-known aggressor training. There is much more to this story; see https://en.wikipedia.org/wiki/4477th_Test_and_Evaluation_Squadron.

John's service in the Air Force was followed by teaching high school math and physics. He first returned to flying aerial survey missions, and instructed in power aircraft, flew jumpers, and piloted charter flights. For another nine years, he flew business jets, to include the BE-400, Falcon 7x, and Cessna 525 series aircraft.

Gary Rubus, former BFSS member and one of John’s USAF mentors, had been urging John to give soaring a try for several years; John finally relented, and visited BFSS one wintry day. Our superb ambassador, Quay Snyder, put John in the front seat of the Blanik, and that experience told the tale. The recollection of that day with Quay led John to remark that “*what* you do is important, but *who* you do it with is even more important.” John is deeply indebted to both Quay and Raul for making his first soaring/BFSS experiences so meaningful. He expresses the highest regard for our club members, and especially for his instructor colleagues.

John now flies ASW-27B “23,” Dave Leonard’s former glider. His first cross-country flight took him to 11-Mile Reservoir and Cañon City (and back, of course). He is now having lots of fun soaring and instructing, and has great things to say about the collegiality of BFSS. His current glider instruction focuses mainly on transitioning power pilots to gliding, a role he excels at, given his diverse flying experience and expertise.

I asked John what he would like to say to gliding students, and to all of us. This is it: We train ourselves to say “yes” to most opportunities and challenges—but we also need to train ourselves to be able to say “no” when it is the safest choice. Wise words. A lot of “bold” pilots might have avoided a final shock if they had heeded this advice. Thank you, John, for your contributions to the club!



John with his wife of 44 years, Nancy



Where’s John? Photo of the 4477th Test and Evaluation Squadron

TWENTY-SEVEN METERS by Mark Palmer

“27 meters!” Raul shouted as we went by. Alice and I were being towed out late Saturday morning. Alice was flying the PW-5 and I had the AC-4C Russia. Both little ships are 13.5 meters, which is what prompted Raul’s shout out.

Alice launched into a blue sky at 11:30 and I followed on the next tow. We both started working some very scratchy, unorganized lift over by the Rockpile. We were up and down between 9500 and 11,500 for about half an hour. What we discovered was that both ships were pretty evenly matched. Once we were on the same level it was up and down but neither ship dominated the other.



Gaggle of two: Poland vs. Russia

It was fun to fly with someone else. All summer people had scattered to the winds as soon as they could. Today was the first time I could actually fly in the same thermal with someone else. And it was fun to fly with my wonderful wife! How many pilots can say that?

The two of us flew around in the same area for about half an hour or so. I finally took off east and flew to Ramah and then Calhan and back for about 2.3 hours total. Alice hung closer to the field for an hour and a half and then landed to give the ship up for the next scheduled pilot.

SHIPS FOR SALE

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

FOR SALE: N8257, S/N 78, Schreder HP-14 single place Experimental "High Performance" all metal, retractable gear, 90-degree flaps, 38:1 glide ratio. Includes open trailer and all necessary additional equipment. Need to make room in my hangar. Sold with current Annual (Continual). \$5,500 or best offer. Contact Ed Garrard. Phone: 817-528-3051 and leave a message.



THE BADGERS

Interested in the SSA badge program? Think you might have qualified for an A, B, C, or Bronze Badge, or maybe you aspire to? Have a chat with either Mark or Alice Palmer. We are both SSA instructors and can talk to you about the requirements for each badge. We can work with you to track your progress and later get the paperwork submitted and award your badge!

AND NOW, MORE PHOTOS!



Joshua Abbe on tow in Bravo Alpha, September 1, 2018



Joshua just southwest of the field



Joshua lines up for 35 at Kelly while 77 and Golf Mike await their turn for tow.



*Gerald Peaslee in D2D, Blanca Peak, 13.8K,
September 9, 2018*



Denise cuts her cake!



*101 Golf Mike awaits a tow to the flight line,
to be flown by Jeff Maki.*



*View from the other end
Photo by Roland Lanning*



87 Echo after a long flight



*Fox on tow
Photo by Clay Thomas*