

# 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](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

It's that "sweater in the morning, sandals in the afternoon" time of year. Although the days are shorter we're getting in some fair soaring days yet. There's still some satisfying flying to do.

This issue we have a report from **Dave "Zulu Leonard"** on Day 6 of the Uvalde 18-meter champs. **Alice Palmer** has a short report on the Women's Cross Country Camp in Moriarty held in early September. And, as usual, we have some great pictures from the members. Hope you enjoy!

Mark Palmer, Editor



*Moriarty sunset*

*Photo by Jenna Cooper, XC Camp Participant*

## PRESIDENT'S CORNER

by **Becky Kinder**

We have finally had some good soaring, both a joy and much needed relief for us all!

As autumn takes hold and we move from soaring season into training season, BFSS also has moving pieces: Despite many hours invested in research, the Hangar 3 door issue remains incomplete. Currently the Board has requested an updated estimate for a barn door style closure, and we have another active estimate pending.

Meanwhile, there are discussions about our fleet's ideal size and composition underway. As always, our CFIs continue to pursue best practices to enhance safety, and the Board actively seeks to adopt policies that best serve our membership and our sport.

The days are getting shorter, but there's reason to expect we still have some good soaring ahead. I sure hope so. The Women's XC Camp reminded me just how much fun soaring can be, and I'm just getting started!

Prep well and have fun!  
Becky

## CALENDAR

### Board of Directors Meetings

**October 10, 2023 6:30 – 9:00**

Via Zoom

**November 14, 2023 6:30 – 9:00**

Via Zoom

### 1-26 Championships

**July 31 – August 8, 2024**

Waller, TX

### SSA Convention

**October 29 – November 3, 2024**

Knoxville, TN

#### 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 October and early November. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

DeBacker, Frank	10/06/2023
McClain, Kip	10/07/2023
Palmer, M/Rendos, M	10/08/2023

Franzmann, Mike	10/13/2023
Patrick, Bill	10/14/2023
Penkhus, Robert	10/15/2023

Kinder, Julie	10/20/2023
Peterman, Kathy	10/21/2023
Rolley, Dave/Silberer, Zsolt	10/22/2023

Kinder, Rebecca	10/27/2023
Tomanek, Wojtek	10/28/2023
Urschel, Pete	10/29/2023

Price, Brian	11/03/2023
Wade, Romey	11/04/2023
Ings, Deb	11/05/2023

### 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 **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.

## CONGRATULATIONS!

**Andy Gerner** – 1<sup>st</sup> Place Intermediate Glider at the International Aerobatic Club Competition in Salina, KS!

**Joe Gerner** – 2<sup>nd</sup> Place Advanced Glider at the International Aerobatic Club Competition in Salina, KS! Both Gerners were flying Andy's Fox.



*Andy Gerner's 1<sup>st</sup> Place trophy*

## ACCOMPLISHMENTS

**Matt Rendos** – Private Pilot practical exam passed



*Matt Rendos (l) is congratulated by DPE Elliot Crawford. Photo by Stan Bissell*

**Tim Krantz** – L-13 backseat checkout

## THANK YOU!

**David Crabb** – For donating speakers for the sim room computer

**Harold Wood, Wojtek Tomanek, Alice Palmer, Mark Palmer, Jon Stark, Donald Hannon** – For extra GOD duty (always appreciated!)

**Frank DeBacker and Gary Baker** – For work on clubhouse window replacement (AWESOME)

**John Gillis, Doug Curry and Wojtek Tomanek** – For installing the new Trig radio in 840 (YIPEE)



*Frank DeBacker working on windows*

**Walt and Linda Lafford** – For hosting an OGN receiver station at their home near Buena Vista

**Alex Nadein, Scott Dimick and Brian Price** (among others) – for hours spent researching the Hangar 3 door problem

**Apologies for any other Thank You's we might have missed this month!**

## CHANGES TO FAASAFETY.GOV by Mark Palmer

For those of us who use faasafety.gov to access things such as the WINGS Program, be aware of upcoming changes to the login process.

Sometime in October, the FAA will go to third party, two-factor authentication to log in. Your current login and password will no longer work. Instead, you'll have to use the MyAccess User Registration webpage to log in.

If you have an faasafety.gov account you should have received an email with instructions on how to set up your new login account.

## EUROPEAN HOLIDAY LICENSE by Mark Palmer

The recent issue of *Air Facts Journal* has an article on what's called the "European Holiday License." What that means is that you can convert your FAA license to a temporary 28-day EASA license. You still need a current medical if needed (and I believe most European countries require a medical for glider pilots). So if you've ever wanted to soar the French Alps or hang out at a German glider club, here is your chance.

To read the entire article, go here:  
[European Holiday License](#)

### FRIENDLY REMINDER

Fall is here, and with it dry grasses. Please, DO NOT drive the golf carts on the grass. Driving on the grass can damage it. Also, please be careful of the runway shoulders while the new grass is taking hold.

## OGN UPDATE by John Gillis

Through *Airworthy*, we had a former member of BFSS, **Walt Lafford**, volunteer to place a receiver at his home in Buena Vista. This should

give us coverage along the Mosquito Range towards Leadville.

We still have coverage gaps and SSA has three receivers ready to place if we can find hosts. South Park is not well covered, especially if someone gets low. Fairplay or Alma would be a fantastic site. We also lose contact west of the Collegiate Range. Aspen would be a good location.

All that is needed is power and internet. SSA provides the rest.



Linda and Walt Lafford

## THE SOARING PAGE

SSA member **Bill Palmer** has a web site with loads of interesting articles and links. The topics cover everything from the basics to advanced cross country. There are links to different clubs and organizations. There's a treasure trove of stuff here. It's certainly worth checking out.

The link is <http://thesoaringpage.com/>

## UVALDE '23 by Dave Leonard

Coming up on the last turn area, it was time for what might be a pretty critical decision. The last hour, since finally reaching the cu field, had gone really well. Strong, well-marked lift, fast glides and no low spots. 110 miles from my turn in the first turn area through the second, to here in a bit over an hour. Classic Uvalde stuff. The pre-start and first leg were another story. And what lay ahead was the big question. The

cu markers ended another 15 miles ahead into the last turn area and also about 30 miles to the south on the final leg home. Beyond that was just pale blue sky as far as you could see.

None of this was unexpected based on the forecast, and the task was well designed to exploit the good area and provide a suitable challenge for a national-level competition. Most of the pilots were sucked into the blue day trap of no-no, after you, ah please, after you, OK thank you, oops I forgot to adjust my relief system, be right back, but you go on ahead, etc. A few went out early and mostly paid the price as the later starters caught them early on. I had waited nearby watching the action and ended up leaving on course just at the back of the big wad of late-starting gliders.



*ZL bedded down for the night.  
Photo by Dave Leonard*

We had all figured that 2:45 was as late as you dared to start on a 3:15 long assigned area task. This was Day 6 of the contest with one more likely day to go. A tropical depression had moved through, dumping a bunch of rain over most of the task area and resulted in two no-fly days. And with the newly wet ground and different airmass, thermal strength and the timing of the beginning and end of the day were a bit of a question.

The first leg was quite soft, but with lots of gliders to help find lift, all but one made it to the cu in the first turn area some 60 miles from the start. Then it was hammer time, which the new JS3 loves (and I do, too).



*Typical Uvalde day  
Photo by Dave Leonard*

Bringing us to decision time. The last climb before the edge of the turn area was 6+ knots up to a bit above 10,000 feet under a big fat dark flat-bottomed cumulus. Glider pilot heaven. But there was a rub. Isn't there always? All the cu markers ended in this last big 20-mile radius turn area. The center of the area was Junction Airport, roughly 90 miles due north of Uvalde. The terrain over 75 of those miles is pretty glider hostile and a couple thousand feet higher than Uvalde, too. Should be good for thermal production, but it's often a letdown in my experience (this was my 8<sup>th</sup> gliding contest from Uvalde, 9<sup>th</sup> if you count the historically damp contest at Fredericksburg, our second turnpoint this day). The big uncertainty was how long the thermal day would last. Was there time to add a few more miles in strong conditions without getting more seriously stuck low and slow getting home in the blue?

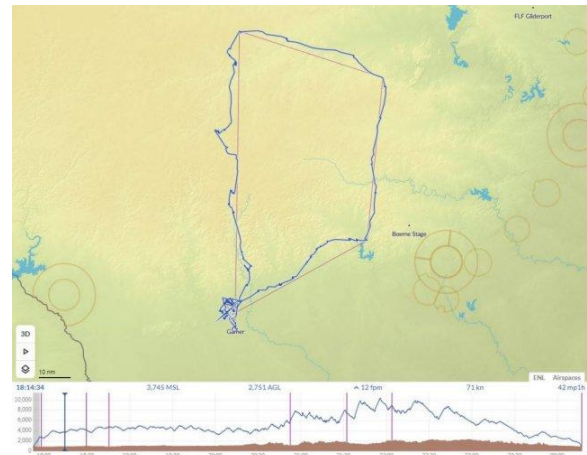
At 5 PM from 10,000 feet on a decent Uvalde day covering the last 110 to 125 miles should take a bit over an hour. Earlier in the contest similar bets had worked out. But that was BTR (before the rain). I had a feeling the last leg would be bad and would deteriorate fairly quickly, making any delay extend the flight even more. But I was sitting in second place overall after just giving up a lead I had actually held for three days and was willing to roll the dice a little. I really wanted it to work out. And it

could, but was it really likely? Little clues that this was not a great decision....

But there were great looking cu ahead and I took them all the way to the edge of the blue and headed south along the edge towards home. From there things stayed reasonably good, although weaker and lower with each climb. Each climb got me a little closer to final glide altitude, but never quite there. The gliders I kept seeing on FLARM in front of me kept getting higher and further away with each thermal stop. A few of us stragglers or gamblers joined up to silently try to find the last few feet needed to finish back at Uvalde. We desperately climbed in 1-knot thermals until they died. Even backtracked a few miles to get into an almost 2-knot climb at nearly 7 pm and only 15 miles out, only to have it quit just a bit below glide. Then more 50 fpm groveling four miles out. At that point landing back at Uvalde was almost certain, but the points penalty for finishing too low (the finish cylinder was 3 miles radius and 1060 ft above the airport) was pretty steep. So I ground it out until the computer thought I could just make it. But some gentle evening subsidence left me about 70 ft too low, so I took the finish and penalty and landed safely at Uvalde. Brother **Steve** caught my wing as I rolled clear of the taxiway and provided the needed muscle to hook the glider up to the car for the short trip to the tiedown. I was spent after 6:25 in the air with all but the middle hour under duress.

As it turned out, I was at least as slow as I had feared. And I dropped down to 5<sup>th</sup> place. Could have been worse, as one of the stragglers I was with used his jet to get home. Another a few miles behind us used his motor to get the last eight miles. A third landed in a field very near my last 50 fpm climb. And one other spent another 15 minutes to get the last few feet to finish after my last stand thermal quit for him. I felt pretty good about salvaging the day, but less good about the gamble I took that made it so hard.

The last day was anticlimactic. The pressure to perform well was mostly gone as was much of the drive. Resulted in a pretty mediocre day, out of sync with the thermal/cu cycle, getting low and groveling a couple times and never finding the good climbs I knew were there to be had. I did get to finish out with a good, nearly classic downwind final glide starting well below glideslope, 60 miles out and bumping a bunch of no-stop thermals until I could push it over for the fast last few miles.



ZL Contest Day 6. Source: WeGlide

All in, this was a great contest and trip for me. 14 days on the road, 8 good flying days, more hours and miles flying than driving there and back. I experienced the thrill of leading a national contest for several days as well as the agony of giving it away at the end, knowing that with a couple different decisions it could have come out much differently. I flew with old friends that I've competed with for 35+ years, met a few new ones, and hung out with my brother and his new towpilot buddies. Steve was crewing for me and supporting his club's towplane as well as the rest of the tow fleet. He and those towpilots were there just because they love the sport, and they could. I only wish there were more opportunities to do this every year. Flying weekends at the club is great fun. But these competitions dial the experience up another couple notches, in terms of immersion, focus, challenge and intensity.



*Dave Leonard at the 18m Nationals.  
Photo by Ron Gleason via Facebook*

## 2023 WOMEN'S XC CAMP by Alice Palmer

The Black Forest Soaring Society was well represented in Moriarty, NM, during the Women's XC Camp held the first week in September. I helped with morning presentations and other instructor tasks.

**Mark Palmer** helped Albuquerque Soaring Club member **Ridge Moreland** run the launch line, ably assisted by **Jon Stark**, ASC member **Mark Hawkins**, and other volunteers.

**Becky Kinder** flew Blue Jay on its first Moriarty outing.



*Becky Kinder awaits her turn to fly at the Women's XC Camp.*

Highly experienced XC pilot instructors **CarolAnn Garrett** and **Colleen Koenig** have taught at the Camp since its inception three years ago. It's grown each year. We had eight participants from all over the country this year, including one from Alaska. Six pilots flew their personal ship or a club glider, or were able to fly

loaned gliders from generous local pilots willing to share their ships. The other two participants flew dual—one with Colleen in her Perkoz and one with **Connie Buenafe** in her Duo Discus.

After morning lectures, we gathered at lunchtime to review the soaring weather using a variety of resources. Everyone could choose their own afternoon launch time, and lift typically lasted until well into the evening. Participants had several levels of cross country tasks available to try on any given day depending on their experience level, in addition to concentrated practice on fundamentals like improving their thermalling skills.

The soaring weather during the weekend before the Camp was "Moriarty awesome," with one participant, **Jenna Cooper** from Boulder, completing her Silver Badge and almost completing her Gold Distance.

Although we lost a couple of days due to high winds, we still had several more good flying days. We took advantage of one windy day to go look at landout options, including crop circles, the landfill road, and a number of local private and municipal airfields.

The Camp was a resounding success. By the end of the Camp, participants had flown over 3000 KM! We look forward to seeing more of their long flights next year.



*Mark Hawkins and Jon Stark help Alice Palmer relax after a long flight at the Women's XC Camp.*

## DAVE KINSELL FLIES WEST

**Dave Kinsell**, longtime Colorado Soaring Association pilot, died Thursday, August 31<sup>st</sup> in the crash of his ASH-26E near Owl Canyon. The cause of the crash is yet to be determined.

Dave soloed at the (then) Waverly West in 1977. He was CSA's technology guy, constantly updating hardware and software for the club. He served multiple terms on the Board and functioned as the "institutional memory" for the club. For the last few years Dave took on scheduling and coordinating scenic rides. Most recently, Dave set up the CSA OGN network as well as dataloggers for the club's ships.

At his memorial service at Owl Canyon Gliderport, there was a printout of Dave's OLC flights for the last several years, and the miles he covered were impressive.

Fly on, Dave.



*Dave Kinsell  
Photo by Bill Patterson*

## 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 CO15. If interested, contact [Gerald Peaslee](#).



## PHOTOS



*Bif Huss at the 18m Nationals.  
Photo by Ron Gleason via Facebook*



*Moriarty cloud streets. Photo by Jenna Cooper*



*Patrick Mendonca and girlfriend Kellie  
Picture by Kellie's dad*





*Pikes Peak with a dusting of snow. 9/17/23  
Photo by Jeff Maki*



*Brandon Kolk in the back of the 2-33 caught  
Mark Palmer in the sport canopy 1-26*



*View of the Milky Way from Moriarty  
Photo by Becky Kinder*



*D2D at rest. Photo by Patrick Mendonca*



*Bif Huss captures Dave Leonard in flight  
enjoying the fall colors  
9/30/23*



*Photo by Curt Cole*