

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

Wait! It's September? How did that happen? After a windy spring and smoky summer, we're rapidly closing in on fall. Already it seems as if the weather has changed and the evenings and mornings are cooler. The last couple of days, however, things have improved. The skies are blue again (or bluer than they've been). Cu are popping but in the distance you can see lenticulars. Seasons change....

Our long time bookkeeper, Denise Beisel, is retiring after 15 years of service to our club. Denise has been the one behind the scenes who has kept the club books in order all these years. We cannot thank her enough. The least we can do is hold a party, and so we're having one this Saturday, September 1st, after flying. Come and say goodbye to Denise and welcome our new bookkeeper, Carrie Commerford. Seasons change.... Oh, and there will be cake.

As you read *Airworthy*, you might get the impression sometimes that we're really a garden and handyman club with a glider problem. I'd really like to include more flying stories. If you have any stories and photos you'd like to share, please send them to me. This month I'm including a report on my flight of August 4th. Read it and decide you can write better!

Mark Palmer, Editor

CALENDAR

Labor Day BBQ and Denise Appreciation September 1, 2018

Bring a side or beverage and celebrate Labor Day, say thanks to Denise, and meet Carrie. 4:00 pm or after flying.

Board of Directors Meetings

September 4, 2018 6:30 – 8:30

Monument Library
1706 Lake Woodmoor Dr.
Monument, CO
<https://ppld.org/monument-library>

October 2, 2018 6:30 – 8:30

Monument Library
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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 – An updated RAM mount and X-phone cradle have been added to the cockpit.

PW-5 – Ed Anderson is checking the radio. Transmissions are garbled but reception is fine.

Blanik L-23 – Nothing to report.

OPS DUTY CALENDAR

Here is the Ops Duty schedule for September and early October:

Dalfollo-Daley, Stephen	9/1/2018
Sherrard, Jeff	9/2/2018
Szwagrzyk, Jerzy	9/8/2018
Urschel, Peter	9/9/2018
Aksyonov, Vitaliy	9/15/2018
Anderson, Eddie	9/16/2018
Bohrer, Tim	9/22/2018
Clausen, Michael	9/23/2018
Culbertson, Rick	9/29/2018
Rolley, Dave	9/30/2018
Dean, Val C.	10/6/2018
DeBacker, Frank	10/7/2018

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.

MANY THANKS TO DENISE BEISEL by Chris Dunmall

After serving for 15 years as the BFSS bookkeeper Denise Beisel will be retiring as of September. She is reluctantly leaving us and the rest of her accounting practice to spend her time with her husband and do some travelling. They have purchased a home in the mountains and look forward to transitioning towards more stress free days enjoying their time together.

Over her tenure Denise has provided excellent service and professional guidance to the club. She has assisted a steady progression of club Treasurers who depended upon her to keep our bills paid, our financial statements accurate, and our budget in line with our resources. Her attention to detail and execution made the Treasurer’s job efficient and enjoyable. One of the major reasons the club has done well is because we have had Denise working behind the scenes to keep us organized.

Every member of the club has had contact with Denise, introducing them to our club management systems or sorting out their personal financial accounts. She has patiently fixed all the mathematical errors that creep into our Ops sheets after we’ve had too much fun flying. Somehow she can read the info and notes we scribble onto the pages. That takes an exceptional level of diligence and care. We will all miss Denise and thank her for the many hours she devoted to our club. We wish her well and hope that all her days are filled with Blue skies.



Long-time and now retiring bookkeeper Denise Beisel stopped by the 840 shop to visit with Alice.

FRIENDLY REMINDER

Remember, 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.

NEW BFSS BOOKKEEPER, INTRODUCING CARRIE COMMERFORD by Chris Dunmall

Please welcome Carrie Commerford who will be replacing Denise Beisel as BFSS bookkeeper. After an extensive search and many interviews the BFSS Board has selected Carrie because she brings a wealth of experience in financial services, financial accounting for non-profit organizations, and a penchant for working in volunteer organizations.

Carrie is a long-time resident of Colorado and has raised her three children in the Monument area. After a professional career with financial services firms she devoted herself to not-for-profit organizations while her children were in school. She has served for ten years as a church administrator with Forest Ridge Community Church in Monument and currently as Treasurer for Mountain Community Senior Services in Monument.

Carrie has a bright personality and an eye for detail. Currently she is working with Denise to learn more about the idiosyncrasies of our club, our history, and all the projects we have underway. She has experience working with volunteers and understands that we are all working towards common goals. Going forward she will be a great addition to the club and will help keep tight control of our financial assets. Please take time to introduce yourself to Carrie and welcome her to our club.



Carrie Commerford

CONDOR SIMULATOR STARTUP INSTRUCTIONS by Mark Palmer

In order to encourage use of our Mach 0.1 Condor simulator, I have written up some quick start instructions that are in a plastic sheet by the simulator. Please give them a try and if you have any comments or updates, please let me know.



Dylan works the simulator.

OUR CONDOR SIMULATOR By Raul Boerner

The next day's weather forecast looked good for scheduling a training flight. But circumstances left us without our very necessary tow pilot. Dylan Brown's dad e-mailed me, asking about how to handle the cancellation of our flight. We chose to continue with the lesson, but instead of using the Blanik, we planned our lesson in the simulator.

Dylan practiced doing our four briefings: G.O.D., passenger, tow pilot, and safety. He practiced using the BEFORE TAKEOFF checklist and the hand signals used for takeoff. Five times we practiced PT3 failures in Phase I of the takeoff (both the glider and tow plane on the ground). Five times we practiced PT3 failures in Phase II of the takeoff (the glider in the air but the tow plane still on the ground). Several times we practiced PT3 failures in Phase III Low Altitude (both the glider and the tow plane in the air but below 200 feet AGL). Several times we practiced PT3 failures in Phase III Middle Altitude (both the glider and the tow plane in the air between

200 and 400 feet AGL). We practiced sight picture control (pitch attitude and bank), and we practiced entering and flying a landing pattern.

The next day, Dylan flew with one of our instructors. He did very well; the session in the simulator helped tremendously. The instructor was impressed. Dylan was happy.

If you are scheduled to fly, but get weathered out or can't fly for one reason or another, give thought to trying our Condor glider simulator. At \$5 per hour, it is a bargain. You schedule it like you would one of our gliders. It has its own column on our Club's calendar.

ACCOMPLISHMENTS

Bif Huss – 8th at US Standard Class Nationals

Dave Leonard – 4th at US 15-Meter Nationals

Vitaliy Aksyonov – Solo and PW-5 checkout. This is Vitaliy's second solo – his first was at home in the Ukraine.



Vitaliy and Instructor Ingo

Jeff Maki – PW-5 checkout

Pete Fry – AC-4C Russia checkout

Joshua Abbe – Second first solo! Joshua first soloed in Virginia.



Instructor Ingo with Joshua

THANK YOU!

Raul Boerner – For spraying weeds!

Dave Allen – For contribution of herbicide!

Steve Johnson – For replacing the men's bathroom floor and caulking the new windows!



New floor—taxi in close, guys!



Toadflax—this weed is very invasive—bad stuff!

ANOTHER BAD WEED

Toadflax has been growing on the west side of the BFSS lot near the cross runway. This is an aggressive and invasive weed that should not be pulled. It needs to be sprayed. The club needs help with weed detail, especially someone to help coordinate volunteers. Can you step forward to be this coordinator? If so, please contact Raul or a Board member.

KNOW YOUR TOW SPEED

By Raul Boerner

There is a discussion subject on RAS (rec.aviation.soaring) recently about a stall/spin accident during tow. It turns out that this happens more times than you might think.

Tell the tow pilot what exact speed you need. Make sure that it agrees with the glider's flight manual and that it is a safe speed for the tow plane, too. Finally, if you don't know your tow speed, look it up and figure it out, because we have both new and experienced tow pilots. Don't expect them to know what speed your glider needs. If you are relying on the tow pilot to know, you might be admitting that you don't. Tell the tow pilot your desired tow speed in either knots or MPH; remember to include the unit of measure because your airspeed indicator might be in knots while the Pawnee's is definitely in MPH.



TOW PILOT BRIEFINGS – FAR 91.309(a)(5) by Raul Boerner

We teach our students to do at least four briefings for flight: G.O.D. briefing, passenger briefing (flight attendant style), safety briefing (PT3 procedures, transfer of flight controls, traffic avoidance, etc.) and tow pilot briefing.

Per 91.309, you and the tow pilot must agree to a course of action on a list of items to include: on-runway procedures, tow speed, non-standard traffic pattern, release altitude or plan, communicating maneuvers, etc. This briefing can be individual, as a group, or via radio.

Additionally, we are now asking tow pilots to remind you to put your transponder on standby (if so equipped) just before launching, and squawking ON or ALTITUDE after releasing from tow. To help the tow pilots' logging records, please include your name before brake release on takeoff.



John Mann—now that's a spot landing!

WELCOME TO THE REVOLUTION

At the August board meeting, approval was given to develop a new electronic logging system for the club to replace our current paper system.

Bruce Decker, a friend of Steve Johnson, made a presentation to the Board of a computer/web-based application. Development is underway and we'll have more details and a timeline to follow. Steve Johnson is looking for a tablet computer for this project, so if you have one you'd like to donate, let him know.

FAA DIGITAL MAPS by Dave Rolley

The FAA is now providing sectional and terminal area charts in digital format.

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/#sectional

Download the PDF version for general viewing.

Download the GEO-TIFF version if you have GIS software to play with them.

PROTECT THE ASSET by Mark Palmer

A couple of weeks ago, one of the Front Range clubs lost the rear canopy on their Grob G-103 when it opened in flight. Now one of their more popular ships is down indefinitely and a very expensive canopy is on the way.

The lesson here is to double check that the rear canopy is closed and locked before each flight whether you're solo or dual. Both the ASK and the Blanik are supposed to be "foolproof" in this regard, but it is better to double check than to be sorry. Both BA and 77 are popular and constantly used assets – we don't want to lose them.

N65840 TANKER 2-33 REFURB by Alice Palmer

Our big focus this month has been on the tail surface fabric. Lots of detail work! After the

initial fabric attachment and shrinking, we applied the first coat of PolyBrush.



Mark and Raul apply PolyBrush.

Next we installed rivets to attach the fabric to the ribs. This is the method Schweizer used in lieu of rib stitching, which takes more time. Using Doug's rivet puller, that part was easy!



Gary and Raul, Master Rivet-Pullers

Then came the surface tapes, which have been anything but fast! The straight tapes aren't too difficult, but applying tapes to the curved edges is an art. We have been fortunate to have **Dave Allen** stop by several times to share what he's learned recovering Oshkosh-winning antique aircraft. He even provided a Waco vertical fin (non-airworthy) that we could use to practice

applying tapes to a curved edge. Thanks Dave!
We've learned so much from you!



Dave Allen shares techniques with the team.

Doug has been very busy priming and painting the wing struts, door, window, canopy frame, and other smaller parts. He does an amazing job painting under challenging shop conditions! Inadequate lighting is a problem we're trying to solve. Ideas anyone?



The struts in progress—looking good!

Doug also decided the vertical fin needed to be stripped and repainted so it would look beautiful again. When you look under the covers, you sometimes find surprises. Turns out the leading edge had been bashed in many times (from running into the low hangar door, no doubt), and the dents had been filled with loads of Bondo!

Result: Doug fabricates a beautiful Curry repair on the fin to make it look like new! Thank you Doug!



Fintastic!

So, while this project will take longer than expected (what project doesn't?), we have made steady and significant progress. Stop by and see it for yourself next time you're at the field.

Thank you for the continued patience and dedication of these team members:

Gary Baker
Raul Boerner
Mark Palmer
Doug Curry
Ed Anderson

SMOKY SATURDAY by Mark Palmer

Saturday, August 4th, was another hot, dry, smoky day in Colorado. The soaring forecast and BLIPMap showed it should be a pretty good day with late-day thunderstorms developing. Dave Rolley and I had been talking about a Kelly-Arriba-Kit Carson triangle. I was thinking that was a bit ambitious, but I could head out

toward Limon and see what was happening. Alice and I had a dinner engagement that evening so I was limited on how far and how long I could go. I was also trying out iGlide on my iPhone and wanted to see how well it worked for me.

I had the AC-4C Russia scheduled for 11:00 a.m. That was a bit early, but I wanted to see if I could get going before the “Big Guns” all pulled out at once. A bit after 11:00 a couple of wisps were starting to appear overhead and to the east. I went ahead and pulled out, Alice towing both me and Ed Anderson in the PW-5 to the north end. Dave Leonard starting walking ZL out about the same time.

I launched at 11:40 and got off about 9500 feet. There were some bumps and good lift in places but it was spotty. I started working some lift over the rockpile a mile northwest of the field and after about ten minutes, started to climb.

Looking down I could see ZL on tow. Dave got off about 8300 just east of the field but then seemed to struggle a bit. My little thermal became stronger and stronger. Once I had it centered I was climbing at a nice pace. I looked down again and ZL was gone. Of course. No one would see or hear from him until he arrived back at Kelly nearly 4 hours later having done 270 miles in the mountains.

Arriving at 14,000’ I decided to head out east. It was then I noticed how truly terrible the visibility was. The haze and smoke from western wildfires was pretty dense. I couldn’t see Pikes Peak at all. The further east I flew, it seemed the visibility got worse. I didn’t see any other aircraft. I was glad I had the transponder going.

I had set up iGlide with the PW-5 polar because there wasn’t one for the Russia. They’re pretty similar in performance anyway. I set my minimum altitude at 1500 AGL at Kelly. During the flight, iGlide kept me updated with how high I was above that final glide. Just to be safe I gave myself another 1500’ feet cushion. It’s not

that I didn’t trust iGlide. Well, maybe I didn’t. Trust but verify – I was flying a Russia after all.

Elbert passed beneath me and I headed southeast. The Flying G was off to my left, the emergency backup if I couldn’t get home. But at 65-70 knots I was proceeding along pretty nicely with enough altitude showing that I didn’t have to worry. iGlide pointed out Simla ahead and gradually a small town appeared through the haze. I found some very strong lift under a wisp of cloud and climbed up to 17,500. It was only then that I started to get above the smoke.



Smoky day. View from the Russia near Simla, CO. Mark finally got above the smoke layer at 17,500’!

I proceeded a bit further east, thinking I was past Simla. I then turned back to the southwest and headed towards Calhan, the only airfield I know with a synthetic turf runway (courtesy of the USAF). I wasn’t hitting any lift though, and although iGlide showed I had more than enough to make Calhan and then home, I turned away a few miles short.

Heading back to Kelly I ran into a couple of good thermals and climbed a bit and I arrived home with plenty of altitude in the bank, just as iGlide predicted. Okay, maybe I can start to trust it. I thought about heading to Perry Park to add some miles. Halfway there though, building cumulus and virga started to appear ahead. So I turned back and made it back home with plenty

of altitude. Wanting to get down and get the Russia put away in plenty of time for our departure, I popped the dive brakes and burned off a bunch of altitude.

Winds out of the south, no problem. I dropped the gear and landed just fine, a nice nose high two-point landing. Once I touched down the ship started to veer left, a recurring problem because the tailwheel is out of alignment. I eased forward on the stick and steered back to centerline, then applied the brake. The Russia's new brake is just phenomenal; the tail actually started to come up on me for a moment. I made my stopping point at the runway intersection and Alice was there to help me clear the runway.

Two hours and 80 miles. Not fantastic by any stretch but my confidence in the AC-4C is growing. iGlide, even the "lite" version I have, is a wonderful resource, especially in the Russia's minimalist cockpit. I did learn to zoom in from the default distance – what I had thought was Simla was probably Ramah. It also occurred to me later that at that eastern point I had plenty of altitude in the bag to get to Limon and probably halfway back home. The trouble was I couldn't see Limon.

You can take a look at the flight here:

<http://glideport.aero/map?p=GlidePort:401&day=2018-08-04>



Home again

WANTED

Looking for LS-3 series, LS-4, ASW-19, or ASW-20 type sailplane. No projects, please. Yes, we know about Wings and Wheels. Contact [Mark Palmer](#).

SHIPS FOR SALE

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.



Someone let Chris Dunmall and Gary Baker fly together in the ASK!



*Vitaliy Aksyonov on his first PW-5 flights:
"This is a great ship!"*

OUR TOW PILOTS



Dave Bachler still enjoying it



When not LAKing about in Victor Hotel, Clay Thomas is 76 Sierra.



Gary Baker and Mark Palmer doing the Ops Duty thing



In the company of wise men: Jeff Sherrard getting a cockpit check from Raul Boerner and John Mann for his newly acquired ASW-20



Mike Kinder (husband of Becky and father of Julie) takes his first glider flight. We're hoping he'll be the newest member of the "Flying Kinders."



Dylan Brown and Ingo Kuenzel