

# Airworthy

The Official Journal of the Black Forest Soaring Society

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Elbert, CO 80106



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Club Web Page: [SoarBFSS.org](http://SoarBFSS.org)

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

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

## FROM THE EDITOR

The Downhill Dash is only a few days away (September 7<sup>th</sup> and 14<sup>th</sup>) but the planning is coming together. We have a small, but enthusiastic group ready to strike out and land—somewhere. There's been great support by the club members not flying and we have plenty of ground crew to go around. If you'd still like to volunteer to crew, contact me and we'll get you on a crew. If you'd like to fly, let me know. You can always show up at the last minute (as long as you have a crew!).



*Frank DeBacker captured this image of a pileus cloud looking south from Highlands Ranch, 8/5/19. (Pileus is the Latin word for felt hat.)*

This issue we have a couple of articles on airfield hunting (a new favorite pastime), Raul has some safety articles, Alice updates us on the progress on 840, and there's a great report by Vitaliy on his flight with Bif.

Mark Palmer, Editor

## PRESIDENT'S MESSAGE by Bif Huss

August finally saw an end to the almost daily thunderstorms we've experienced this season. Consequently, we've happily seen several very busy flying days. I set a personal record of 23 tows on my tow duty day in August. It's great to finally see BFSS pilots back in the air! When we have busy flying days, our tow line can be up to an hour or more. Please be ready to launch when your turn comes so we can get as many people in the air as possible.

If you fly the ASK-21, you will notice our new ClearNav flight computers have been installed. I'd like to thank **Frank DeBacker** for installing these devices. I'm sure you will enjoy flying with them. I hope to present a brief talk on how to use these computers sometime this winter during the off season.

You don't have to wait for me however. You can go to the ClearNav website ([clearnav.net](http://clearnav.net)) and read the ClearNav manual. It's well written and will give you all you need to know to get started enjoying these enhancements to our soaring fleet. The ClearNavs display a vast array of information about your flight: moving map, airfields within your glide capability, airspace, terrain clearance, glider track, and AGL altitude are just a few of the information bits these computers will display. It even "paints" the thermal you're circling in to help you find the core!

Finally, you can download your flight and post it to the Online Contest ,OLC, (find me and ask if you don't know what the OLC is). I think you will enjoy this great situational awareness tool. Please be careful with these units. They are fragile, so treat them with care and they will last the Club many seasons.

Our Hangar 3 workshop improvement project is progressing nicely with the addition of lighting and paint. Thanks to **Steve Johnson** and everyone who has pitched in to make this happen.

**The 840 Team** is making good progress on bringing our 2-33 back to flying status. [See *Alice's report on the 2-33 below*. -Ed.]The BOD approved the installation of a kit which will increase the allowable gross weight of the 2-33 and which will significantly increase the number of members who can fly it.

**Mark Palmer** is organizing the "Downhill Dash" to be held on the weekends of September 7th and 14th. This should be a lot of fun. We're still looking for volunteers to be part of the chase crews. See Mark if you're interested in participating.

August saw three runway incursions on the same day by visitors to BFSS. All three incidents involved cars driving on Kelly Airpark taxiways and one car actually made it to the runway. Upon investigation, it was discovered that plugging BFSS's address into Google Maps or Apple Maps drops you off at the entrance to the taxiway that runs just west of Hangar 3. Please let your guests know about this anomaly and that they need to continue down our drive and park in the BFSS parking lot.

Finally please join us for the BFSS Pot Luck scheduled for the third Saturday, on September 21st. We hope you will join your fellow club members for this fun social event.

See you at cloudbase!  
Bif "H7"

## CALENDAR

### Downhill Dash

**September 7 & 14**

Kelly Airpark to wherever!

Pilot/crew briefing 9:30 AM both days

### BFSS Saturday Potluck Barbeque (after flying)

**September 21, 2019**

### Board of Directors Meetings

**September 10, 2019 6:30 – 8:45**

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

<https://www.dcl.org/castle-rock/>

**October 8, 2019 6:30 – 8:45**

Castle Rock Library

100 S. Wilcox St.

Castle Rock, CO

<https://www.dcl.org/castle-rock/>

### SSA Convention

**February 20-22, 2020**

Little Rock, AR

### 1-26 Championships and Low Performance Contest

**TBD, 2020**, Sunflower, KS

### Women Soaring Pilots Association Seminar

**August 24-28, 2020**

Springfield, Vermont

## FLEET UPDATE

**ASK-21** – Installation of the ClearNav computers is complete. Annual inspection and mouse-poop cleanout complete.

**2-33** – See Alice's report below.

**AC-4C Russia** – Nothing to report

**PW-5** – Nothing to report

**Blanik L-23** – Nothing to report

**Pawnee** – Nothing to report

### FRIENDLY REMINDER

The dry season is here. Driving on the dry grass can damage it. 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. **THIS INCLUDES THE GRASS HEADING TO THE WEST HANGAR! Please use the gravel path!**

### OPS DUTY CALENDAR

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

Bohrer, Tim	08/31/2019
Brown, Dylan	09/01/2019
Conahan, JC	09/07/2019
Szwagrzyk, Jerzy	09/08/2019
Culbertson, Rick/Bredder, Rene	09/14/2019
Dean, Val/Bredder, Brett	09/15/2019
DeBacker, Frank	09/21/2019
Dimick, Scott	09/22/2019
Hannon, Donald	09/28/2019
Dunmall, Chris	09/29/2019
Fanning, David	10/05/2019
Fry, Peter	10/06/2019

Every flying member who does not have other duties in the club, such as instructor or towpilot, is now 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

**Donald Hannon** – First solo and **A Badge**



*Donald and his instructor Raul Boerner*

**Zach Paluch** – PW-5 checkout

**Kyle Kendall** – Instrument checkride passed

**Jeff Sherrard** – Inaugural flight in his ASW-20

**Vitaliy Aksyonov** – 17<sup>th</sup> overall in the OLC-Plus league on Sunday, August 25<sup>th</sup>. Vitaliy flew 87E, the AC-4C Russia, for 5 ½ hours. Well done! Who says our little Russia isn't a capable cross country machine?

### THANK YOU!

**Pete Gabardi, Roen Luke, and Alan Luke** – For extra help out on the line

**Roen Luke and Patrick Mendonca** – For scraping and painting the hangar storage boxes

**Steve Johnson** – For framing and installing the whiteboard in the simulator room and for continued work on the 3<sup>rd</sup> hangar shop

**Doug Curry, Bif Huss, Brandon Kolk, Brian Price, Bill Gerblick, Stan Bissell, Jon Stark, and Scott Dimick** – For helping with disassembly and cleaning for the annual on the ASK-21

**Doug Curry** – For annual and 100-hour inspections on the glider fleet

**Dave Rolley** – For heroic measures to keep the clubhouse computer alive

**Iain Wayman** – For cleaning the Pawnee

**Lisa Farley** – For painting the ladies restroom

**Frank DeBacker** – For installing the ClearNav computers in the ASK

**FRIENDLY REMINDER:  
STOP BEFORE THE DROP!**

During the landing roll, assure that the glider's wing does not scrape across the ground (read: rocks). Before the wing drops, hit the wheel brakes. New saying: "Stop before the drop!"

**KNOTS – GOLF CART ROPE  
COURTESY By Raul Boerner**

Our great volunteer, **Steve Johnson**, just replaced the ropes on one of our golf carts. There were too many knots in the old ropes.

When I was a new Club member, the lesson taught to me was to first roll up the rope and then throw the end with rings into the cart. Doing this allows the next person to grab the rope's end and avoid creating another knot, while pulling the rope out.

In one of the two photos, the rope is simply coiled; this technique screams, "Let's make another knot." In the other photo, the rope's end is tossed into the cart; this is wonderful as it helps avoid making a knot the next time the rope is pulled out.



*Not this way...*



*...this way.*

**AIRFIELD HUNTING by Becky Kinder**

*[In our continuing series of looking for potential landout sites, Becky Kinder shares her trip to Salida. –Ed.]*

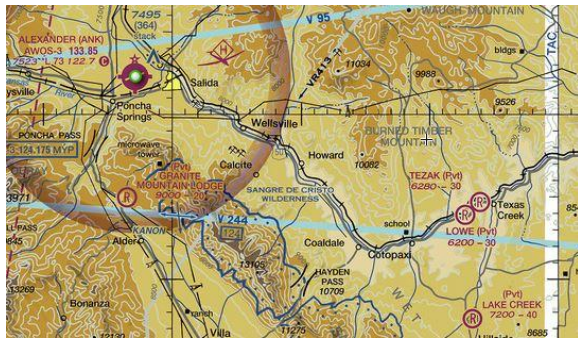
On our trip last weekend Mike and I had fun attempting to find airfields near Salida. I wanted you to know what we learned.

**Lowe** has been out of commission for at least 14 years. Using Google Maps we found a strip-small type building where Google said, "You have arrived." The Arkansas River runs along the highway there and I saw something bridgelike:



On a hunch we asked a proprietor if he knew of Lowe. He said he could find it mowing the

business's land across the river. We tried the bridge—I'd feel much safer in the PW on approach in a heavy crosswind with lightning approaching—but across it, through weeds, and up a stony incline, beyond lots of cactus was a large area cluttered only by 4 homes on 160 acres. However, the proprietor did mention something about occasionally needing to cut and repair fences in order to complete his mowing. Readers Digest version: CLOSED. There are better options.



He also believed TEZAK may have been the same strip, but thought it was dismantled. I believe the dismantling likely, but we didn't get to verify. Since it's listed separately, I checked ForeFlight for contact information and left a message. The name on the machine was not a perfect match.

Howard, CO seems to have a long cultivated field with no visible fences. It looked reasonable.

## EMERGENCY OXYGEN

By Raul Boerner

Supplemental oxygen is medically important. The FAA has regulations about its use.

So, what is hypoxia? It is a condition of oxygen starvation. Signs: euphoria, headache, shortness of breath, rapid breathing, dizziness, visual disturbances, bluish tint in fingernail beds, and more (per Inogen's website).

Last weekend, there I was at 15,000' MSL and climbing. I noticed that my EDS oxygen regulator was not making the familiar air releasing sounds—there was plenty of oxygen in the bottle, and the EDS battery was new. But, after running a test, it was clear that the EDS had malfunctioned. As it turned out, one of the battery leads had broken.

So there I was, feeling lightheaded. With every move, I felt dizzy. But fortunately, I carried an emergency aviator's oxygen canister. After just a couple of inhales, I returned to normal and safely descended. Thank you pharmacy store.

## FLYING WITH BIF by Vitaliy Aksyonov

The weather forecast promised bombastic conditions, and I decided to come to the airport after my GOD duty day. Recently I'd planned with Bif to fly with him in his Duo Discus.

I came to KAP and we prepared the plane. There were no clouds in the airfield proximity by 1100. Then we saw a bunch of gliders approaching the runaway and got there just before them. 😊

After takeoff Bif gave me the controls on the downwind leg. It took me up to a minute to get used to the new glider. But after that I didn't experience any issues. It flies really nice. Controls are light and informative.

We released at 10,500 and spent around 20 minutes finding some good lift. After that, the weather got better and we moved toward the mountains heading toward small clouds to mark our way.

The flight computer is a big help. We always stayed above the glideslope to KAP. There were good cloud streets so we did not circle a lot. Bif showed me some nice places and gave good advice. We almost made Mt. Evans. We would have flown further, but Bif was short in time and his trailer wasn't prepared for an off-field

landing, so when the cloud street ended we headed back.



Then there was another good energy line to Pikes Peak and we visited it, hanging there for a couple of minutes to fly around hikers and take some pictures and videos. After that we moved to Kelly and further toward another cloud street. On the way back we saw several jets at our altitude and lower. ☺ Also we tried to fly fast and without circles to Perry Park and back.



My goal was to make a final glide using the computer, and I was higher than goal altitude on finish by about 40 feet (taking into account safety margin). That was really cool. I believe that my Condor sim experience helped a lot.

Then Bif made a low pass. It was the first time for me. Nice experience. Result is pretty good: approximately 4.4 hours and 398 km covered. And I flew the plane about 90% of the time. It's really easy to control in thermals, flying slow and fast. I liked it.

## ADVENTURE ON THE EASTERN PLAINS (Part 3) by Alice Palmer

Earlier this year, I shared our scouting road trips to various small airports east and south of KAP.

In late July, we finally had a chance to continue that exploration by visiting another handful of potential landing sites.

We headed east past Kiowa on Highway 86, looking for an airfield marked on our road atlas that was not on the sectional. Searching the location on the map, we concluded that the airfield was no longer there. However, after talking with **Raul Boerner** (resident sage and keeper of much local airfield knowledge), we concluded that the atlas had the wrong location. A short distance further east is **Schantz**, which, though not on the sectional, may be a suitable emergency field. We'll be looking for that in a future scouting trip.

One main destination was a field just east of Simla, as the highway curves back northeastward. Called **Flying Cloud** by Raul, this north-south runway looks landable. Raul can share a few more details since he has "dropped in" on the residents on at least one location. Look for the powerlines north and west of the field and a fence on the east side, with hangar and windsock on west side. This site is a possible stepping stone runway between Calhan to the southwest and Limon to the northeast of this field.



*Flying Cloud east of Simla, looking south*

Another primary destination was **Tranquila**, almost exactly Silver Distance from KAP. (However, landing there would most likely not meet the 1% Rule, so be sure and fly beyond the airport and then fly back home!) Although the field does not look like it's been used anytime recently, the north-south runway does look landable. Watch for cactus in a few places,

as well as powerlines on the south. The runway appears to undulate a little with a low spot in the middle. Good news—there’s an open gate on the south side.



*Tranquila, looking north*

An even better landing option is **Colorado Springs East Airport**, shown on the sectional. This has a long 17/35 paved runway and 08/26 gravel runway, as well as plenty of long taxiways should you need them in a pinch. There’s even a nice little unattended terminal with snacks and a bathroom! Don’t expect a lot of company there (talk to **Bif Huss** about his unplanned visit there earlier this summer) but it looks like a great option.



*Colorado Springs East terminal building*

We did look for several more and found **Green Roofs** (which Raul has shared with the club recently by email) and **Fat Chance**, which looks landable, but Raul knows this one better than we do so maybe we can convince him to share some of his notes on that and other fields he is familiar with.

Based on conversation with others and through our own searches, **Mt. View**, **Cherokee Trail**, and **Bijou Springs** are no longer viable options south of KAP. So don’t assume that just because they are on the sectional that they still exist as good landing options. The other thing to keep in mind is that sometimes there are better non-airport fields nearby that are more level, with fewer obstructions, than a so-called airfield on the map—so keep looking!

**Now the disclaimer:** We did our assessment and took notes about these fields while getting as close as we could from public roads. We did not try to reach any landowners to get a closer look (or to ask for permission to use their runways). We highly recommend doing your own assessment. Seeing these fields for yourself will give you more information than I can provide in these short snippets. Also, if any of you have landed at these places and have more actual data to share (or good landout stories), please submit them to your editor!

## EASY SUNDAY RETRIEVE by Mark Palmer

Sunday, August 25<sup>th</sup>—the last hot Sunday of August. The soaring forecast was a jumble—it was either going to be a great day or it was going to be another hot, scrappy, go-nowhere day.

It was Alice’s turn to fly Echo Fox, and we got her launched about 11:45. Behind her in line were the usual suspects: Clay Thomas (VH), Dave Leonard (ZL), John Mann (23), Steve Johnson (CW), Rick Culbertson (FG). Vitaliy Aksyonov had already launched in the Russia.

Alice launched and got away. I headed back to the shade of the hangar and had lunch, just relaxing for once, enjoying the takeoffs. After the launch rush I headed up to the office where I began to work on the club’s aging, dying computer.

It was a little after one o'clock when the call came through from John Mann: "Victor Hotel is down at Perry Park. Can someone go retrieve him?"

Perry Park is the private airstrip at Larkspur, about 12 miles west of the field. It's privately owned, and though we are allowed to land there, the owners, Terry and Mary, don't allow tows out. If the owners aren't home, then the drill is to contact the Sheriff or the Fire Department to get the code to open the gate.

Before I could even get my radio out, Alice came on: "Echo Fox Ground, you can go ahead and get him!" (volunteered before I could volunteer).

Clay's van was parked by his trailer. I searched through the van and couldn't find the keys. Since John Mann was flying Rescue CAP overhead in his ASW-27, I asked him to ask Clay where the keys were. Turns out they were with the trailer.

It took only a couple of minutes to hook up the trailer, thanks to the help of Jeff Sherrard and Dave Rolley. I asked Dave to refresh my memory on the route to Perry Park—down 83 to Greenland Road, right to the Greenland exit at I-25, go north one exit, and the driveway to the field was straight ahead. No problem.

Hooked up, I started out and passed the word to 23 that "Victor Hotel Ground" was moving. John passed the word.

The first part of the journey was fine, bopping down the road in Clay's big white van, windows down, big mirrors giving a great view to each side. Head down 83, turn right on Greenland Road. I took it slow on the dirt roads, some of which were heavily washboarded. I finally got to the Greenland exit and had a problem.

I-25 is in the midst of a major road improvement between Colorado Springs and Castle Rock. Turns out, part of this upgrade

process meant that they had closed the ramps onto I-25 at Greenland. Well, hmmmph. I pulled up Google Maps on my phone and figured out I could continue straight ahead and eventually arrive at Spruce Mountain Road just a few miles on. Spruce Mountain would take me into Larkspur from the south.

So I continued on. I had my radio with me and I began to catch half a conversation. Clay wanted to know my cell number. John Mann asked Black Forest Ground what my number was. Alice came on the air and gave out my cell number. So everyone on 123.05 that day now knows my cell number! That explains all the hangup calls from Ft. Morgan!



*Clay and VH at Perry Park*

Clay called as I rolled into the south end of Larkspur. He was fine. The owners were there and had welcomed him. The gate to the property was open. Yay!

I rolled into town, turned up the road to the property and wound through the pine trees for a minute before I came out on the south end of the strip. Clay was there at the hangar with the owners. I picked him up and we drove down the runway to VH. It was only a matter of about half an hour and we had the ship disassembled and boxed away. Then we headed back to the field, this time taking I-25 north to Castle Rock and going home by paved roads.

So it was a fun adventure. The retrieve wasn't far away. Everything hooked up fine. The



journey took maybe forty minutes. Clay went down a bit after 1:00. I left about 1:50 and we were back at KAP before 4:00. Not a bad retrieve at all; pretty easy in fact.

Still, there were some lessons learned. Leave your keys on the dash or in the ignition. We should have a list of everyone's cell phones handy so it's easy to contact each other. Be prepared!

Although he had landed out, I told Clay he was two weeks too early and his flight wouldn't count for the Downhill Dash. ;-)

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

The team reached a huge milestone in August. First, we finished applying the fabric tapes and gussets. Then, the team worked long hours to:

- Heat smooth all the tape edges.
- Thoroughly clean the fuselage.
- Mask off the cockpit interior.
- Install extra bright lights for painting.
- Install the plastic for the paint booth.
- Install fans for ventilation.

After this huge effort, it was ready for **Doug Curry** to apply the PolyBrush and PolySpray (silver UV protective) spray coats.



*Heat smoothed, cleaned, masked,  
and ready for spraying*



*Doug applies the PolyBrush spray coats.*



*Through silver!*

Then came the first white color coat. It's starting to look like our old Tanker once again!



*White Tanker!  
Photo by Raul Boerner*

Thank you, **Doug**, for the concentrated effort and many hours on the spray coats, and for the volunteers who supported this effort. Next is to finish the white coats, followed by trim colors, with a design yet to be determined.

We also continued work on the interior panels this month, laying up one more. Thanks **Raul Boerner**, for all the post-layup work to sand and fill these panels. Newly instrument-rated **Kyle Kendall** has a bit more time now and will be helping with panels in the coming weeks.

The BFSS Board has approved purchase of a modification from K&L Soaring that will increase the Tanker's allowable gross weight by 40 pounds. This will give some welcome breathing room for weight and balance and enable more students to fly with our instructors. The modification involves some work on the wings. This may delay our first flight a bit longer, but should be worth the wait. More information on this modification and its impact to schedule next month.

Thank you, team members, for all very hard work this month!

Doug Curry  
Gary Baker  
Steve Johnson  
Frank DeBacker  
Raul Boerner  
Mark Palmer  
Ed Anderson  
Roan Luke  
Alan Luke  
Kyle Kendall

Thank you **Dave Allen**, for your continued support and for keeping us heading to the finish line when we were tired (and a little cranky!).

## PHOTOS



*Batten down the hatches!  
Late afternoon, August 1<sup>st</sup>*



*Kinder clean! Becky (front) and Julie (at tail)  
wash down Golf Mike after a hard day's flying.*



*Zach Paluch greases his first PW-5 landing.  
Photo by Stan Bissell*



*Donald Hannon off on his first solo...*



*Our Northern Bureau correspondent, Mike Cavanagh, and his newly acquired L-13 AC. Mike is auto towing the Blanik out of Dubois, WY.*



*...and he loses his shirt!*



*And here's a view from Dubois. We need to have an expedition to visit Mike!*



*On 8/8/19, Brandon Kolk took this photo of the massive storm in Colorado Springs. Tornadoes came out of this one.*



*The village strongmen and the village smithy work on the ASK-21 annual.*



*Four women and a glider. L to R, Julie Kinder, Becky Kinder, Alice Palmer, Lisa Farley  
Photo by Raul Boerner*



*Brandon and brother-in-law Jason on 8/17/19. Brandon released at 9000, thought he had the magic carpet up to the heavens, but almost had to set up for landing at 8000. As luck had it, they finally found the lift up to 13.2K right when the lightning started! Full spoilers and back down to earth, but it was a great first ride for Jason!*



*Joe Bankoff's pristine "new" ASW-19*



*Mineral County Airport, Creede CO  
A possible club camp destination?*



*Steve Johnson runs the wing for Jeff Sherrard in Jeff's first flight in his ASW-20.*



*Vitaliy works the convergence line south of KAP on August 31. This was a pending badge flight for Vitaliy—more to follow in the October Airworthy!*