

# 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)

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

Last month *Airworthy* ran an article on the new Ops Sheet application. Please use the app for submitting your flights. Since last month we've purchased our own Jotform account. That means there's a new link to the Ops Sheet. See the article below.

Please note that the September potluck has been moved to the 24<sup>th</sup>. This is so the members can vote on a change to the bylaws.

We plan to be flying on Labor Day, September 6th. We have no GODs scheduled that day, so volunteers are encouraged. Maybe some grilling too?

Mark Palmer, Editor



*A nice afternoon with a 1-26*

## PRESIDENT'S MESSAGE by Bif Huss

The soaring season is still in full swing at BFSS. August saw numerous long flights. I was fortunate enough to have some of my best flights of the year in the last several weeks. On one, I was able to connect with a convergence line that SkySight forecasted to run well into Nebraska. I had to turn back short of Fort Morgan because I was running out of daylight. The day demonstrated that the cross country flights over the plains can be just as fun as the mountains. As we enter September, even though the cloudbases are starting to lower and the days are becoming shorter, there is still plenty of soaring to be had. I hope you will take advantage of fall soaring in Colorado. With the aspen trees changing color and snow starting to cover the mountain peaks, it's one of the best times to fly.

I'm writing from Moriarty, NM. I'm here to try my hand at being the Contest Director at the Club Class National Championships. This will be my first contest where I'm not flying but, instead, setting the tasks and sending others out to fly. I'll let you know how it goes in the October President's Message.

While here at Moriarty, I had the chance to visit our ASW-19, which has been in the shop being repaired. I'm happy to report that it's finished and back at BFSS. Many thanks go to

**Vitaliy Aksyonov** and **Donald Hannon** who immediately drove down and picked her up. Z3 is back on the BFSS schedule.

Speaking of the remaining soaring season, the OLC soaring contest ends on September 18th this year. Here's hoping that BFSS sees good weather to help those competing to achieve great final scores.

The Kelly Airpark runway improvement project is progressing nicely. Even though we had some torrential rains several weeks ago, the oats recently planted on the runway shoulders are preventing serious erosion from occurring. The oats are a temporary solution, however. The next step is to seed the shoulders with smooth brome grass in late October.

Finally, we've moved our September potluck to the 4th Saturday of September, which is the 24th. This is being done to allow the membership to vote on a bylaws change and to comply with the 30-day notice requirement. I hope to see you there!

See you at cloudbase!  
Bif "H7"



*Southbound near Salida. Photo by Bif Huss*

#### **FRIENDLY REMINDER**

The fall dry season is here. Please, DO NOT drive the golf carts on the grass. Driving on the dry grass can result in deep ruts and a lot of headaches for the club and airpark users. Also, please be careful and avoid driving on the runway shoulders while the new grass is taking hold.

## **CALENDAR**

### **Board of Directors Meetings**

**September 13, 2022 6:30 – 9:00**

Via Zoom

**October 11, 2022 6:30 – 9:00**

Via Zoom

### **Club Class Nationals**

**August 30 – September 8, 2022**

Moriarty, NM

### **BFSS Saturday Potluck Barbeque (after flying)**

September 24, 2022

**NOTE: NEW DATE! MEMBERSHIP MEETING!**

### **WSPA Women's Soaring Seminar**

**September 12 – 16, 2022**

Chilhowee, TN

### **SSA Convention**

**February 24 – 26, 2023**

Atlantis Hotel, Reno, NV

**(Flight Instructor Revalidation Clinic**

**February 22 – 23, 2023)**

## **FLEET UPDATE**

**ASK-21 (77)** – Nothing to report

**2-33 (840)** – New tailwheel installed and window crack stop drilled

**Blanik L-23 (9BA)** – Under repair

**Blanik L-13AC (2BA)** – Nothing to report

**PW-5 (1GM)** – Condition inspection completed

**ASW-19 (Z3)** – Back on the line

**Pawnee (76S)** – Nothing to report

**Pawnee (41Y)** – Rebuild continues

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

During the landing roll, assure that the glider's wing does not drop into the soft shoulders along the new runway. Offset your rollout to one side so you can drop the wingtip wheel or skid on the pavement. And, "Stop before the drop!"

## OPS DUTY CALENDAR

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

Kinder, Julie	09/02/2022
Kuhlke, Lee	09/03/2022
Abbe, Joshua	09/03/2022
Urschel, Peter	09/04/2022
Silberer, Zsolt	09/04/2022
<b>VOLUNTEER NEEDED</b>	09/05/2022
<b>VOLUNTEER NEEDED</b>	09/05/2022
Sherrard, Jeff	09/09/2022
Penkhus, Bob	09/10/2022
Silberer, Zsolt	09/10/2022
Rolley, Dave	09/11/2022
Urschel, Peter	09/11/2022
DeBacker, Frank	09/16/2022
Boerner, Raul	09/17/2022
Baker, Gary	09/18/2022
Price, Brian	09/23/2022
Kinder, Mike	09/24/2022
Buist, Mark	09/25/2022
Sherrard, Jeff	09/30/2022
Culbertson, Rick	10/01/2022
Dean, Val	10/02/2022

On double GOD weekends, the early GOD shift is generally 9:00 – 3:00 and the late shift 11:00 – 5:00. *[IMHO, the early GOD should show up at 8:30 AM so flying can start at 9:00 AM. If the late GOD can show up by 10:30 AM, that will help too. –Ed.]*

### 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.



Gary Baker hooks up Quay Snyder and Brandon Kolk in 840. Photo by Becky Kinder

## ACCOMPLISHMENTS

**Zach Paluch** – Passed his Private Pilot Airplane checkride

**Chris Dunmall** – Flight Review

## THANK YOU!

**Zsolt Silberer** – For ongoing work as new Membership Chairman, including getting our new members integrated into the club, and communicating with prospective members

**Frank DeBacker** – For adding an umbrella to the tractor, and for mowing; also for fixing the hallway light wiring



*Thanks to Frank DeBacker for the tractor umbrella. Be sure to raise the hangar door ALL the way up!*

**Wojtek Tomanek, Alice Palmer, Becky Kinder, Mike Kinder, Mark Palmer, Joshua Abbe, Gary Baker, and Mike Franzmann** – For extra GOD Duty

**Ridge Moreland** (visiting 1-26 Association President) – For helping with ground ops

**Becky, Mike and Julie Kinder** – For bringing meat for grilling, and **Mike** for cooking at the August potluck

**John Gillis** – For installing the new router and keeping the wifi and the FlightAware system up and running

**Wojtek Tomanek** – For window caulking

**Brian Price, Doug Houston, Kip McClain, Mark and Alice Palmer, and others** – For hauling trash and weeds home for disposal

**Chris Dunmall** – For spraying and pulling weeds

**Brandon Kolk, Mark Palmer** – For weeding

**Donald Hannon** – Gold Star for spending a Saturday picking 5 bags of Kochia!

**Mark and Alice Palmer** – For cleaning the clubhouse

**Mike Kinder** – For hanging pictures

**Georgia Berger** – For bathroom cleaning

**Donald Hannon and Zsolt Silberer** – For trailering Z3 to Moriarty

**Donald Hannon and Vitaliy Aksyonov** – for bringing Z3 home

**Gary Baker** – For supplying an Igloo cooler for water at runway ends

**Gary and Carolyn Baker** – For donating a beautiful leather couch

**The Kinders** – For supplying a foam cooler to store cold drinks at the runway

**Doug Curry** – For dropping everything to install a new tailwheel on 840 and to stop drill a crack in the back window

**Dave Allen** – For rolling the turnout and staging areas and for spraying weeds

## CONGRATULATIONS! WE'RE PROUD OF YOU!

Five of our young club members are off to college!

**Zach Paluch** (University of North Dakota)  
**Patrick Mendonca** (Metro State University)  
**Dylan Brown** (University of Wisconsin)  
**Berea Boerrigter** (Colorado Christian University)  
**Roan Luke** (Embry-Riddle Aeronautical University in Florida)

No partying now! College is a serious business!  
☺

## NEW LINK FOR OPS SHEET by Bill Patrick

Last month we talked in detail about using the Ops Sheet app. Since then we have moved the electronic Ops Sheet to a **new** and **permanent** location. You can [CLICK HERE](#) or copy/paste the link below. If you visit the old Ops Sheet it will provide you with a redirect link as well.

New Ops Sheet

Link: [https://form.jotform.com/Black\\_Forest/bf-ss-ops-sheet-a-rate](https://form.jotform.com/Black_Forest/bf-ss-ops-sheet-a-rate)

Please note the following:

- Private ship owners can now choose release altitudes as low as 8,000 MSL.
- Please remember to submit your Ops Sheets the same day as your flight.
- More enhancements are planned.

If you have any questions please contact [Bill Patrick](#).



*Berea Boerrigter listening to instructor Stan Bissell while waiting for a tow*

## RECENT CHANGES IN THE CLUB OPERATIONS AND POLICY DOCUMENT by Brian Price

The Board of Directors has recently made a couple of changes in the BFSS Operations and Policy Document. A revised version is available, as always, on the Members Only page of the website.

The changes modify the language for an Inactive Member to add eligibility for full-time students away from the area (more than 75 miles); to clarify that they do not face a reactivation fee upon returning, and that they can roll over A-member funds from year to year.

The second change applies to the responsibility of pilots for damages to club gliders. Before, pilots were responsible to pay the insurance deductible. However, to protect our insurance rates, the club does not always make a claim, so there is no deductible. This change says that, at the discretion of the Board, such a pilot may be required to pay up to the amount of the applicable deductible, not to exceed \$1,000, whether or not the club makes a claim. Second, the change relieves tow pilots and pilots giving commercial rides from this liability. You can review the exact language in Section 1 of the Operations and Policy Document. Please address any questions or concerns to **Brian Price**, Secretary.

## FLYING THE RACETRACK IN A 1-26 by Mark Palmer

I hadn't had too many flying opportunities this summer and only a couple in our new acquisition, 1-26A serial number 182, also affectionately known as "Sunbird." Sunday, July 17<sup>th</sup> looked like a good day to get some seat time in and stretch a little bit. The forecast looked good for a run around our Proving Grounds Racetrack, about a 31-mile adventure.

I launched about 11:30 behind **Clay Thomas** in the Pawnee. It was already cooking and with the light weight of the 1-26, a quick climb and I was off tow just west of the field at 9900 feet. I banked hard right into a great thermal that took me all the way to 13,500. I then turned and broke for the first turnpoint, Highway 83 and Lake Gulch Road.

Everything in a 1-26, especially one as light as Sunbird, is exaggerated. The lift is stronger and the sink in heavier, the turbulence wilder. The terrain between Kelly and Lake Gulch is always a bit of a sink hole. In the 1-26, even more so. Things are simpler too—the Terra radio is inop, so we rely on a handheld. The vario is a Borgelt that makes noise but isn't very helpful. Today I was flying with a Samsung tablet running XCSoar, but frankly, in a 1-26 a computer is nearly useless. The old 1-26 adage is, "No matter the altitude, you're always five minutes from landing." With that kind of performance, one gets good at keeping landing fields in sight.

I made a beeline for the turnpoint, swung around it and started to head toward the second one, the greenhouses at Dutch Gardens. The sink started to pick up and I really wasn't sure if I could make it. The course between the two takes you down a broad, shallow valley that almost never has lift. I bent the course a bit east and found another good thermal around Ambrosich that took me up to 14,100. Then it was a comfortable straight shot to Dutch Gardens. I could see a cloud forming just east of there and I rounded the turnpoint and headed right for it. The lift under that cloud got me back up to 14,300. Then it was a direct line to Elbert High School.

Once there I was still at enough of a comfortable altitude to make the run to D Bar D. Right at the turnpoint I found another thermal and, feeling a bit cocky, only climbed to 11,800. Heading to the finish at 83 and Lake Gulch, I immediately hit heavy sink and had to stop halfway there to top off and make the final run to finish the course.

The day was still early, so I thought I'd try the Racetrack again. Instead it was sink, sink, sink and I moved back toward Kelly. I got down to 8800 feet and made a save over the rocks just west of the field, but it took me a long time to climb back. So I abandoned the idea of another run and headed out southwest, then north, before coming back to land at Kelly.

So my first crack at the Racetrack in Sunbird netted me a whopping 40.5 knots over a 31.5 statute mile course and a handicapped speed of 66.9 knots. No records or anything, but a fairly satisfying flight. You can follow the flight [here](#). The 1-26 may not be a "glass slipper," but it's perfect for some enjoyable, fun Sunday flying!



*Sunbird ready to take on the Racetrack*

## XC FIRST-AID KIT by Raul Boerner

When I was a Boy Scout, we made a small first-aid kit that fit inside a film container—ask an archeologist; this plastic can was one inch in diameter and two inches tall, that held a new roll of camera film—again, ask an archeologist. With small plastic tie straps, the kit served as a neckerchief slide and thus was always with us—especially during hikes.

For soaring, we need something small but with additional items: bandages, Neosporin, medical tape, safety pins, strike-anywhere matches, quarters (for the old days of pay phones), needle and thread, sunscreen with bug repellent, large plastic tie straps (as a





Yellow toadflax – Photo by Teton County

Please help us eradicate these weeds. If you pull them, please be sure and bag them to prevent the seeds from scattering. Don't just pull them and leave them on the ground.

Pulling weeds is a wonderful, zen-like experience! [Talk to **Donald!**] So help the Airpark and help keep the Big 3 under control.

Many thanks to the Air Park Weed Advisory Committee – **Jeanne Allen, Lauri Hoover and Dawn Schnelle.**

### SHIPS FOR SALE

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

**FOR SALE:** Want a project? Monerai fuselage. More pics and info available from **Rich Barclay**, KAP homeowner.



**FOR SALE:** ASW-20A, has winglets and lift-up instrument panel. Top of wings have been refinished. Current condition inspection. One-man rigger, wing stands, tail dolly, and wing wheel. \$25,000. Contact [Jeff Sherrard](#).



**FOR SALE:** 1/3 share in ASW-26E motor glider D2D. Based at KAP. If interested, contact [Gerald Peaslee](#).



**FREE TO A GOOD HOME:** Older Logitech joystick and rudder pedals. Great for Condor! Contact [Ridge Moreland](#). Ridge is in Moriarty, NM.





**FOR SALE:** I am selling one of my Magnum Summit eBikes. This is a great bike, especially for use around KAP. It is less than 2 years old and only has 700 miles on it. The only reason I'm selling it is that my wife has decided she wants a cruiser instead of a mountain bike. You can find out more info on it at:

<https://magnumbikes.com/products/magnum-summit-27-5>

BFSS Discount: \$1600. Contact [Bif Huss](#)



**PHOTOS**



*Seen at the Women's World Gliding Championships at Husband Bosworth, UK*



*Swainson's Hawk checking out the action  
Photo by Jon Stark*



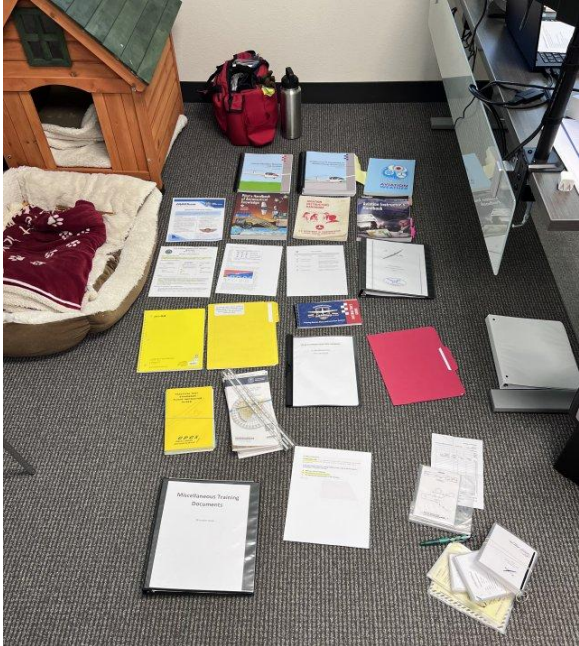
*Living history. Early BFSS members Joe Berger (former President), Dave Rolley, and Jon Stark. The old editor manages to photobomb his own picture.*



*And here, Joe visits with another original BFSS member, Lee Kuhlke.*



*Waiting for the rain to stop. Lee Kuhlke, Clay Thomas, Mike Kinder, Bill Gerblich, John Gillis and Joshua Abbe socialize while the rain comes down.*



*Some of Brandon Kolk's study materials for this CFG practical test*



*We now have two hydration options for the runway ends. On the left, the Kinders supplied a nice foam ice chest. Cooling packs are in the freezer. On the right, Gary Baker supplied a water jug for that last gulp before takeoff. GODs, please deploy these on hot days!*



*Cult members*



*Bif Huss running a convergence line into NE Colorado. 8/12/22*



*Bill Patrick cruises over Woodland Park on his way to Pikes Peak. 8/27/22*



*Clay Thomas over the Sangres on his way to the Sand Dunes.*