

Airworthy

The Official Journal of the Black Forest Soaring Society

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Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

We are still in shock from the deaths of long-time friends **Dave** and **Jeanne Allen** on June 30th in the crash of their Waco YKC near Hoxie, KS. Dave and Jeanne had been involved with the Airpark from the very beginning. They built the first house and hangar. They were synonymous with KAP. We have known them since the old Black Forest Gliderport days when we started flying there in the late 1970s.

When **Alice** and I returned to the club in 2017 and started the refurbishment on 840, Dave would come over frequently to advise on the project. He was an invaluable help.

Their loss leaves a big hole in our hearts and in the Airpark. Fair winds, old friends.

Mark Palmer, Editor



*Dave and Jeanne in front of their Waco YKC.
Photo: Flying Magazine and Meg Godlewski via
Colorado Public Radio*

PRESIDENT'S CORNER

by Becky Kinder

It's great to be back home!

Every time I fly somewhere new, I come away with a new appreciation for each operation's specific characteristics. Flying at Sunflower Gliderport during the 2024 WSPA Seminar was a privilege I'll long treasure. Wonderful hospitality, terrific thermals, and a diverse fleet made for a great week. It also made me appreciate the care that has gone into our BFSS operating procedures. We have been blessed with outstanding leaders who have invested deeply in building the best glider club possible at Kelly Airpark.

Everything was where it should be when I returned, thanks to active volunteers taking responsibility and initiative. A huge "thank you" to **Stan Bissell**, who added "acting club president" to his CFI and Membership responsibilities for the month of July, and to all who carried some part of the load in my absence.

Lift & blessings!
Becky



Team Blue Jay at Sunflower: Becky Kinder and Julie Kinder with Cadet Allie Inge and Major Libby Westfall from the USAFA Sailplane Racing Team

FRIENDLY REMINDER

The dry season is here. Driving on the dry grass can damage it. Please, **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. Also, please be careful of the runway shoulders while the new grass is taking hold.

GROUND OPS DUTY CALENDAR

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

CALENDAR

Board of Directors Meetings

August 13 and 27, 2024 6:30 – 9:00
Via Zoom

September 10, 2024 6:30 – 9:00
At the Clubhouse

1-26 Championships

July 31 – August 8, 2024
Hamilton, TX

BFSS Saturday Potluck Barbeque (after flying)

August 17

38th World Gliding Championships

August 16 – September 1, 2024
Uvalde, TX

Downhill Dash

August 25 and 31, 2024

SSA Convention

October 24 – 26, 2024
FIRC 22 – 23, 2024
Knoxville, TN

Boerner, Raul	08/02/2024
Abbe, Joshua/Maki, Jeff	08/03/2024
Boerrigter, Berea/McClain, Kip	08/04/2024
Crabb, David	08/09/2024
Buist, Mark/Morgan, Dave	08/10/2024
Dimick, Scott/Nadein, Alex	08/11/2024
Dean, Val	08/16/2024
Gerner, Andy/Olsen, Rutger	08/17/2024
Gonzalez, Mia/Palmer, Mark	08/18/2024
Franzmann, Mike	08/23/2024
Hannon, Donald/Patrick, Bill	08/24/2024
Hughes, Aida/Peterman, Kathy	08/25/2024
Kinder, Julie	08/30/2024
Hughes, Cam/Rendos, Matt	08/31/2024
Ings, Deb/Rolley, Dave	09/01/2024
OPEN (Labor Day)	09/02/2024
Kinder, Becky	09/06/2024
Kinder, Mike/Silberer, Amalia	09/07/2024
Jordan, Nathan/Silberer, Zsolt	09/08/2024

On weekends, the early GOD shift is 8:30 – 2:30 and the late shift 11:00 – 5:00.

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 **OPEN** 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.

CAN'T FIND BOARD MINUTES? by Brian Price

Go to FORUMS on the "Old website," log in with your FORUM login credentials (see next paragraph), then open Generic Discussions. There you will find dozens and dozens of Board

documents. Only the approved versions are posted on this FORUM, since the Board is asked separately to review and correct my many errors and omissions in the draft versions.

Note that the FORUM login is different from your normal club login that you use to schedule gliders, etc. If you do not have a FORUM login, you can create one on the website. Then request activation by the administrator (**Vitaliy** or **Todd**) and you will be added to appropriate groups (members, BOD, etc.). Vitaliy or Todd can reset your password if you have lost it.

[Vitaliy Aksyonov: vitaliy.aksyonov@gmail.com;
Todd Hahn: toddthahn@gmail.com.]

ACCOMPLISHMENTS

Mike Franzmann – Private Pilot practical passed



Elliott Crawford (DPE), Mike Franzmann, instructor Brandon Kolk, towpilot Rich Helmich

Todd Hahn – Self-launch endorsement



Todd after completing his self-launch endorsement in a Pipistrel Sinus at Boerne, TX. 6/29/24. Photo by Uwe Prigge

Matt Rendos – ASW-19 checkout



Matt Rendos gets last minute encouragement from Vitaliy. Photo by Kip McClain

Cam Hughes – First solo!



Cam Hughes evading his sister after his first solo. Photo by Stan Bissell

Aida Hughes – First solo!



*Aida after her first solo
Photo by Vitaliy Aksyonov*

Ceraunophile – A person who loves lightning and thunder; a lover of thunderstorms

THANK YOU!

Raul Boerner – For doing the research and visiting the potential PW-5 for club purchase

John Gillis, Raul Boerner, and Todd Hahn - For pulling weeds. John worked on the gravel in front of the clubhouse, and all three worked on the weeds in front of Hangar 3.

Mark Palmer, Rutger Olsen and Quay Snyder – For even more weed pulling

Wojtek Tomanek, Alice Palmer – Extra GOD duty

John Gillis and Colin Mead – For transponder work on 9BA

Bill Gerblick – For the new tow rope for 76S

WSPA SEMINAR 2024 by Alice Palmer

Well, it's funny that a hot week in Kansas was one of the highlights of our summer, but that's the case. **Mark, Alice, Becky, and Julie** headed east to Sunflower Gliderport near Hutchinson with two gliders in tow for the 2024 Women's Soaring Pilots Association Seminar. This was our first visit to Sunflower and we were immediately welcomed by hosts **Leah and Tony Condon** and **Steve Leonard** (yes, brother to our very own treasured **Dave Leonard**).



*Intrepid travelers before departure
Photo by Mike Kinder*



Becky gets ready for her field checkout with instructor Mike Westbrook; Leah Condon is ready to hook them up.

The weather was outstanding for the entire event, with the young and tireless flying until 7:30 PM every day. On our last evening as the closing banquet was going on, **Ute Kaden** landed at 8:30 PM after a well-deserved long solo flight in the Libelle after instructing all week.

Julie had her first opportunity to fly Blue Jay somewhere other than Kelly, and Becky got to fly it too. Mark flew both the DG and the antique Ka-2 with Tony, and checked out in the Libelle 201B with a 2-hour flight!



*Julie gets to fly Blue Jay at a new site!
Photo by Becky Kinder*



Mark takes off in the Ka-2.

I can't say I accomplished anything earth-shattering, but had incredible fun doing a whole bunch of different soaring-related things. I did have a short cross country of 100+ miles out to Stafford and return with a bit of sightseeing south of Sunflower at the end. A couple of fun firsts were flying with Tony in his beautiful SGU 2-22E and checking out in the club's Libelle (one of my bucket-list items since I saw my first Libelle as a teenager, and oh—am I in love with that ship!).



Mark's 2-hour flight in the Libelle 201B



Alice got to fly it too! Photo by Leah Condon

We also got to help a bunch of pilots experience their first ground launches on auto tows with Tony in the 2-22. One of my other favorite activities was an off-field landing in the 2-22 with Tony at a private grass airfield two miles south of Sunflower, Irish Creek. They conduct regular XC landing training there and tow the gliders out. Becky and Julie had their first real off-field landing experience and what a hoot for all of us!



Julie hooks up Mark before his off-field landing practice flight with Tony Condon in the back.



Landing at Irish Creek. Photo by Julie Kinder



*Are we allowed to have this much fun?
Photo by Becky Kinder*

The USAFA had four Instructor Pilot (IP) cadets and their leader, **Major Libby Westfall**, there to experience another world of soaring. All of the pilots were not only IPs but also part of the USAFA soaring racing team. They were always out there helping and loved the auto tows! We may see them at Kelly one of these days.

Every day was well organized with presentations in the morning and some in the evening and group meals to share experiences. We look forward to flying at Sunflower again, we hope sometime soon! Thank you Leah, Tony, Steve, and all the many other volunteers, from Kansas Soaring Association and WSPA, who made this such a joyful event. Can't wait to go to Finger Lakes, New York for the Seminar next year!



The ramp at Sunflower, KS 7/23/24. Or is it 1964? From l to r, 2-33, 1-26, two 2-22s and another 1-26. In the background is KSA's towplane, the prototype Cessna 182.



Kip McClain with Andrea Venturini (l) and Stefan Langer (r) at Oshkosh

I just returned from EAA AirVenture in Oshkosh. While there I had the pleasure of chatting with **Stefan Langer** when he stopped by to visit our Colorado Division of Aeronautics booth inside one of the exhibit hangars. The gentleman in the red shirt is **Andrea Venturini** from Italy, who happens to be the creator of the "Gliding and Soaring" Facebook page. Andrea posted a photo of himself with Stefan on his page, so knowing that he was in a display tent right outside our building, I asked him if he could arrange a meeting, which he was kind enough to do. Stefan is a very nice guy who hung out with me for about 10 minutes or so before heading out.

DOWNHILL DASH IS ON by Mark Palmer

The Downhill Dash is back on the calendar! The Downhill is our off-again-on-again annual free distance contest. This year's dates are August 25 and 31. If you are interested in flying and/or crewing for the DHD, please let me know. Email: [Mark.Palmer](mailto:Mark.Palmer@colorado.gov). I'll work on putting pilots and

crews together. If you've never crewed before, we'll try to match you up with a more experienced crew chief. **Gary Baker** will be manning the "Retrieve Desk" (which means he'll be sitting under the umbrella on the porch with a beer in hand). Here's hoping for good weather. If they are good days, expect to return to KAP late in the evening or even the next day.

The basic rules of the Downhill Dash are:

1. Take off.
2. Fly somewhere.
3. Land.

The distances are handicapped using the SSA handicap system.

Adventure awaits! Sign up now! Talk to Mark!

LOSING ONE'S FOCUS by Jon Stark

Now and then I make one of those it-will-never-happen-to-me mistakes. I'm writing up this very recent one, because there are aspects that might help others.

I was neatly folded up into the back seat of the 2-33 while the "learner" (FAA-speak for the pilot up front) went through the pre-takeoff checklist, and all seemed well. After the rudder wag, we began our roll, passed the end of the field, and were climbing nicely through 300 feet AGL when I was stunned to see the front seat canopy swing open. In a 2-33, this action also opens the left-side under-wing window in the back seat.

Acting on pure reflex, I grabbed the horizontal bar at the back of the canopy (one that normally sits along the aft edge of the front seat) with my left hand, and secured my now airborne hat with the right hand. Meanwhile, I shouted several times "fly the airplane" at my equally surprised co-pilot, who complied admirably. All this produced a bit of slack and mispositioning behind the towplane, but that was promptly and easily cured.

I had grabbed the canopy bar so rapidly that I prevented it from swinging more than about 40% of its full possible travel, but it still wasn't closed or secured. I pushed it down into the closed position, and announced that I would take the controls so that my companion could secure the latch, which was out of reach for me. That division of labor worked well, and quickly we were once again uneventfully following the towplane.



From the back seat of the 2-33: Is the canopy latched or not? Photo by Jon Stark



2-33 canopy latched as viewed from the back seat. Photo by Jon Stark

We flew for another 20 minutes to a nice landing without incident, and dismantled the aircraft. Only then, as I clambered out of the back seat, did I notice that I no longer had any eyeglasses. I was surprised by their absence,

and even more so by the fact that I hadn't noticed any loss of visual acuity during that 20 minutes of flight. Does a burst of adrenaline improve eyesight? Subsequent searching of the bowels of the fuselage confirmed that my glasses were long gone, apparently swept out the side window while I was busy securing both hat and canopy. I believe them to be somewhere within a 25-acre zone to the southeast of the Airpark, now only a curiosity for future archeologists to ponder.

This experience confirmed for me that one can actually fly with an open canopy, ***so long as that's what you set as your priority***. Just a few years ago, an opening canopy on a Schweizer 1-26 at nearly the same altitude on tow over Byron, California, distracted the pilot, leading to a kiting incident that killed the tow pilot. You might lose your hat or your glasses, but you will not lose the aircraft or any lives if you simply concentrate on job #1 and retain control. Focus on that, and even without eyeglasses, your focus will contain the crisis.

This was also a good opportunity to consider cockpit resource management. We were fortunate to have two pilots onboard, allowing one to handle the canopy while the other was at the controls, and to switch those roles (intentionally and explicitly) to get the canopy latched again. If you are solo when something like this happens, you have the ability to hang on until a safe release altitude is reached, and your workload can be reduced. Then, you have the option of continuing in open cockpit flight to a safe landing, or if time and altitude permits, perhaps intentionally yawing a bit so that the hinge line is presented to the relative wind, making closing and latching easier.

Next, this event emphasized for me the need for a careful post-flight inspection (perhaps the most overlooked process in general aviation). While searching all possible spots where my glasses could have lodged, we also carefully examined the canopy itself. It was not designed to withstand the forces imposed by flying with

it open. Fortunately, we found no twisting of the frame, cracking of the plexiglass, damaged or displaced hardware, or the like, but it's best not to leave such things to be discovered (or worse, overlooked) by a subsequent pilot.

Finally, as CFI pilot in command, this little near-disaster was all my fault. It's now quite apparent to me that although closed, the canopy could not have been fully latched at takeoff. I was complacent and trusting of the checklist recitation I heard from the front seat without visually confirming for myself that the latch arm was in the correct position. That won't happen again while I am onboard!

SHIPS FOR SALE

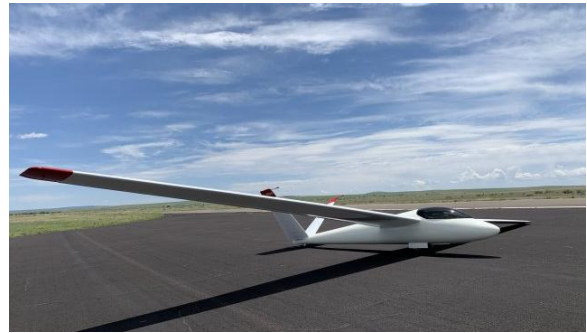
Have a ship you want to sell? Looking for a partnership? We can list it in *Airworthy*.

WANTED: Single place glider — cross country capable. Please email soaringcolorado1@gmail.com if you or anyone you know is interested in selling their glider!

FOR SALE: Ventus bT, \$45,000
Dave Rolley 303-809-2785



PHOTOS



Beautiful restored 1967 Schempp-Hirth SHK on the ramp at Moriarty, NM. ABQ Club member Dave Stevenson, on his first flight in his newly acquired ship, flew 6 hours 53 minutes and 550 kilometers to win the day on OLC. 7/2/24.



Raul Boerner about to check the newly reinstalled water bags on DM



Jon Stark getting ready to launch in his Phoebus 7/20/24, Photo by Deb Ings



Blanik on final, 7/14/24. Photo by Rich Helmich



*Alan Hoover's Pitts Special
Photo by Wojtek Tomanek*



*Jamie Treat's Treat SS-300
Photo by Wojtek Tomanek*



Dave Allen discusses fabric work with Alice and Raul during the 840 restoration project. 9/2018



Kitfox. Photo by Wojtek Tomanek



*Final salute to Dave and Jeanne. KAP Fly-in,
7/6/24. Photo by Jon Stark*