

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](#)

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

Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

I apologize for the late posting of this month's issue. **Alice** and I were out of town at the end of the month and, although I promised to work on it on the road, nothing got done. So it's late. The July issue will be early—we'll be in Moriarty for the Women's Cross Country Camp.

I have tentatively picked Sunday, August 25 and Saturday, August 31 for the **2024 Downhill Dash**. Start making your plans now. If you're interested in flying or crewing, or being the "retrieve desk," please email me!

Mark Palmer, Editor



*Saturday, June 1 launch line
Photo by Brandon Kolk*

PRESIDENT'S CORNER

by **Becky Kinder**

I'm grateful to be free, and appreciate the sacrifices others have made on my behalf. Memorial Day means remembering the cost of freedom, and in our home it usually includes a movie. This year, watching "A Bridge Too Far" reminded me about the hazards of single-point-of-failure operations. Flight training emphasizes agility, always having options in mind, and such thinking is pervasive within the BFSS. Our maintenance/tow crews make a point of keeping appropriate spare parts. Our operations are built on flexibility within the parameters of safe, legal flight, and experience. The club mindset inherently strengthens our safety culture and sidesteps single-point gaps of knowledge.

A few years ago, we lost a fine pilot and dear friend, **Steve Johnson**. Few of us realized he had been working nearly full time maintaining our grounds. His successor's learning curve was enormous, but overcome by the support and wealth of information provided by **Bill Gerblick, Doug Curry, Dave Rolley, Raul Boerner, Gary Baker, Frank DeBacker**, and others.

The truth is that we need individuals with a passion for the sport, the club, and excellence to wade into some of these key roles. Just as our more advanced pilots willingly mentor

others committed to learning, our key personnel are willing to help new members advance their skills in new areas. If a significant role looks interesting to you, ask about learning it. You might find a whole new horizon and make a great friend in the process.



Deb Ings brought her own lawn mower down to try to get ahead of some of the mowing.

CALENDAR

Board of Directors Meetings

June 11 and 25, 2024 6:30 – 9:00

Via Zoom

July 9 and 23, 2024 6:30 – 9:00

Via Zoom

BFSS Saturday Potluck Barbeque (after flying)

June 15, 2024

Women's Cross Country Camp

June 30 – July 5, 2024

Moriarty, NM

Kelly Airpark Annual Fly-In Pancake Breakfast

July 6, 2024, 7:00 to 11:00 am

Women's Soaring Seminar

July 22 – 26, 2024

Yoder, KS

1-26 Championships

July 31 – August 8, 2024

Hamilton, TX

38TH WORLD GLIDING CHAMPIONSHIPS

August 14 – September 1, 2024

Uvalde, TX

Downhill Dash

August 25 and 31, 2024 (proposed)

SSA Convention

October 24 – 26, 2024

FIRC 22-23, 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 June and early July. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. -Ed.]*

Palmer, Alice	06/07/2024
OPEN /Hahn, Todd	06/08/2024
Dunmall, C/Gerner, Andy	06/09/2024
Palmer, Alice	06/14/2024
Kinder, Mike/Rendos, Matt	06/15/2024
Palmer, Mark/Hannon, Donald	06/16/2024
OPEN	06/21/2024
Morgan, Dave/Lewis, Lewie	06/22/2024
Nadein, Alex/Ings, Deb	06/23/2024

OPEN 06/28/2024
 Olsen, Rutger/Hughes, Aida 06/29/2024
 Patrick, Bill/Hughes, Cam 06/30/2024

Franzmann, Mike 07/05/2024
 Peterman, K./Jordan, N. 07/06/2024
 Rendos, Matt/Kinder, Mike 07/07/2024

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.



Getting ready for summer: Donald Hannon, Bill Gerblich, Vitaliy Aksyonov, Wojtek Tomanek hook the mower up to "Fergie," the tractor

RESULTS OF MAY 4th MEMBERSHIP MEETING

At the membership meeting on May 4th, elections were held for new Board members. For the 3 open slots the following members were elected:

Becky Kinder (re-elected)
Stan Bissell
Tim Krantz

At a special Board meeting held the following week, the Board selected members for the various positions. The result:

Becky Kinder – President
Stan Bissell – Vice President
Scott Dimick – Treasurer
Brian Price – Secretary
Tim Krantz – At Large
Colin Mead – At Large
Kip McClain – At Large

Various Committee Assignments:

Kip McClain – Operations Officer
Colin Mead – Maintenance Officer
Brian Price – KAP Liaison (temp.)
Todd Hahn – Safety Officer
Bill Gerblich – Chief Tow Pilot



Membership meeting turnout was great

ACCOMPLISHMENTS

Joshua Abbe – First Flight with **Mark Palmer**

Bill Gerblich – Accomplished WINGS flight review with **Raul Boerner**

Patrick Mendonca – ASK-21 front and back seat checkout with **Stan Bissell**

Ethan Hitz – Has been accepted at Auburn University and its aerospace program



Zach Paluch – Commercial Glider checkride passed



Quay Snyder, DPE, Zach Paluch, Commercial Glider add-on, and Chris Lang, FAA

Deb Ings – Passed her Boeing 777 checkride



Deb Ings after completing her Boeing 777 checkride with her FO, Dave Tifford

FRIENDLY REMINDER

The summer 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.

THANK YOU!

Dave Rolley and **Quay Snyder** – For Dave’s annual series of SSA cross country seminars. Support thanks goes to **Frank Whiteley**, **Brandon Kolk**, **Alice Palmer**, and **Mark Palmer**.

Bill Gerblick – For reinstalling one of the rollers on Hangar 2’s door that had jumped off the track.

Bill Gerblick – For the new updated portable port-a-potty

Bill Gerblick – For 32 tows on Memorial Day!

Alex Hahn – For repairing and cleaning the club vacuum cleaner

Stan Bissell – For coordinating work with Falcon Weed Control

Scott Dimick and **Roland Laning** – For retrieving Colin Mead – after Roland had towed all day

Wojtek Tomanek, **Dave Morgan**, **Mia Gonzalez**, **Doug Houston**, **Gary Baker**, **Alice Palmer** – For Extra GOD Duty

Stan Bissell – For donating a second line crew handheld radio and a vacuum cleaner

Deb Ings – For mowing

Wojtek Tomanek, **Brandon Kolk**, **Colin Mead** – For troubleshooting and replacing 840’s battery

Wojtek Tomanek, Todd Hahn and Mark Buist – for replacing the canopy restraint cable on 840

Dave Morgan and Jon Stark – For helping the Membership Committee develop standardized GOD training and field checkouts

Bill Gerblick and Raul Boerner – For creating videos on deploying the Portable Port-A-Potty (Gerblick’s Launch Line Loo)

Mark Palmer – For drilling holes in the new skid plates for 840

GET WELL SOON GARY!

Sending good thoughts and wishes to **Gary Baker**, who is recovering from surgery. Hurry back, buddy, we miss you!

WELCOME NEW MEMBERS!

Bob Weien has returned to the club, following an absence of a few years. Bob is a past President of BFSS, as well as a CFG.



Bob Weien

Chris Hiner has changed from a Limited member to Regular member and has started training with **Brandon Kolk**.

NEW MEMBERSHIP PROCESS by Stan Bissell

The method for processing new member inquiries and club membership applications has been streamlined and standardized.

Anyone and everyone interested in BFSS membership (glider pilots, tow pilots, visiting pilots, wannabe glider pilots) should be directed to the Membership page on our website. There they will find a link to an inquiry form where they can tell us what their interests are with BFSS. If someone shows up at the clubhouse, there are posters on the front door and inside that have a QR code with the same link.

The Membership Committee will respond quickly to all inquiries to inform them of our requirements and match them to our capabilities. Some will be handled faster than others depending on their qualifications and our instructor and club capacity constraints.

Currently there is a waiting list for training at BFSS, as there is for every glider operation on the Front Range. We simply can’t accommodate all who inquire at the pace they might desire, but we will help them learn what their options are.

If you have any questions, please contact me directly at:

Stan Bissell - membership@soarbfss.org

FRONT PAGE OF THE NEW WEBSITE IS UP!

Thanks to the efforts of **Vitaliy Aksyonov, Todd Hahn, Mike Kinder, and Brandon Kolk**, the long-awaited update to the club website is online. It features a new, clean look, better graphics and fonts and is mobile friendly. There are still pages to the old website that will be updated soon. Thanks to the IT Team!

PORT-A-POTTY VIDEOS NOW ON THE WEBSITE

Bill Gerblick and **Raul Boerner** have created a series of short videos on how to tow out, assemble, and return the portable port-a-potty. Check them out so you'll know how to deploy our new best friend when it's your time for GOD duty. Thanks Bill and Raul!



New porta potty trailer in work

COMPLACENCY by Todd Hahn, Safety Officer

If I was a betting man, I might wager that I could find something that you are skipping in your flying life that you should arguably be doing, either from a safety point of view or a regulatory point of view. I'm talking about things like training and proficiency, preflight planning, various items during the flight itself, as well as the post-flight routine. This includes pilots of all skill and experience levels.

This brings me to the word complacency. Ouch, it's a harsh word. What is complacency? The Glider Flying Handbook says, "Complacency is when a person has a sense of security about one's surrounding, yet fails to recognize or lacks awareness of possible danger." The FAA Safety Team says that "Complacency is characterized by overconfidence gained through the repetitive performance of a task."

Let's be real—all of us are complacent in some aspect of our flying. After all, we are human and we sometimes succumb to external pressures or the temptations of shortcuts. And then that shortcut becomes common practice because we got away with it the last time. Or maybe we're not proficient in something that we should be proficient at.

Let's go through some possibilities.

What are you skipping that you would do before a checkride with a DPE? Check the TFRs? A good preflight inspection? An honest and thorough assessment of PAVE (or the 5 As) and IMSAFE? A thorough weather assessment including what the winds aloft might be like? An honest and realistic emergency plan for rope breaks on the conditions specific to that day?

What haven't you practiced in a while? Incipient spin recovery? Turning stalls with spoilers deployed? Slips? No-dive-brake landing? Rope break at 400 feet? Slack-line recovery?

What are you not regularly doing during the flight that should be habitual? Scanning for traffic? Clearing your turns? Predicting what the wind is going to do to the aircraft's track on downwind, base, and final? Not being distracted during the tow? Watching for and evaluating new evidence that requires a change to your current plan?

Remember that accidents usually occur as the result of a chain of small events/decisions. Being complacent on one aspect of your flying could start or continue one of these event chains. I encourage you to take assessment of your proficiency and preflight planning and determine *one thing* that you might be getting complacent with or need to practice with an instructor. Write it down. And then work on it.

I'll copy verbatim what an AOPA article says about ameliorating the dangers of complacency:

- **Practice mindfulness:** Stay engaged and present during every ground and flight lesson to enhance your learning experience.
- **Solicit feedback:** Always request feedback from your instructors and more experienced pilots. Their insight can help you recognize areas where complacency may have crept in.
- **Stick to procedures:** Never cut corners. Always stick to the procedures, checklists, and protocols you've been taught. The rules are there for a reason.
- **Pursue continuous learning:** *Aviate, navigate, communicate, and educate* should be your motto. Always look for opportunities to expand your skills and knowledge.
- **Simulate real-world scenarios:** If your instructor hasn't incorporated distractions and less-than-ideal conditions into your lessons, ask them to do so. It helps prepare you for real-world scenarios where stress and workload can lead to mistakes if you're complacent.
- **Value experienced insights:** There's wisdom in experience. Listen to stories and advice from those flying for a long time. Often, their narratives are full of lessons on what not to do.

Our instructors are happy to go through your preflight routine with you to help identify anything that might need some improvement or take you up for a few flights and work on some aspect of your flying skills or ADM.

LIGHTNING DANGERS IN COLORADO by Clay Thomas

Colorado experiences a high number of lightning strikes each year, particularly during the summer months from June through August. If you hear thunder, seek shelter immediately inside a sturdy building or hard-topped vehicle.

Lightning can cause severe injuries or fatalities. Colorado has one of the highest rates of lightning-related fatalities in the United States.

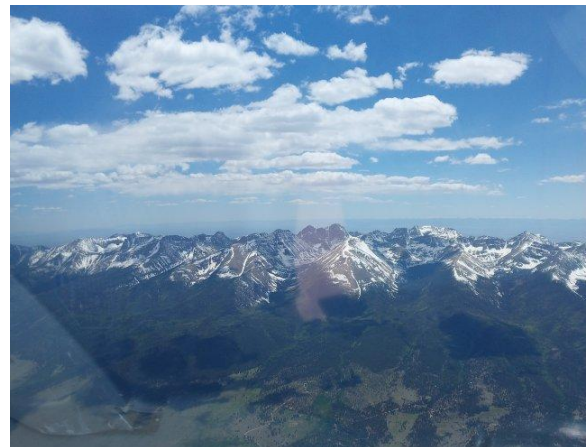
While flying, it's important to avoid thunderstorms by at least 20 nautical miles. Carbon fiber in a glider is conductive. The high current of a lightning strike generates extreme heat which can cause layers of the composite material to separate, significantly weakening the structure.

On the other hand, fiberglass is an insulator but the extreme heat generated by a lightning strike can cause cracking, delamination, and spalling where pieces of material break off.

Aluminum aircraft are designed to handle lightning better than other materials.

In conclusion, be aware of rapidly changing weather. Thunderstorms can develop quickly, so it's important to stay informed.

It's advisable to consider donating your fancy glass ship to BFSS and purchasing a 1-26 or Blanik. 😊



Clay Thomas cruising down the Sangres in summer. No lightning in sight.

RETRIEVE THANKS by Colin Mead

I want to publicly thank **Scott Dimick** and **Roland Laning** for volunteering to come get me after my land out at Antelope Airfield.

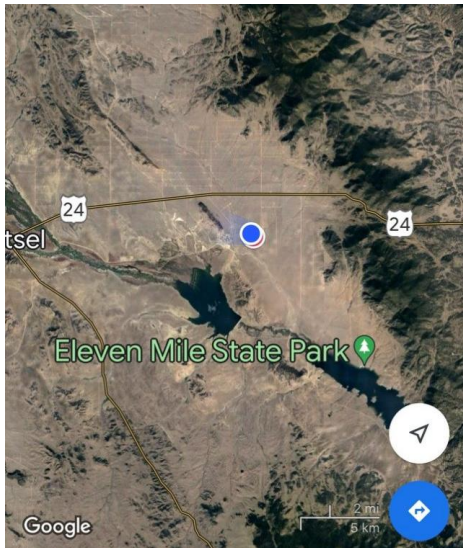
Antelope Airfield is very landable. It is about 30 feet wide. There are small berms about one foot high. There, you want to keep your wings level as long as you can. An 18-meter ship would be a little tight, but will work in a pinch.



Colin at Antelope Airfield. Photo by Colin Mead



All safe at Antelope! Photo by Scott Dimick



Antelope is near Eleven Mile State Park. Raul Boerner has spoken with the owners previously. Screenshot by Scott Dimick

SHIPS FOR SALE

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

FOR SALE: Ventus bT, \$45,000

Dave Rolley 303-809-2785



PHOTOS



Friday night, May 10th, Todd Hahn, Alex Hahn, and Heather Kaiser-Hahn ventured 30 miles NE of Colorado Springs to capture this photo of the northern lights. Photo by Todd Hahn



*Running the convergence, 6/1/24
Photo by Vitaliy Aksyonov in the ASW-19*



Wojtek Tomanek, Colin Mead, and John Gillis checking out the transponder installation options in 9BA.



Jacob Beineke and his wife Jules were spotted at the Albuquerque Soaring Club Taco Night recently. Jacob and Jules are at Kirtland AFB in Albuquerque for initial V-22 training. Photo by Colleen Koenig



Mark Palmer drills holes for 840's new skid plates (spoiler alert: he's really not that tall).



Tim Krantz helps Becky and Mike Kinder derig Blue Jay after Mike's off-field landing, 5/19/24. Photo by Wojtek Tomanek



*Tendrils indicating the path to the clouds, 6000 feet above
Photo by Bif Huss*



Two self launchers: Bif Huss's Ventus 3M and John Gillis's JS-3 RES. Photo by Bif Huss