

Airworthy

The Official Journal of the Black Forest Soaring Society

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Club Web Page: SoarBFSS.org

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FROM THE EDITOR

Welcome to another summer mega issue! August turned out to be a very active month for the club, both here and beyond. **Raul Boerner** supported the US Team and the World Gliding Championships (WGC) in France. **Alice** and I went to the Women's Soaring Pilots Association Seminar in Vermont, attended great presentations, caught up with old friends, made new ones, and got to fly classic gliders.

Here at home, late August appears to have been the peak soaring season. Lots of long cross country flights, several over 700 and 800 kilometers! Day One of the Downhill Dash was very successful. There were lots of training flights and checkouts too, and we got several new members flying.

Things are looking good as we go into the fall. Here's hoping the great soaring will continue for a while.

Mark Palmer, Editor



Vermont from the air

PRESIDENT'S MESSAGE by Bif Huss

Winter's coming, but we still have a few periods of excellent soaring ahead of us. In fact, in the last few years, late August and early September have produced some of the best soaring days of the season, so I hope to see many of you in the air!

As I write this, the annual BFSS Downhill Dash is in progress. This is an old-style free distance competition that is a lot of fun. I hope we see many club members participating as either pilots or crews, and I look forward to hearing the stories of their adventures.

At the special membership meeting on the 28th, the club voted overwhelmingly to purchase **Joe Bankoff's** ASW-19. This beautiful aircraft will be a fantastic addition to the BFSS fleet and will enable club members to truly practice their cross country skills.

We were anticipating that Kelly Airpark would proceed with the runway improvement this season, but it looks like the contractor will need to wait until next spring to begin work. The KAP Board meets in early September to make a final decision and I'll keep you posted.

Finally, I'd like to congratulate **Dylan Brown** on passing his Private Glider Certificate checkride with **Quay Snyder** last Sunday. Quay also

received a checkride from FAA check pilot **Chris Lang** so the pressure was doubly on Dylan. Great job Dylan and welcome to the aviator's club! After Quay's flight, the club held its August potluck. It was a beautiful afternoon and lots of tall tales were exchanged. These are fun events and I hope to see more club members attend in the last few months while the weather stays nice.

See you at cloudbase!

Bif



*Bif over the Great Sand Dunes
on his epic 777 km flight 8/23/21*

CALENDAR

Board of Directors Meetings

September 14, 2021 6:30 – 9:00

In Person at the Clubhouse

October 12, 2021 6:30 – 9:00

Via Zoom

BFSS Third Saturday Potluck Barbeque (after flying)

September 18

Downhill Dash (Day 2)

September 4

SSA Convention

February 24 – 26, 2022

Reno, NV

(FIRC February 22 – 23, 2022)

FLEET UPDATE

ASK-21 – Tail dolly repaired and painted. Nose tire tube replaced.

2-33 – Short in rear PTT wiring fixed, but still troubleshooting the weak transmission of the microphones; continue using handheld.

AC-4C Russia – In the air and flying!

PW-5 – Radio is intermittent.

Blanik L-23 – Nothing to report

Pawnee – Towline replaced.

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 reply from her, 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 September and early October:

Boerner, Raul	09/04/2021
Abbe, Joshua	09/05/2021
OPEN (Labor Day)	09/06/2021
Fanning, David	09/11/2021
Dunmall, Chris	09/12/2021
Hannon, Donald	09/18/2021
Houston, Doug	09/19/2021
Kinder, Becky	09/25/2021
Kinder, Julie	09/26/2021
Kolk, Brandon	10/03/2021
Kuhlke, Lee	10/04/2021

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

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.

ACCOMPLISHMENTS

Bill Patrick – A Badge issued

Doug Houston – Towpilot checkout

Mark Buist – Blank front and back seat checkout and flight review

Dylan Brown – Private Pilot—Glider checkride passed!



Dylan Brown and DPE Quay Snyder

Henry Paluch – First solo!



Glenn Paluch, Henry, Mom, and Zach

Dave Leonard – 807.9 km in his ASG-29 on 8/21

Bif Huss – 777.8 km in his Ventus 3M on 8/23

Clay Thomas – 450.8 km in his JS-3 on 8/22

Lee Kuhlke – 734.9 km in his Ventus 3 FES on 8/28



Gary Baker accomplished a personal goal of flying over Pikes Peak in his new ASW-27 on 8/27.

THANK YOU!

Chris Dunmall, Becky Kinder, Julie Kinder, Gary Baker, Mark Palmer, Stan Bissell, Wojciech Tomanek, Jeff Sherrard – Friday Volunteer Line Crew

Bill Patrick – For repairing and painting the ASK-21 tail dolly



Bill Patrick did a great job on the ASK tail dolly.

Frank DeBacker – For tractor repair and mowing, Downhill Dash Retrieve Desk

Bill Gerblich – For mowing and trash removal

Vitaliy Aksyonov – For mowing

Julie Kinder – For PW-5 trailer repair

Doug Curry and **Bill Gerblich** – For cleaning up the shop area in Hangar 3 and fixing the hangar dolly

Doug Curry, Bif Huss, Doug Houston, Wojciech Tomanek, Jon Stark, and Gary Baker – For ASK disassembly for inspection and assembly afterwards

John Gillis and **Clay Thomas** – For replacing a pump on one of the fuel tanks

Doug Curry and **John Gillis** – For fixing the rear PTT wiring on 840

Dave Rolley – For finishing up the Russia gear door work

Doug Curry – For finishing up the Russia condition inspection

CONGRATULATIONS

Raul Boerner spent most of August supporting our Team USA members at the 36th WGC in Montlucon, France. During the Farwell Party at the end of the last day, **Beatrice de Reynal**, the contest manager, was giving out prizes to crew members and pilots. Raul Boerner, who was crew for **Tom Holloran (MY)**, received the **“Most Friendly and Helpful Crew Member”** Award. When I texted Raul to congratulate him, he replied:

Thank you. There were so many ground support members that helped the operation that it is embarrassing to get the recognition.

Brenell, young Jacob for JD Stewart, Donald-Pierre for Daniel Sazhin, Stefan for Tim Taylor, Jason for Sarah Arnold, Paul for Sean Murphy, John Good and Cindy Roth for Colin Mead, all the other 88 pilots with their helpers, parents, children, spouses, dogs, cooks, wing runners, staging staff, tow pilots, water truck drivers, air-ambulance pilots and medical staff, on and on.

I share the recognition and cool T-shirt with all of them.



Our man in France. Not wearing the cool t-shirt. Daniel Sazhin in the jacket is behind him. Photo by US Soaring Team

CLUB VOTES TO ACQUIRE ASW-19

On Saturday, August 28, the club voted to acquire **Joe Bankoff's** ASW-19. Details are still being worked out, and so it is likely it will officially join the fleet late this fall or winter. Acquisition of the '19 gives club members a very capable cross country ship that will allow members to explore the outstanding cross county site we have here at BFSS.

Taking possession of the glider is contingent on several repairs being made, which have currently been scheduled to take place at the Schleicher dealership in Williams, CA, as soon as parts are delivered from Germany.

The BFSS BOD will keep you updated on when we can expect the "Z3" to join the fleet.



Coming soon: Z3

DOWNHILL DASH DAY ONE RESULTS

Day One of the Downhill Dash was held on Saturday, August 28th. The weather this year was MUCH better than last year's smoky skies. Four hardy souls ventured forth.

Donald Hannon in the Russia and **Mark Palmer** in the DG-300 both made Flagler. **John Gillis** and **Dave Rolley** landed at Limon.

Day Two will be held on Saturday, September 4th. Currently, there are two competitors:

Alice Palmer in the DG-300 and **Vitaliy Aksyonov** in the Russia.

August 28 unofficial results:

Pilot	Dist NM	H Dist*
1. Donald Hannon	73.6	86.1
2. Mark Palmer	73.6	69.8
3. John Gillis	45.7	43.4
4. Dave Rolley	45.7	39.5

Final tabulations and results will be in the October *Airworthy*.

*handicapped distance



*Donald Hannon beside 7E and EF at Flagler
Photo by Mark Palmer*

2021 WORLD GLIDING CHAMPIONSHIP, or,

WHAT BRENELL AND I DID IN AUGUST AT MONTLUCON, FRANCE By Raul Boerner

We left for the WGC on August 3. With the help of Sweet Chips (my Garmin GPS), we drove 3.5 hours south to Montlucon—population 38,000.

At Montlucon-Gueret Aeroport, we checked in with USA Team Captain **Colin Mead** and his wife **Cindi**. National patriotism was everywhere; there were flags from 23 countries represented by 94 competition pilots. Covid concerns caused some countries to cancel.



US Team dinner

We quickly learned how the contest directors wanted things done. Team Captains briefed at 1000. Pilots briefed at 1030. Gliders were weighed every day before 1100. After the pilots launched, the rest of us prepared trailers for combat readiness; fully setting up for retrieves demonstrates respect to the landout gods (hopefully reducing the chances of landing out). While the pilots flew, ground crews collected the tow ropes and wound them up. Each team brought one tow rope per pilot.



Rope duty

Due to overhead restricted airspaces, task altitudes were limited to 6500 feet MSL—but that didn't matter since cloud ceilings were usually 4300 feet MSL. With an average ground elevation of 1,400 feet MSL, pilots could only climb 2900 feet AGL. Put another way, there were no runways within glide distance. Average climb rate was 1 knot or less. Gaggles would settle for 0.5 knots.

USA volunteer **John Good** wrote, "Given the desperately weak weather, it's notable how much flying the best pilots in the world were able to do...Only a few of these days had weather that normal pilots would rate better than 'marginally flyable.'"

At this competition level, tasks are not made for fun. They are serious attempts to separate the great pilots from the super-great pilots.



Talking strategy with Tom Holloran



Montlucon

In the end, we had eight flying days. Multiplying that by 94 pilots yields 752 flights. Due to difficult conditions and challenging tasks, 42% of those flights landed out. That kept ground crews busy. **Brenell** and I never got to the hotel before 2300. On two occasions, we arrived back at the hotel at 0100. Then, we would wake up at 0630. By the time we returned to Denver, we were borderline delirious.

Still, we planned three days for touring France. We ate escargot, drank wine (they do that in France), visited museums, ate escargot, spent time in Amboise visiting Leonardo de Vinci's home—he died in 1519. In Paris, we learned how to use the train system, walked the Champs-Elysees for shopping purposes and ate more escargot. We returned to Denver on August 23.



Team Mike Yankee—Raul, Brenell, and pilot Tom Holloran

HARD RELEASE by John Mann

We've all heard plenty of opinions and theories advocating for soft releases. That topic makes for lively debate.

The attached picture show the Pawnee's tangled rope. This occurred following a fairly hard release that occurred while setting up for a soft release. It's not uncommon for this to occur on hard releases. It does not seem to happen on soft releases, or on "normal" releases, including PT3 releases.

So I'd advocate for doing normal releases, and not going overboard trying to do an exaggerated soft release.

I'm sure others have their opinions. So to quote Linda Richman, "Talk amongst yourselves."

Be safe,
John



Hard release result

WSPA SEMINAR 2021 by Alice Palmer

After a year's postponement due to COVID-19, twenty Women's Soaring Pilots Association members and many volunteers gathered in Springfield, Vermont, for the WSPA Seminar. The event was hosted at Hartness State Airport, home of the New England Soaring Association (NESA), and the event was jointly organized with the help of the Greater Boston Soaring Club (GBSC). Other local clubs such as Post Mills, VT, and Franconia, NH, supplied volunteers, speakers, and towplanes.



NESA's beautiful Callair towplane

The event was superb, in spite of the weather. **Mark** and I arrived a day early, much to our luck, as Sunday, August 15, turned out to be the best soaring day of the week. We each hopped into the recently refurbished 2-33s for quick field checks and then were invited by NESA member **Bill Batesole** to fly his very early model Schweizer 1-26, serial number 003. We had the use of 003 throughout the Seminar, and we are exceedingly grateful to Bill for his generosity. [See my companion article about Green Air.]



Alice prepares for a flight in 003.

The rest of the week had low-ish cloudbases, and it rained for two and a half days, but we still got some fun flights in. Mark got a flight in the club's Schweizer 1-34, his first in many years. NESA instructor **Alasdair Crawford** organized a spot landing contest one day, and it was a hoot. Not only were we scored on our touchdown and stop points, but also on time (aiming for a 12-minute flight from 2000 feet AGL in no-lift conditions). It was such fun, we should try this in the fall after the soaring weather dies out here.



Mark flies the 1-34.

Even though we didn't have great soaring weather, we had fantastic speakers. There were soaring talks by **Karl Striedieck**, **Roy Bourgeois**, **Kempton Izuno**, **Cathy Williams**, and a number of others. Karl and **Rick Roelke** brought their Duo Discuses with the hope of providing dual cross country flights. Even though they couldn't get too far away, many participants took the opportunity to hop in with Karl, Rick, and many of the other volunteer instructors in the Duos, the ASK-21, PW-6, and 2-33s to learn as much as they could.



Karl Striedieck with his Duo between flights

And, of course, you can't have a successful soaring event without FOOD! The clubs fed us well, with catered food at lunch and dinner, including a welcome BBQ and Friday evening banquet. The clubs provided large numbers of volunteers to help with our every need, including the instructors, towpilots, ground crew, and general "runners" who went for food and other needed items. Thank you all for your support of WSPA!



Hanging out in the shade waiting for flights

The WSPA Seminar is a great learning event and an excellent opportunity to go fly at a different site. We always enjoy seeing how different

clubs operate. NESAs has an extremely safe and efficient operation, using two paved runways with wide grass to the side of each runway. We took advantage of this by landing the 1-26 exclusively on the grass.

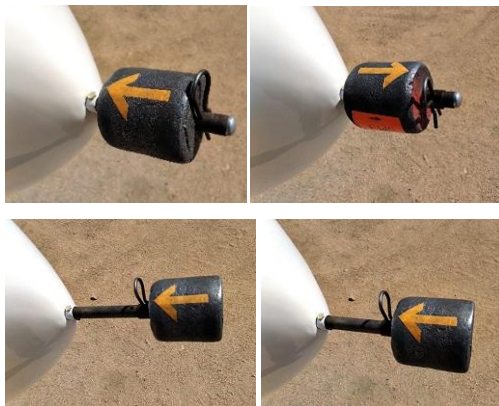
Thank you NESAs, GBSC, and the other clubs and volunteers who helped make this a terrific event.



Participants and some of the volunteers at the 2021 WSPA Seminar at Springfield, VT

QUICK QUIZ

Instructor **Jon Stark** has noticed several “creative” ways of installing the front nose ballast on 840. Only one of the following is the correct way, and which reflects the location used for the weight and balance chart. Select the correct picture....Answer is on page 13.



MUSINGS OF A TOWPILOT by John Gillis

June 8th, 2018, a day that will live in infamy, I did my first tow for BFSS. August 6th, 2021, I completed my 480th tow for the club. Who will be my 500th tow? Do we need a big check and Ed McMahon, fanfair and confetti? It's appropriate.

The Piper PA-25 Pawnee is the most stable, predictable, powerful, well mannered aircraft I have ever had the pleasure to fly. Sure she's kinda ugly, draggy, drab, but she has stout legs and a strong heart, much like my high school prom date.

As a tow pilot, I'm generally going to be the first at the scene of the accident. Here's some of the moments I try to forget, but shouldn't.

- Towing a student with instructor, we turned crosswind to downwind and I found myself staring at the ground at 300ft. The negative G force pushed me into my harness and as I swung at the guillotine handle, the instructor released and allowed me to recover to normal attitude. Gotta love 250 hp to get you back up.
- Taking off on 17 and then having a glider call left downwind for 35. We are past the abort point, so head on a swivel to find the downwind glider. Tally Ho, I have the target, who is now turning base and crossing our departure. My AirVenture Oshkosh skills kick in to take the tail of the traffic and avoid a conflict. Formation flying with one free glider and one in tow is by far the most entertaining.
- Taking off on a hot summer day with a fully ballasted 18M ship, which demands a high airspeed to keep from stalling. Well, it's kinda weird. You want airspeed, you need to give up climb rate. So we charge down the runway to build up speed, but we really can't climb as that will degrade airspeed, so we go around the pattern knocking

buzzards off the fence posts, and we can't climb to an altitude to safely release so it's a bit of a Catch 22. A hope and prayer for any lift enters the tow pilot cockpit. Eventually, we get high enough to release.

One thing to remember when being towed, we have a very effective tool to avoid death. It's the guillotine, which will cleanly sever the rope when we feel threatened. That means the glider will now have a 160+ foot noodle hanging from its nose and probably not much altitude to work with. I have never pulled the lever, but on many occasions have looked at it.

It's been a pleasure to tow for the club. If you are like me and I know I am, I know we can't soar without the tow. I hope to have 500 more tows in such a short time.



*Two Stallions: The Pawnee and a P-51
Photo by Kyle Kendall*

[Editor's Note: John's 500th tow was with Wojciech Tomanek and Jon Stark in 840 on 8/27/21, and as John often says, "both aircraft were reusable afterwards."]



John Gillis was hitching a ride to Antarctica in a C-17. Note the GPS antenna taped to the window. Explains John's OLC points.

MY FIRST FLIGHT IN GREEN AIR, or, WHY A PELLET VARIOMETER IS SUPERIOR TO THE LX9000 by Alice Palmer

Our trip to Springfield, Vermont, for the 2021 WSPA Seminar will leave me with fond memories for years to come. It was too far to trailer our DG-300, so we expected to fly club ships. We saw that the New England Soaring Association (NESA) had an E-model 1-26, so I was looking forward to flying one again after nearly 25 years.

My love of the Schweizer 1-26 began as a teenager at Black Forest Gliderport when my dad, **John Goodlette**, bought a red 1-26E from the IA on the field, **Mike Jensen**. This ship had been recently rebuilt from a wreck by **Doug Curry**. I immediately fell in love with the little red 1-26E, serial number 606, which we called Go Fast because of the N-number: N606GF. After many joyful flights in Go Fast, we sadly decided to sell it after about 20 years.



Go Fast

Fast forward to August, 2021, in Vermont. During our first day, we met **Bill Batesole**, a retired FedEx pilot who has been active in soaring since he was a kid. Bill is now instructing with NESA (and recently refurbished one of their 2-33s), is on the Board of the National Soaring Museum, and organizes vintage soaring meets. After our field checks, Bill said, "Why don't you fly my 1-26?" Well, this is not just any 1-26. This is a beautifully restored, first production 1-26, serial number 003. My dream has always been to fly a "round tail" 1-26, one of the earlier models, and here was my chance.

Bill lets anyone qualified fly it, including (and especially) young people. He says simply, “that’s what it’s for.”



Schweizer 1-26, Serial Number 003

We quickly pulled out the trailer and had the ship rigged in about 10 minutes. We had a chance to look at the incredible workmanship of the restoration, which had been completed many years ago but looked like it rolled out of the shop yesterday. The simplicity and beauty of the panel caught my eye. Low and behold, in the center of the panel was a pellet variometer.



Simplicity at its best

For those of you who have never heard of a pellet vario, it is very simple. The plumbing is such that the green pellet (on the right) goes up in lift (so called “green air”), and the red pellet (on the left) goes up in sink. The colors of the pellets have faded after all these years, so Bill has kindly marked the up and down air. I may have seen a pellet vario before, but certainly had never flown with one. I soon got my chance in my first flight in 003, which lasted nearly an hour in mostly green air.



Green Air!

Needless to say, Mark and I had a fabulous time flying 003 during the week. We got to brainstorming why flying this little ship was such pure fun. It all comes down to simplicity. So, our brainstorming led us to **The Top Five Reasons Why the Pellet Variometer is Superior to the LX9000 Flight Computer:**

5. Number of pages in the operator’s manual:
Pellet Vario: Operator’s Manual??
LX9000: 240 pages
4. Time to proficiency in all functions:
Pellet Vario: 30 seconds
LX9000: 30 hours
3. Software, Firmware, and Database Updates Needed:
Pellet Vario: Updates??
LX9000: Too many to count
2. Understanding what it’s telling you:
Pellet Vario: If the green pellet goes up, you’re happy. If it’s at or near the top of the tube, you’re ecstatic.
LX9000: First, try to find the right menu.

1. Stress level during use:

Pellet Vario: Stress??

LX9000: Depends on whether you have

- 1) Read the manual, 2) Mastered the functions, 3) Installed all the latest software, firmware, and database updates, and
- 4) Found the right menu.

Thank you Bill Batesole and the organizers of the 2021 Women's Seminar for a joyful week of soaring!



Round tails rock!

SHIPS FOR SALE

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

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



FOR SALE: MM Fabrication Wing Wheel. \$150.

Contact: [Raul Boerner](#)



FOR SALE: Lovely K7 in Stanton, MN. If interested contact [Marilyn Meline](#).



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.

PHOTOS

CORRECTION: The in-flight photo from Nephi in Raul's article last month was taken by **Clemens Ceipek**.



840 taking a breather



Bill Patrick was flying with Vitaliy Aksyonov on a smoky Sunday and took this shot of John Gillis in 2Mike

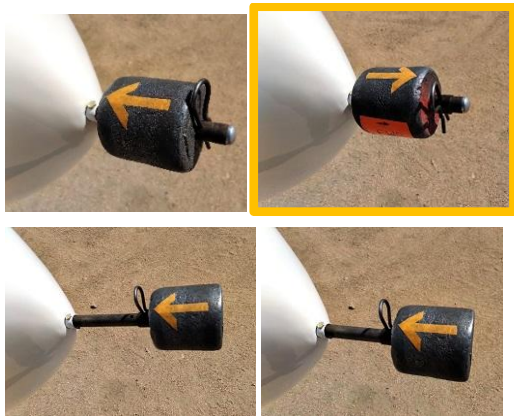


Karen Trench and Doug Houston caught this shot of Alice Palmer in Echo Fox from 77.



The US team at the opening ceremonies for the 36th WGC in Montlucon, France. Raul Boerner and Brenell are in the back row. Photo by US Soaring Team

AND THE CORRECT CHOICE IS....



Please install the ballast properly. If you have questions, please see an instructor.

**FRIENDLY REMINDER:
STOP BEFORE THE DROP!**
During the landing roll, assure that the glider's wing does not scrape across the rocks on the runway edges. Before the wing drops, apply the wheel brake, but not so hard that you put the ship on its nose!
"Stop before the drop!"



Are 12 towplanes enough? Lineup at Montlucon, France. Photo by Raul Boerner



*Vitaliy's instructor from the Ukraine, **Valentina Nikolayevna Toporova**, was also at Montlucon.
Photo by Raul Boerner*



Bill Prescott and his dad Bill Sr. were very active in early Colorado soaring. Bill Jr. sent this picture of Gale Abel and his homebuilt HP-11A at the old Black Forest Glider Port. Astute observers will note the familiar hangar in the background. Photo by Bill Prescott Jr.



Here Bill Prescott Sr. and his partners Fred Herr and John LaCoq take delivery of their new Ka-6, Longmont CO, winter 1965. Oh, you wanted a trailer with that? Photo by Bill Prescott Jr.



One of the cool things the editor got to do in Vermont was to help assemble Bill Batesole's just-acquired 1937 Kirby Kite. It was originally owned by British glider pilot Amy Johnson.



The Russia is tucked away in the cleaned up shop. Thanks Doug and Bill.