

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



Volume 32 Number 8

August 2020

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

Airworthy Archive: [SoarBFSS.org/Airworthy](http://SoarBFSS.org/Airworthy)

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

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## FROM THE EDITOR

July went fast, at least to me. It was also filled with a number of frustrating personal flights while others were winging their way to some epic flights. **Bif Huss** got in a fantastic 1000K flight in early July, the same day **Dave Leonard** did 750K. Some great Colorado soaring.

I hope to break my slump with a good flight in the Downhill Dash. Alice and I will each be taking a Saturday and trying to see how far we can stretch things with Foxy, our DG-300. Next month we should have some updates on the Dash results.

We've been doing some glider resurrections here at BFSS the last couple of years. Alice and I brought Echo Fox, our DG-300 back to the air after a 7-year hiatus. **John Gillis** brought his PIK-20D, 2Mike out of retirement. This month, **Jon Stark** documents the efforts to bring his Phoebus back to flying status after a nearly 30-year slumber. Who's next?

Mark Palmer, Editor



*Vitaliy Aksyonov took this picture of an interesting cloud development, 7/12/2020*

## PRESIDENT'S MESSAGE by Bif Huss

In spite of the persistent restrictions that COVID-19 has placed on our club's operations, we still had outstanding flying at BFSS since my last message. In June and early July, numerous members posted long cross country flights. In addition to our usual experienced XC pilots, we had some new entries into the cross country world with **Vitaliy Aksyonov**, **John Gillis**, **Jeff Maki**, and **Kip McClain** all leaving the local flying area and experiencing the adventure of cross country soaring. Additionally, I lucked out and had my longest soaring flight ever on July 9th. Later in this issue, I share the story of my first 1000K flight.

There has been a lot of interest in cross country soaring in the club and several members are actively developing programs to introduce XC soaring to the membership. **Brian Price**, in partnership with the **Palmers** and **Dave Rolley**, is in the process of introducing *Proving Ground*, which is a building-block approach to learning basic XC skills. Stay tuned to receiving information on this program. **Alice Palmer's** badge program is enjoying great popularity. Finally, I will begin teaching advanced XC soaring in the Duo Discus once the COVID crisis relaxes somewhat.

I'd like to also thank all the volunteers that showed up several weekends ago to help reduce the Kochia weed issue we have at the

club. Kochia is a noxious weed that has developed a resistance to most herbicides. We have a bad infestation of Kochia at the club and were notified of it by the Kelly Airpark HOA.

**Becky Kinder** put the word out and we had excellent participation to pull much of the Kochia before it went to seed. It was great to see many club members show up in addition to numerous KAP residents. Since then, we've identified an herbicide that is supposed to kill Kochia and the club property has been sprayed with it. We'll keep our fingers crossed that this will control our Kochia problem.

We are now in the midst of the monsoon moisture season. During this period, our excellent cumulus clouds most often keep building into thunderstorms by early afternoon making for interesting derigging drama! However, we often have several weeks of great conditions in late August and early September, so don't give up hope. We still have great soaring days ahead!

See you at cloudbase!  
Bif



*Some of our many weed warriors—thank you!  
Photo by Becky Kinder*

## CALENDAR

### Board of Directors Meetings

**August 11, 2020 6:30 – 9:00**

BFSS Clubhouse

**September 8, 2020 6:30 – 9:00**

via Zoom

### Downhill Dash

**August 22, 2020**

**August 29, 2020**

## FLEET UPDATE

**ASK-21** – Pending paperwork, will be back on the line soon. Rear canopy adjusted.

**2-33** – Under restoration. See Alice's report below.

**AC-4C Russia** – Nothing to report

**PW-5** – Nothing to report

**Blanik L-23** – New transponder antenna installed.

**Pawnee** – Nothing to report

### FRIENDLY REMINDER

Driving on the grass, either in the dry season or after heavy rains, 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.

## OPS DUTY CALENDAR

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

Vitaliy Aksyonov (extra duty to fill an open slot—thank you Vitaliy!)	08/01/2020
Kinder, Becky	08/02/2020
Culbertson, Rick	08/08/2020
Dean, Val	08/09/2020
Dimick, Scott	08/15/2020
Dunmall, Chris	08/16/2020
Farley, Alyssa	08/22/2020
Gerner, Andre	08/23/2020
Kolk, Brandon	08/29/2020
<b>OPEN</b>	08/30/2020
DeBacker, Frank	09/05/2020
Houston, Doug	09/06/2020

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.

Remember to bring gloves, sunscreen and extra water!

## ACCOMPLISHMENTS—CONGRATS!

**Bif Huss** – 1000K Flight (see story below)

**Dave Leonard** – 750K Flight

**Jacob Beineke** – AC-4C Russia Checkout; C Badge and Bronze Badge

**Mike Keefe** – AC-4C Russia Checkout

**Joe Bankoff** – C Badge

## THANK YOU!

Thank you to all the KAP homeowners who came out and helped pull weeds on July 11<sup>th</sup>: **Julie Kadlubowski, Ben and Dee Duarte, Joe Burnett, Bill and Sylvia Riley, Bruce and Dawn Schnelle, Larry Price, John and Diane Thomas, Laurie Johnson, Dave and Jeanne Allen.**



*Sylvia Riley, Alice Palmer, and Joe Burnett attack a Kochia patch outside the clubhouse.*

Thank you to all the BFSS club members who came out to pull weeds on our lot on July 11<sup>th</sup>: **Jeff Maki, Rick Culbertson, Brandon Kolk, Alice Palmer, Mark Palmer, Bif Huss, Jeff Sherrard.**

Thank you to BFSS club members who pulled weeds on other occasions: **Becky Kinder, Julie Kinder, Raul Boerner, Vitaliy Aksyonov, Mike Westlake, Doug Houston, Alan Luke, Roen Luke.** **If we missed anyone, we apologize, and please know that we appreciate your efforts!**

**Frank DeBacker** – For weed whacking

**Dave Rolley** – For installing the new transponder antenna on the Blanik

**Bif Huss** – For mowing with his own mower

**Dave Rolley, Gary Baker, Jacob Beineke, Pete Urschel** – For ASK-21 rear canopy adjustment

**Stan Bissell, Becky Kinder, Jeff Sherrard, Mike Westlake, Alan Luke, Roen Luke, Mark Palmer, and Alice Palmer** – For extra unsolicited, unassigned GOD duty

**Brian Price**, with help from **Dave Rolley** and others – For setting up the *Proving Ground* to encourage cross country (more details to follow from Brian soon—watch your email)

**Dave Rolley, Brian Price, Vitaliy Aksyonov, and Jeff Sherrard** – For work cleaning up our .CUP waypoint database files and associated information on airfields. (Check with Dave if you want his latest .CUP file.)

The [Soaring Eagle Foundation](#) – For the use of Blanik 2BA over the winter and spring! What a great help in getting some of our pilots their licenses and flight reviews. Thank you!



## BLANIK SCHEDULING

Fellow members,

We have more members flying the L-23 more often due to the ASK-21 being out of service. The Blanik L-23 is our primary trainer and we try to make it as available for as many as possible.

So as to maximize its utilization and availability for other members, here is the standard way we have been scheduling gliders (other than full-day rentals of the 13.5-meter gliders):

1. Two-hour reservations
2. First flight at 0900-1100, then 1100-1300, then 1300-1500, then 1500-1700

Thank you,

**Raul Boerner**

BFSS Chief Flight Instructor

## DOWNHILL DASH UPDATE

by **Mark Palmer**

Planning is well underway for the Downhill Dash Saturdays, August 22 and 29. We are especially pleased with how many club members have stepped up to volunteer as crew on either or both weekends. Logistics for pairing crews with pilots is underway. If you still have not let me know that you want to fly or crew, please reach out to me as soon as you can. FUN has been scheduled for both days!

## CANOPY CLEANING 101

by **Becky Kinder**

Putting a cover on a dirty Plexiglas canopy is like sanding a baby's face: Just not done! Plexiglas is so soft that even a little dust leaves micro abrasions that add up. A new canopy runs thousands and getting a replacement can take months. Cleaning a canopy isn't nearly as painful as being grounded while waiting for a new one.

Cover the static ports. Colored painter's tape is cheap and shows up so you'll remember to remove it, but the white tape we use on gliders

is fine too. The goal is dry and functional static ports.

Latch the canopy closed, because your next step is to thoroughly rinse the canopy with water.

**GET THE DUST OFF THE CANOPY.**

**NEVER RUB A DRY CANOPY.**

**ONLY MOVE THE CLOTH ALONG THE LENGTH OF THE CANOPY.** Any lateral motion causes micro abrasions which can interfere with a pilot's ability to see in intense sunlight. It can be dangerous. Over time they shorten the life of the canopy.

Remove excess water with a soft cloth. Never use paper products because they scratch. Lightly spray the still damp canopy with a Plexiglas cleaner. Each glider's cleaning kit has a spray bottle of Brilliance plexiglass cleaner. With a CLEAN cloth, gently wipe the length of the canopy. Use a new segment of cloth for each swipe. The white cloths in the cleaning kit are there to be used freely.

**Remove the tape covering the static ports** and put the cleaning supplies back in the kit.

Replace the canopy cover, knowing that now you're not damaging the canopy. The next pilot will be better able to spot traffic, and you have protected our BFSS asset.



*A clean canopy!*

*The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? It is the same the angels breathe.*

—Mark Twain



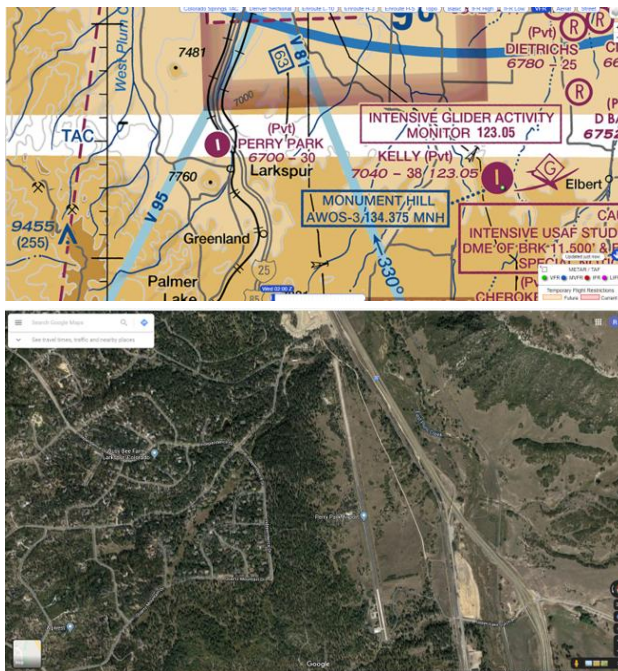
## PERRY PARK – CO93 by Raul Boerner

Charlie Oscar 93 is Perry Park, a private airfield. It is owned by **Terry** and **Mary Mandel**—they are two of the nicest people and have always welcomed our surprise visits. Mr. and Mrs. Mandel are aviation enthusiasts, to put it mildly.

The airfield is very good for emergency landings, but emergency takeoffs are not allowed; you'll need automobile retrieval, but the drive from Kelly is only 30 minutes. Use Upper Lake Gulch Road to get to the gated entrance, which is immediately west of Interstate 25.

The runway is 1 NM north of Larkspur. RW 16/34 is 5,500 feet long: 1,000' concrete + 2,000' asphalt + 2,500' dirt and gravel. It is a beautiful runway. Most gliders only need the concrete portion, if you touchdown at the handbook speed.

If you land there when the owners or property managers are not there, the security gate can be opened by calling the Larkspur Fire Department. They will come out and open the gate for your retrieval crew. They'll wait until you are finished.



## COYOTE CREEK AIRFIELD RANCH – 30CO by Raul Boerner

I recently spoke with **David** and **Jeanne Miller**; they own Coyote Creek airfield (9 NM WSW of Cripple Creek). The purpose of the call was to find out if the airfield is suitable for an emergency glider landing. The runway is 1,000' long and works well for his Maule. There is a tree at the west end.

Well funnier things have happened. When I told him that I'm with the BFSS, the wife responded by saying that they know our club; they just built the house immediately east of **Jamie Treat's** home. David is an American Airlines pilot, six months from retirement. Jeanne is a retired Air Traffic Controller.

We are welcome to use the runway any time. The link below has a photo of the runway. *[Click on "Satellite View" from the airport information page for a better look than the quick screen shot I added below.—Ed.]* The windsock is on the northwest corner of the runway boundary. He just mowed it two weeks ago—it is a grass runway.

Here's a link to the field info:

<https://www.1800wxbrief.com/Website/AirportInfo?idFromMenu=30CO>



## WANTED: EQUIPMENT AND VOLUNTEERS by Becky Kinder

Volunteers and equipment are needed for clubhouse/hangar repair and paint. The goals are minimizing expense and protection of club assets. Secondary benefits include brownie points, warm fuzzies, and possibly fun. Contact **Becky Kinder** for/with resources.

## THIS IS WHY YOU SHOULD NEVER LEAVE A SHIP UNSECURED

*This for sale ad appeared on the Yahoo AC-4C group a couple of weeks ago:*

“Russia trailer for sale:

On Friday, June 19, 2020, my Russia AC-4C was totaled when a microburst lifted it and tossed it around. It and another glider ended up 100 feet from where they started. Virtually every part of the aircraft was damaged. The fuselage suffered the most as it was broken in two about 3 feet fore of the tail. The canopy was crushed and both wings were damaged.

The insurance company now owns it so I can not part it out, but maybe I will find out what salvage company will take it and pass the info on. The trailer was not damaged and consequently the insurance company won't take it. So, I have the trailer for sale.”

*So please, folks, don't leave any club ship unattended, and if you do, make sure it is tied down securely.*



*Jacob Beineke checks out in 7 Echo, our AC-4C.*

## H7'S 1000K FLIGHT by Bif Huss

Earlier this month, I not only had my longest soaring flight from BFSS, but also the longest soaring flight of my life. A few days before the flight, using the soaring weather forecasting tool, SkySight, I noticed that a very good airmass was making its way across the western US and would arrive in Colorado on July 9th. SkySight was forecasting very good climbs over the mountains with an outstanding convergence line setting up along the Front Range. Most importantly, there was no overdevelopment in the forecast, which meant that the soaring day would be much longer than normal. The “surf” was definitely going to be up!

I'd never done a really long flight before. My passion is sailplane racing, not spending seven+ hours in the cockpit, but I've always wanted to try and fly border to border here in Colorado. July 9th was shaping up to be the day to do it.

I got my Ventus 3M rigged the night before and was ready to go as soon as the lift started. It was blue over Kelly, but by 10:30 AM, the clouds of a convergence line over the Rampart Range were starting to develop. I took off in my motorglider about 11:30 AM (it's definitely nice to be able to launch when I want!) and motored toward the clouds over Palmer Lake. I motored up to 11,500' because I wanted to be able to connect with the clouds that at the time were only forming over the high country. I reached the first wisps at about 10,500' but they weren't working very well. I did a few turns to get to a more comfortable altitude and then pushed deeper into high ground west of Palmer Lake.

My patience paid off and I connected with a strong 6 kts that took me right to 17,000'. By now, the convergence line was really becoming well defined and I headed north towards the Wyoming border. The line was setting up well to the east of the Continental Divide, which was a bit uncomfortable (I like to be right over the spine of the Rockies to avoid the rotor), but I

stayed with the clouds, and the run north was actually pretty easy. I did a run of 104 miles without turning.



*Rocky Mountain National Park*

Finally, there was a gap in clouds near Estes Park so I stopped to thermal to get high and jump the blue hole. At this point, the convergence line began to devolve into overcast, so I ventured north as far as I dared before turning south just short of the Wyoming border.



*Approaching Wyoming Border*

As I came up on Longs Peak, the cloud street split—one to the west toward Buena Vista and the one to the east that I had come up earlier. My original plan had been to make my south turnpoint Taos, but looking to the south, it appeared that the Sangre de Cristos were still in the blue. The clouds over Pikes Peak and the Wet Mountains looked good, so I changed my

plans and decided to take the eastern street and try and get to Taos from Greenhorn Peak.

Near Tarryall Reservoir, the convergence line thinned out to a normal cumulus field so I had to spend much more time thermaling. The normal blue hole over Canon City was not too bad today and I got to the clouds over the Wet Mountains relatively easily. Here the convergence line was working again, and I got to Greenhorn Peak without turning.

There was now a huge blue hole over La Veta Pass. This area is notorious for producing huge sink as the wind rushes through the gap in the Sangre de Cristos south of Blanca Peak. There were a few good clouds to the SW near Trinchera Peak, and I initially headed to them, but I hit huge sink and decided to change my plans and go to a much better cloud field to the southeast of the Spanish Peaks.



*The Spanish Peaks*

I turned to run with the wind and got to the clouds fairly easily. From there it was a run again along a well-defined cloud street to just north of the New Mexico border. Huge sink forced me to stop and turn for home.

Now on the run north, the lift was so good that I had to turn away from the clouds to keep from breaking 18,000' and exceeding redline airspeed. As I crossed the Royal Gorge, the cloud street again fell apart and the sky started to go overcast. For the first time in the flight, I



started to get worried. What clouds there were weren't working. I went from feeling like the king of the world to wondering if I would clear the Ramparts to be able to land at the Air Force Academy if I couldn't find something.

Luckily though, I found a beautiful piece of sunny ground with wispies forming well below the cloudbase—bingo! 5 kts to the clouds. I was going to make it home!



*Clouds Forming on Pikes Peak*

The rest of the flight was spent trying to extend my glide as long as I could to get over 1000K. The air over the plains was totally dead looking and there was not a ripple of lift. Somehow there was just enough heat to keep me airborne and make my 1000K. I landed at 6:30 PM after having flown for 6:59. It was an outstanding day! I only turned 12% of the time and achieved a speed of 95 MPH. I submitted the flight to the Online Contest, "OLC," and found out it was the best flight in the world for that day!

*[Amazing flight Bif—congratulations! –Ed.]*

## **RESURRECTING A PHOEBUS, PART 1** by Jon Stark

Shortly after the early hominids evolved and migrated out of Africa and into Europe, some of those in Germany designed the very first fiberglass sailplane, which they called the Phönix, from the German word for the

legendary bird that rose from its own ashes to fly again. In due course, a production model followed, called the Phoebus, so-named in honor of the sun god. I am the proud owner of one of those legendary fossils, which long ago shared the Colorado skies with other pterodactyls of the day.

Figure 1 depicts its former glory over the Air Force Academy, as featured in the 1989 SSA calendar. Unknown to most of the current club members, this old bird has been parked quietly unnoticed, sealed in its trailer, inside the yellow hangar across from the clubhouse for many, many years, patiently waiting for its opportunity to rise phoenix-like into the air once more.



*Fig. 1: The ONE and only. Photo by Bill Stewart*

Following my return to Colorado after decades of career pursuits on the coasts, I decided to attempt to bring the bird back to life. This would be no small undertaking; my old stone tablet logbook indicates that this Phoebus has not been out of contact with its shadow since 1991 (indeed, it had not even been exposed to enough light to cast a shadow in all that time).

With nervous anticipation, I opened up the trailer, feeling much like an Egyptologist entering a tomb. To my delight, all looked intact, and better still, no disturbing odors assaulted me. Figure 2 shows the unviolated treasure chamber, still secure and wonderfully rodent-tight after all this time. I might not need incantations from the *Book of the Dead* after all!





*Fig. 2: The tomb is opened.*

There was great cause for hope, and many worries to confront. After having last been filled and then partly drained while used in flight in 1991, the oxygen bottle still held 500 pounds of pressure, and the lines were all intact. Tubing for the instruments had not rotted away, although the trailer tires most certainly had. Replacing them was an interesting challenge, since they were the last of the pre-radial era and no longer in manufacture.

Somewhere along the way, a tomb raider had apparently hijacked the trailer license plate. The DMV, in their bureaucratic wisdom and with COVID-19-inspired lack of haste, has spent the last several weeks considering how much ownership tax they might be able to extract from me to establish current registration.

A bit of research reveals that my aileron and spoiler control connections are subject to an Airworthiness Directive from the late 1990s, and will require revision.

Figure 3 shows the current instrument panel, reflecting the height of 1980s technology. Notice the ancient variometer with metal manual speed ring, the oxygen blinker, and the utter absence of anything containing a microprocessor. At the bottom is a Bertea-Terra

ML360 radio, always clear sounding and strong, but incapable of even tuning the modern AWOS frequency at Kelly (it can manage 134.35 or 134.40, but not 134.375). The battery system (seven lead-acid 2-volt Gates x-cells) long ago gave up the ghost.



*Fig. 3: Mysterious Artifacts*

Other antique wonders were to be found in the trailer. Figure 4 shows a Winter smoked-foil barograph and Kodak Instamatic film cartridge turnpoint cameras (ask someone with gray hair what those are for), while Figure 5 shows a pressure-breathing mask for use with the A-14 regulator and an emergency bailout bottle.



*Fig. 4: Yes, but is the film still good?*

After many weeks of searching, I located an airframe mechanic who had actually seen a Phoebus before, and to my delight, was willing to work on mine! With the fuselage now in his

custody, I hope to have a further installment to report soon. Be forewarned: at some point I will be seeking volunteers to help assemble the bird. With high-mounted, heavy 17-meter wings sporting a 4-foot chord at the root, this is not a task for the faint-hearted. Thanks to my “one man rigging” trailer (a misnomer if there ever was one) we should be able to manage it with a group about the size of that commonly used for mooring and ground handling airships.



Fig. 5: Now *that's* a mask!

## A TOW PILOT'S TAIL by Bill Hill

*If soaring has a cowboy poet, it has to be Bill Hill, who soars, and tows, out of Moriarty NM. Reprinted by permission of the author.*

There is an unwritten rule that says in order to have a superlative soaring day there must be a sacrifice to the gods-of-soaring. That means that a reasonably competent cross-country pilot must not be allowed to fly his sailplane on a day during which great conditions are expected. Said pilot must perform some menial glider-related task, hence the following:

Line 'em up, off we go  
 tow 'em high, tow 'em low  
 not too fast, not too slow  
 up to an airborne rodeo.  
 Find me a thermal,  
 don't dump me in sink.  
 Gett'n hot in here  
 I could use a drink.

Water in the gliders,  
 not in me,  
 Could use a break,  
 sure gotta pee.  
 Back on the ground,  
 the day is done.  
 OK, I'll admit it,  
 towing gliders is fun.

All-in-all it would have been nice if the day following was a good one...it wasn't.



Moriarty Towplane from Bill's FaceBook Page

## BRONZE BADGE WORKSHOP by Alice Palmer

Another successful Bronze Badge Workshop was held July 12, 2020, in the clubhouse. Attendees **Joe Bankoff**, **Jon Stark**, **Brian Price**, **Jacob Beineke**, and **Michael Westlake** all contributed to the great discussion and shared good questions and experiences as we planned a cross country flight. Discussion centered around performance calculations and inflight decision making. WINGS credit was granted after the session.

Congratulations to **Jacob Beineke**, who took and passed his Bronze Badge written exam after the workshop, his last requirement for that badge. He was awarded his badge on the spot and will soon see his name in *Soaring* magazine!





*Joe Bankoff and Bif Huss in the Duo Discus  
Photo by Joe Bankoff*

## ADVANCED CROSS COUNTRY LESSONS IN THE DUO DISCUS

**Bif Huss** announces his availability to demonstrate advanced cross country soaring techniques in the Duo Discus. Flights will be conducted through Duo Aviation, the LLC that owns the Duo Discus, "H7."

Bif Huss's soaring experience includes:

- 2015 Seniors Champion
- 2016 United States Standard Class National Champion
- 2018 Member US Soaring Team, World Gliding Championships, Poland

A flight with Bif in the Duo will include the following:

One-hour brief on:

- Duo procedures
- Soaring flight computers
- Soaring weather forecast

Tow and flight in the Duo with emphasis on:

- Thermaling
- Speed to fly
- Dolphin flight techniques
- Reading the sky

- Final glide management
- Landout considerations

One-hour debrief covering:

- SeeYou software flight analysis
- OLC flight submission

Bif will conduct all takeoffs and landings.

These flights will be able to be scheduled. The intent will be to make appointments available on the weekends.

Cost will be \$200.00 to cover maintenance and insurance in addition to tow charges. A portion of this fee will be donated to the BFSS Johnson Youth Scholarship Fund.

Cost for Youth members will be tow charges only.

Duo Aviation will also make the Duo available to BFSS for commercial rides.

If interested in flying the Duo with Bif, email him at [duoaviation@gmail.com](mailto:duoaviation@gmail.com) or call 719-651-8985.

## N65840 TANKER 2-33 REFURB by Alice Palmer

**Doug Curry** has completed the sheet metal work on the wings, and K&L Soaring (the company run by the Schweizer family) has repaired and returned the wing fittings. These steps have consumed a lot of time and effort.

Doug, with help from **Bill Gerblich**, is beginning to install the fittings in the wings this week and taking a last look to make sure all remaining wing work is complete. The volunteer team will be ready to help move the fuselage to Doug's hangar soon so he can complete the work needed on the carry through spar.



We should see more forward progress on the project in August. Although there is still much to do, we are optimistic that a lot of work will get done in the next couple of months. We'll have another report next month on our progress.

Thanks, Doug and Bill, for your work on our tanker this month!

## VLADIMIR FEDOROV FLIES WEST

Who you say? Just as *Airworthy* went to press last month, we learned through the Vintage Glider Club FaceBook page that **Vladimir Federov** had passed away. Federov was a noted Russian aeronautical designer who worked on a number of projects including the USSR's Buran shuttle program. To us, he was the designer of the AC-4 series of gliders, of which our AC-4C, N287E, is one of his creations. Fair skies, Vlad.



Vladimir Federov

Courtesy Vintage Glider Club FaceBook Page

## 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:** Lak 17 AT  
SN 163, 1070 hours, sustainer motor, excellent condition \$69,000. Contact [Clay Thomas](#).



**FOR SALE:** Ventus bT  
Contact **Dave Rolley**, 303-809-2785



**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!"

**PHOTOS**



*Rick Culbertson runs the wing for Jacob Beineke, July 3<sup>rd</sup>, 2020. Photo by Jeff Sherrard.*



*Dave Rolley and Gary Baker "working" on the ASK-21*



*KAP homeowners Dawn and Bruce Schnelle and their haul of Kochia, weed pulling, 7/11/20*



*KAP homeowner Larry Price helping with the weed pulling, 7/11/20*



*Alice Palmer brings Echo Fox back to the barn.*



*KAP owner Ted Brewer sets up his T-6 for a picture-perfect landing.*



*Our current nemesis—Koshia!*