

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
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](#)

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Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Well, with great reluctance, I decided to cancel the Downhill Dash this year. The weather has been such that, for most of us, it's been a struggle just to stay up, much less go anywhere. I didn't think it was prudent to send people out cross country with little preparation. Here's hoping 2024 will be better.

You'll see a lot of Thank Yous this month with the name **John Gillis** attached. John has worked hard to keep us in fuel, relieve tow pilots, mow, pick weeds, work on the OGN network—the list is long. Please thank him the next time you see him.

Finally, cheer on **Dave Leonard**, **Bif Huss** and **Lee Kuhlke** as they compete in the 18-Meter Nationals in Uvalde this month. Go Team ZL, H7, and H1!

Mark Palmer, Editor



## PRESIDENT'S CORNER

by **Becky Kinder**

Okay, I admit it: It's been a frustrating first half of the season. Fortunately, weather changes. I'm hoping for a great autumn. Change can be a great thing. BFSS has some excellent opportunities ahead, depending on what we choose to fund. In case you wondered, the Board generally prioritizes airplanes and whatever supports flying.

**Alex Nadein** continues working on modifications to our existing door in Hangar 3. His design has enormous potential. New doors may still be necessary, but we want to consider the options.

**Brandon Kolk** is drafting the pergola design to submit to KAP. BTW—officially, the pergola has only a couple of hundred dollars actually contributed. Board approval for the project did NOT include club funding for it. If you believe you contributed to the pergola fund, please verify that **Carrie** and **Brandon** agree with your numbers.

Mowing and weeding, vacuuming/cleaning the clubhouse, and various repairs are being addressed piecemeal. Maintenance makes a huge difference for the club by preserving or improving our collective assets.

Despite having energetic members, few feel confident they can handle the Grounds Manager role. The truth is that this club has such depth of experience that ANY job one takes on will be well supported; most of them can be subdivided and delegated. I knew nothing about managing hangars or large grounds when I became Grounds Manager. I've been effective because others have equipped me to be. It's a truism at BFSS: We equip each other for success and have fun in the process. Think about it.

## CALENDAR

### Board of Directors Meetings

**August 8, 2023 6:30 – 9:00**

At the clubhouse

**September 12, 2023 6:30 – 9:00**

At the clubhouse

### 18-Meter Nationals

**August 14 – 25, 2023**

Uvalde, TX

### Downhill Dash

~~August 5 and 12, 2023~~ **CANCELLED!**

### BFSS Saturday Potluck Barbeque (after flying)

**August 19 PUT IT ON YOUR CALENDAR!**

### Women's Cross Country Camp

**September 3 – 8, 2023**

Moriarty, NM

### 37<sup>th</sup> World Gliding Championships

**December 2 – 16, 2023**

Narromine, Australia

## FLEET UPDATE

**ASK-21 (77)** – Annual inspection completed

**2-33 (840)** – Looking into radio transmission issues

**Blanik L-23 (9BA)** – Under repair

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

**PW-5 (1GM)** – Boom mic inop. Use handheld.

**ASW-19 (Z3)** – Nothing to report

**Pawnee (76S)** – Annual in process

**Pawnee (41Y)** – Nothing to report

### 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 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.]*

Baker, Gary	08/04/2023
Dean/McClain/Silberer, A	08/05/2023
Dimick/ <b>VOLUNTEER NEEDED</b>	08/06/2023
Boerner, Raul	08/11/2023
Silberer, A/Morgan, D	08/12/2023
Gerner, A/Nadein, A	08/12/2023
DeBacker, Frank	08/18/2023
Palmer, M/Hahn/Wade	08/19/2023
Hannon, D/Patrick, W	08/20/2023
Franzmann, Mike	08/25/2023
Hitz, E/Kinder, R	08/26/2023
Jordan, N/Rolley, D	08/27/2023
Kinder, Julie	09/01/2023
Krantz, L/Silberer, Z	09/02/2023
Krantz, T/Tomanek/Wood	09/03/2023
Kuhlke, L/Abbe, J	09/04/2023

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 **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.

**ACCOMPLISHMENTS**

**Levi Krantz** – Private Pilot practical test passed and A Badge issued



*DPE Quay Snyder and Levi Krantz after Levi's successful Private Pilot checkride*

**Julie Kinder** – First flight in 1-26E, "Blue Jay"

**Tim Krantz, Dave Morgan, and Chris Dunmall** – PW-5 checkouts



*Chris Dunmall, Tim Krantz and Dave Morgan walk the PW-5 to end of the runway.*

**Mark Palmer** – Basic and Advanced WINGS phases completed, L-13AC back seat check

**Joshua Abbe** – ASW-19 checkout



*Joshua Abbe checks out in the ASW-19.  
Photo by Vitaliy Aksyonov*

**Zach Paluch** – L-13 back seat check

**Matt Rendos** – First solo and A Badge issued



*Instructor Stan Bissell (R) congratulates student Matt Rendos on his first solo, 7/29/23.  
Photo by Tim Krantz*



## THANK YOU!

**Mike Kinder** – For mowing and trimming

**Donald Hannon, Julie Kinder, Dave Morgan, John Gillis, Kathy Peterman, Mark Palmer, Tim Krantz, and KAP homeowners** – For weed pulling (we know we probably missed some folks, so thank you!)

**Deb Ings, Alice Palmer, Chris Dunmall, Zach Paluch, Stan Bissell, Wojtek Tomanek, Quay Snyder, Mark Buist, Berea Boerrigter, Vitaliy Aksyonov** – For extra GOD duty

**Stan Bissell and Zach Paluch** – For repairing the rain-damaged walkway

**Bill Gerblick** – For installing a cleanout for the porta potty at the septic system

**Doug Curry** – For completing the annual inspection on the ASK-21

**Doug Curry and Bill Gerblick** – For early morning battery swap in 76S to keep us flying for the weekend, and all the prep for the upcoming towplane annual inspection

**Alice Palmer** – For repairing the steering on the porta potty

**Jim Norman and Dr. Phil** – For smoothing the west taxiway after the storms (it hasn't been this smooth in years—Thank you!)

**John Gillis and Jon Stark** – For making their fuel available to the club to keep the towplane flying

**John Gillis** – For donating an additional fuel tank to the club

**John Gillis and Mike Kadlubowski** – For working with Chief Petroleum and Limon airport for fuel supply

**John Gillis and Doug Houston** – For giving tow pilots a break during the busy, hot days

**Levi Krantz, Quay Snyder, Chris Dunmall, and Mark Palmer** – For washing gliders



*More please! Chris Dunmall and Mark Palmer cleaning 77 on a Saturday morning*



*Is this part of the PTS? Levi Krantz washes the Blanik before his checkride with Quay Snyder.*

**John Gillis and Doug Houston** – For replacing the tow rope on 76S

**Mark Palmer** – For grass trimming, cleaning the club meeting room, grillmaster at the barbeque, and repairing the tire air tank hose

**Todd Hahn and Romey Wade** – For representing BFSS at the Centennial Showcase at Centennial Airport, July 22<sup>nd</sup>, with Todd giving a soaring presentation (see article below)

**Airpark Residents!** – For the wonderful pancake breakfast!

## NOTAM ON TEMPORARY TOWER AT CAÑON CITY by Mark Palmer

Just a heads-up to the folks flying in the mountains in the next few days: There is currently a NOTAM in effect for Fremont County Airport (1V6) through August 3<sup>rd</sup>. There is a temporary tower in operation. The tower frequency is 122.8, the same as the normal CTAF. The Army is practicing setting up temporary towers and training their folks.

## BOARD POLICY ON AIRCRAFT RESERVATIONS

The BFSS Board on July 11 established the following policy regarding reservation of club aircraft:

*A member can reserve only 2 hours in the ASK-21 in advance of the day of use, but can add additional time to the schedule that morning if no one has signed up on the schedule before that time. Instructors may schedule up to 3 hours when necessary. [This applies only to the trainers—2-33 and Blanik—and only for instructors flying with students.] There will be no all-day reservations except for the ASW-19.*

The BFSS website will be updated accordingly. The Board believes this policy will prevent further occurrences of confusion that have arisen from unclear presentation on the website. Direct any questions to **Kip McClain**, Operations Officer.

## NO PARACHUTE RIGGER IN THE SPRINGS?

**Todd Hahn** was informed by **Rodney Brannon** that he is no longer packing parachutes. This creates a big problem for members in the Colorado Springs/Pueblo area. Currently, the only rigger we know of is **Walt Green** in Golden. If anyone has a lead for a parachute rigger in the COS/PUB area, please let the club know.

## NEW SAFETY OFFICER NEEDED

**Mark Palmer** has decided to step back from the position of club Safety Officer after two plus years on the job. If you want to contribute to the club, here's an excellent way to do so. If you're interested, contact a Board member or Mark Palmer.

### FRIENDLY REMINDER

The monsoon season is here. Driving on the wet 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.

## KAP FLY-IN BREAKFAST

Saturday, July 8<sup>th</sup> was the annual Kelly Airpark Fly-In Breakfast. This year was super exciting, as there were lots of drive-in visitors, a number of fly-in participants, and even an Army Black Hawk and our own **Jon Stark's** Bell 47!

The Pancake Breakfast was held at the **Norman's** hangar. Pancakes, bacon, fruit, coffee, airplanes. What more to ask for?

Thank you to the Normans for hosting, and to all the Airpark homeowners who made this great event possible.



Near standing room only at the Airpark Pancake Breakfast, 7/8/23



*An interesting Fly-In visitor*

*Photo by Clay Thomas (see more photos in the PHOTOS section)*

## SOARING SAFETY FOUNDATION INCIDENT DATABASE by Alice Palmer

At a recent BFSS Board meeting, there was a suggestion to collect and share potential safety incidents that occur in our operations. Rather than re-create the wheel, I suggested that we make use of the Soaring Safety Foundation's existing **Soaring Incident Database**.

SSF has been collecting incidents for some time with a great tool that has been underutilized. The data is anonymous with respect to both pilot(s) and club, to encourage free sharing of information about potential or actual incidents that have occurred.

Go to the SSF home page to see an example of one of these entries:

[Soaring Safety Foundation](#)

There is a link on that page that allows you to search the database or submit an incident:

[Incident Database](#)

If anyone sees a safety issue or incident within our club, the first action for any member should be to share that with the club Safety Officer or the Board. Then a submission to the SSF Soaring Incident Database might be a good way to enhance safety for our entire soaring community.

## ONE OF THESE THINGS IS NOT LIKE THE OTHERS by Jon Stark

I recently had the opportunity to make a new mistake. I try not to repeat old ones, but a fresh one can be quite educational.

Check the first photo. This where I spend most of my flying time, doing 80 to 100 tows per year from the back seat of our much beloved 2-33A. Note the large yellow knob on the left side. This device is attached to a cable, and operates the tow release mechanism. It is spring loaded to return to the forward position after a pull to full cable length actuates the release. I am very accustomed to operating this, sometimes as a surprise for unwary front-seat students.



*Photo 1: 2-33 cockpit*

That's not an unusual arrangement. There seems to be a convention among manufacturers to place release controls on the left, and to make them distinctive with bright yellow coloring. *[Editor's Note: Schweizer traditionally painted their release knobs red. When 840 was rebuilt, the knobs were repainted to match the international standard.]*

Here's what our ASW-19 cockpit looks like. Again, we have a yellow control on the left, that operates by pulling and releasing a spring-loaded cable actuator.





Photo 2: ASW-19 cockpit

Recently, I was flying Sunbird, our yellow and white Schweizer 1-26A, currently configured with an open cockpit “sport canopy” that shades the instrument panel and its labels and placards. The tow was a bit rough, owing to the very low mass of this aircraft (barely 400 pounds empty), energetic thermals, and a towing speed about 10 mph above normal. Here’s an interior shot of the cockpit.



Photo 3 – 1-26A cockpit

Growing weary of a rough tow, I decide to release and seek my fortune in nearby lift. Naturally, as practiced countless times, I reached for the yellow handle on the left side, which actuates a spring loaded cable system, and gave it two sharp, full-travel tugs (just as

you taught me, **Raul**). The response was not quite what I expected, as the aircraft violently lurched in response to each pull, while the tow line looked to be still firmly attached.

My problem is obvious to the attentive reader. That yellow, left side, spring-loaded cable handle does not operate the tow release, but the **spoilers**, which I had rapidly fully deployed and closed TWICE in succession while on a turbulent tow. This Schweizer features a **red** knob in the panel center to operate the tow release. Of course, having flown this same ship recently without incident, I should have been aware, but in the high workload of this tow, I reverted to old habits.

I suppose that there are at least two lessons worth considering here. First, when flying any glider with a control layout that is not absolutely identical to your most commonly used bird, be sure you practice all your expected in-flight actions on the ground, even the simplest ones, to cement the differences into your consciousness. Second (and this is an old one), never, ever, assume that your tow release has been accomplished without visually confirming that the towrope has departed. My already rough tow would have become far more challenging if I had started to turn away thinking that a lurch indicated a release.

## CENTENNIAL GLIDER SHOWCASE by Todd Hahn

**Jerome ("Romey") Wade** and I attended the Wings Over the Rockies Glider Showcase on July 22 at Centennial Airport. We assembled Romey’s Aviastroitel AC-4 Russia glider and had it on display during the event, answering many questions from the attendees. Romey let the kids sit in the cockpit and get their photos taken. I gave a talk about the basics of glider flight at 11 am that was attended by approximately 25 people. Again, lots of good questions after the talk ended. There were a couple of folks who said they were at one time members of the club at the old Black Forest site.

There were also some pilots who said they were interested in getting their glider add-on. Overall, it was a good event—we educated some people about the sport and drummed up some interest in an introductory flight or membership in BFSS.



*The BFSS table at Centennial with Romey Wade's AC-4B Russia*

## MORIARTY SOARING TRIP by Raul Boerner

To get some cross-country soaring, **Dave Rolley** and I drove to Moriarty, NM. Moriarty is 30 minutes south of Santa Fe, NM. It is the home of the US Southwest Soaring Museum. You know Dave as the club member who has organized numerous XC training seminars.

We stayed at a local cheap, but clean, motel. The best breakfast, lunch, and dinner cafe is in the same parking lot—how convenient. During breakfast, Dave and I talked about the weather forecast.



*The boys are back in town. D2D and DM arrive at Moriarty. Photo by Raul Boerner*

On the first day, I flew alone to Santa Fe and back to Moriarty. It was a simple 148 KM flight. Between Santa Fe and Moriarty is a big sink hole: rain has made the area very green. I started final glide, from east of Santa Fe, with a planned arrival of 2,000 feet above destination pattern altitude. Still, the green was sucking me down. It was a skinny arrival.

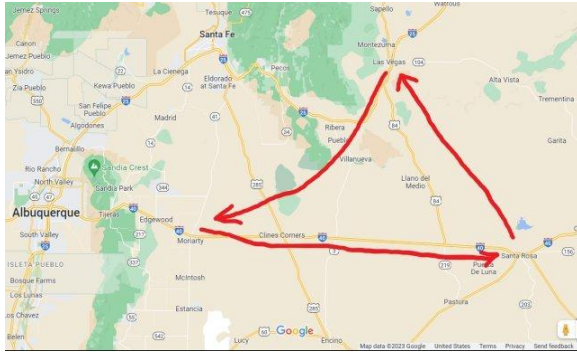
On Day Two, shortly after takeoff, my airspeed indicator went from 60 to 30 KIAS. This confused me because my pitch attitude was normal, the wind noise was normal, stick pressure was normal, and the towplane was in its normal position and flying normally. No one was crying.

Conclusion: My A/S indicator was wrong. So, I radioed to the towpilot that I would return for a landing. He dropped me off on downwind, in the best thermal of the day—darn. Thanks to my angle-of-attack strings on both sides of the canopy—marked for minimum sink speed and approach speed—the subsequent approach and landing was uneventful.

My transponder's air-ground sensor had broken. Pitot pressure was leaking. Dave helped me find the damage. We bypassed the broken sensor and off I went for the second launch. Dave joined me a few minutes later.

We flew east to Santa Rosa, northwest to Las Vegas, and southwest back to Moriarty. This time, however, we chose to go around the green sink hole north of Moriarty. It was a fabulous 320 KM flight. Later, I received a phone call from the number one Standard Class USA glider pilot, **Tom Holloran**, telling me that he saw my flight and that it was good. What an honor—for Dave, too. Tom will be representing the USA at the 2023 World Gliding Championship in Narromine, Australia. My wife, **Brenell**, and I will once again be his ground crew: Cool.





*Raul and Dave's route*

You don't have to be a champion pilot to soar at someplace other than Kelly Airpark. By trying new places, you will learn that some of what you think is required procedure is actually not. Each glider airfield has its own way of doing business. Simple things like tying down gliders is done differently, launch sequencing is different, takeoff signals are different, taking off in a curve from the staging area is different, hangaring gliders is done differently, and tow fees are different.

Dave and I had a wonderful time. We met old friends and made new ones. If our terrain doesn't start drying out soon, another trip to Moriarty will be in order.



*After flying pizza: Mark Hawkins, Raul Boerner, Dave Rolley, Rolf Siebert*

## SILVERWEST AIRPORT REPORT by John Gillis

*[Due to an oversight on the Editor's part, John's report on Silverwest did not make last month's Airworthy.]*

**Deb** and I drove to Silverwest on June 16<sup>th</sup> to retrieve the OGN receiver. Talked to the airport manager who is very interested in hosting any type of glider activity, camp, or contest. He gave me a tour, including driving to the end of the runway. There are no runway lights, no berms/obstacles, the runway 7000 x 50 feet paved and in excellent condition. The grass on the sides are mowed regularly. Highway 69 parallels at least 200 feet away, maybe more. There is a barbed wire fence along the highway.

There is no taxiway—it's a back taxi to the south end. Launching south would be easy, as would retrieving north.

There is a gravel road that acts as a taxiway through the HOA just east of the airport. It's how homeowners get to the runway. It has high berms on the south end, restricting anything but a short-winged 1-26 to get through. It could be used to return tow-out vehicles with the HOA approval. There is plenty of space on either side of the runway to pull a glider off into the grass to clear for another landing.

They offer dry camping and RV spots, and a fixed-base operator with shower and bathrooms. Plenty of assembly and tie down areas.



*The ramp at Westcliffe*

## LET'S BE KINDER TO OUR ENVIRONMENT

BFSS provides bottled water to keep pilots hydrated as a way to enhance safety. We go through lots of it every summer. But we also find much of it wasted, as we collect multiple abandoned water bottles (often still three-quarters full) on the tables, in the golf carts, and sometimes left on the flight line.

If you use bottled water, please keep track of your bottle, finish off the water, and place the empty bottle in one of two recycling containers in the clubhouse. One is near the front door, clearly marked, and one is at the back door with a "Recycle Only" sign posted above. Please don't put non-recyclable trash in those bins—food waste, paper towels, styrofoam, used plastic utensils—in other words, garbage. It is very unpleasant to sort out from the bag when we take the recycling home to put in our bins.

Even better, bring your reusable water bottle from home and save the bottled water for more urgent hydration needs!

Our plastic-filled environment thanks you!

## NEW VFR CHARTING CHANGES FOR WIND TURBINES TAKE EFFECT IN AUGUST

Effective on or around August 10, 2023, the FAA's Aeronautical Information Services (AIS) Visual Charting Team will begin implementing charting enhancements to Sectional Aeronautical, VFR Terminal Area Charts, and Helicopter Route Charts to more clearly depict the location of wind turbine farms. This change will also be published in the Aeronautical Chart User's Guide at [bit.ly/FAAChartGuide](https://bit.ly/FAAChartGuide).

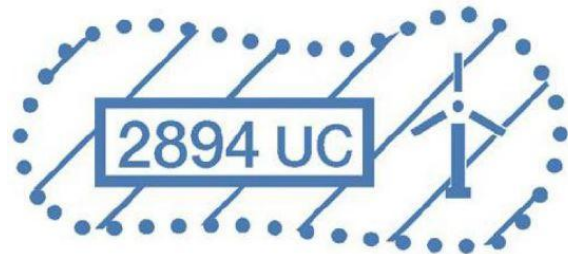
The VFR charting changes will:

1. Replace the current dashed line border with a zipper border (aviation blue) for easier

identification of the boundaries of the wind turbine farm.

2. Add 45-degree (diagonal) cross-hatching lines within all wind turbine farms for increased conspicuity.

3. Revise the masked elevation box to include a white background and include the mean sea level (MSL) elevation figure of the highest obstruction (wind turbine rotating blade tip at the 12 o'clock position) within the wind turbine farm. The letters UC are added to depict a wind turbine farm *Under Construction*.

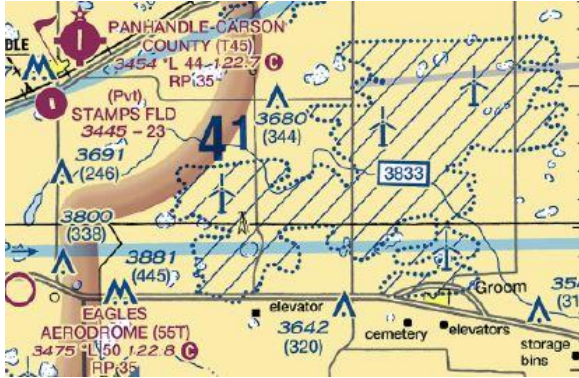


Pilots are reminded that wind turbine blades and/or blade tips are not lighted. Wind turbine obstruction lights are located on top of the nacelle (generator) at the hub of wind turbines, which in some cases can be 200 to 300 feet below the rotating blade tips. In accordance with FAR 91.119, pilots must maintain the appropriate separation (laterally and/or vertically) from wind turbines.

Additionally, pilots are reminded to check for other obstacles, such as antenna towers, that may be taller than the turbines located within (or adjacent to) the wind turbine farm.

Finally, pilots are reminded of the basic VFR weather minimums contained in FAR 91.155 and that some wind turbines may significantly exceed 499 feet above ground level (AGL) and extend into Class E airspace (700 feet AGL floor and greater).





*Wind turbines as depicted on a sectional chart*

For questions or feedback, please contact **Michael Rauchle**, FAA Aviation Safety Inspector at [michael.j.rauchle@faa.gov](mailto:michael.j.rauchle@faa.gov).

## INTERSTATE TRANSPORTATION OF WEED

Or so **John Gillis** called it. On Sunday, July 23, **Clay Thomas** took off for an epic flight to Taos, NM and back. On takeoff, he snagged a tall sunflower with his left wing. The plant made it all the way to New Mexico and back.



*Clay with his hitchhiker  
Photo by Jeff Maki*



*Clay Thomas and VH arrive back home with a hitchhiker still attached. 7/23/23.  
Photo by Dave Leonard*

## 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 CO15. If interested, contact [Gerald Peaslee](#).





## PHOTOS



*Reflections: The Blanik reflected on the wing of the Fox. Photo by Andy Gerner*



*Our Northern Correspondent, Curt Cole, had the wonderful opportunity to take Roger Smith (front), a WWII glider pilot, for a ride for Roger's 100<sup>th</sup> birthday! Roger flew a CG-4A in Operation Dragoon, the invasion of southern France, August 15, 1944. Photo by Bill Corbin*



*Play time! Gary Baker, Wojtek Tomanek, Mark Buist, Jon Stark (wearing chute), and John Gillis fool around with Mark's expired Softie parachute*



*Chief CFI Alice Palmer cuts Matt Rendos's t-shirt after Matt's solo 7/29/2023.*



*Alice Palmer and Deb Ings preparing to deploy Gerblich's Launch Line Loo (GLLL)*



*Former member Fred Baumgartner took this photo of a thunderstorm building over Kelly from his home north of Kelly, 7:20 pm on 7/21/23.*





*Patrick Mendonca took his sister Amanda for a ride in the Blanik. Photo by Stan Bissell*



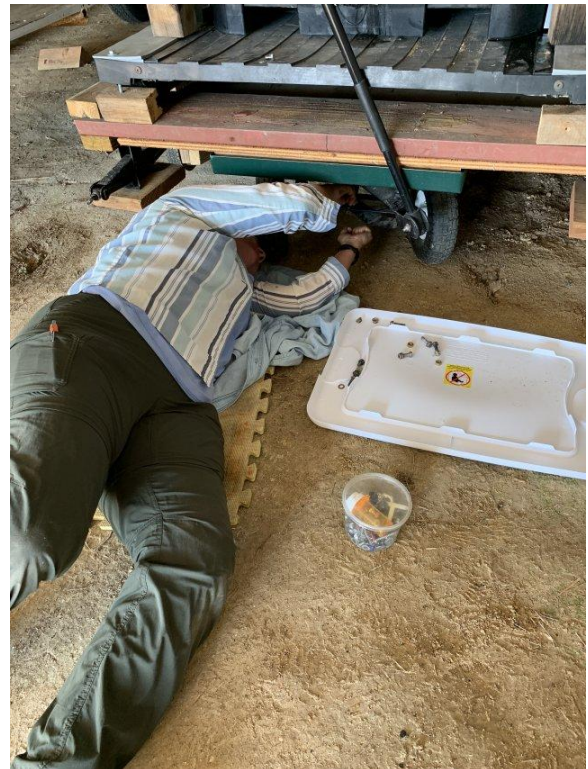
*At the fly-in breakfast, Andy Gerner (R) ran into Justin Hsia, one of his students at the Air Force Test Pilot School.*



*Jamie Treat's Treat Special on display at the Fly-In Breakfast. Photo by Clay Thomas*



*The Army Black Hawk caused a stir!  
Photo by Clay Thomas*



*She went to A&P school for this? Alice Palmer repairs the steering on the GL<sup>3</sup>.*