

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



Volume 34 Number 2

February 2022

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

Even though **John Gillis** refers to me as “Mr. Grumpy,” I’m feeling pretty optimistic these days. There have been a number of club changes recently: clubhouse upgrades are in progress, the ramp area in front of Hangars 1 and 2 has been expanded, smoothed, and graveled, and new angled exits off of runway 17/35 have been built (thank you **KAP!**). A new Pawnee towplane should be on its way to us soon (whenever Vermont emerges from winter), and Z3, the ASW-19, has arrived and should be on the line soon.

Even the anticipated runway reconstruction in the spring has its potential upsides—talk of using that down time for a camp or visits to other soaring sites abound.

So 2022 is starting to look good, even for a grumpy old guy like me.

Mark Palmer, Editor



Quoy Snyder and Vitaliy Aksyonov on the first landing of 2022

PRESIDENT’S MESSAGE by Bif Huss

The winter may be a slow time for soaring, but the activities at BFSS are definitely showing no signs of letting up. January was an eventful month for BFSS. Early in the month, **KAP** installed an angled taxiway exit on the runway. This improved exit will enable gliders to roll clear of the main runway, allowing the runway to remain open. This is a huge operational and safety improvement. At the same time, the BFSS ramp in front of Hangars 1 and 2 was widened and a taxiway was installed for the towplane to easily access the fuel pit from the taxiway. I’m sure you’ll find these improvements a great enhancement to our operations.

Z3, our new ASW-19, has had its canopy repaired and, thanks to the outstanding efforts of **Vitaliy Aksyonov** and **Bill Patrick**, has made its way to BFSS. Z3 made its first test flights this past weekend and checkouts will start soon. Thanks again to **Joe Bankoff** for making this beautiful glider available to BFSS.

We are progressing nicely on acquiring our second tow plane, 41Y. We are in the process of getting a current annual inspection on it. It hasn’t flown in four years so there are a number of issues that need to be resolved. Also, it has been a brutally cold winter in Vermont, where 41Y is located, which is hampering our

maintenance efforts. Once 41Y is airworthy again and the weather allows it, we plan to fly it home to Kelly.

As a reminder, if you want to take advantage of "A" membership rates, your BFSS account needs to show a balance of \$1500 by March 1st. Please send your checks to **Carrie Commerford** by then.

The Johnson Youth Scholarship application window is now open. If you want to apply, please have your applications in to me at bifhuss@gmail.com by the deadline of **February 20th**. The application form can be found on the website.

Our Condor 2 race series is going strong on Thursday nights thanks to **Vitaliy**. Last race, we had 10 participants and had a great time. If you haven't done so already, give it a try. I'm sure you'll have a great time, and it will keep you sharp for when we start soaring real gliders again.

We have had several instances of hangar rash lately. Ground movement of aircraft is where most damage occurs. Please slow down and get help when moving aircraft in and out of the hangars and during ground operations.

Last weekend, we had an actual premature termination of tow (PT3). It was expertly handled by the pilots involved and it goes to show that these events do happen for real. In the Navy, we had a saying, "You fight like you train." This was absolutely true in this instance. In aviation, vigilance is key.

Finally, thanks to all the club volunteers who have devoted numerous hours to make these improvements happen. Your efforts are making a significant difference in the fortunes of BFSS. Keep up the good work!

See you at cloudbase!

Bif



Kyle Kendall prepares to tow Vitaliy and Quay on the first flight of the year. Photo by Bif Huss

CALENDAR

Board of Directors Meetings

February 8, 2022 6:30 – 9:00

In person at the BFSS clubhouse

March 8, 2022 6:30 – 9:00

Via Zoom

WINTER PARTY!

POSTPONED!

SSA Convention

POSTPONED!

Senior Soaring Championships

March 11 – 18, 2022

Groveland, FL (*Go Team H7!*)

1-26 Championships

May 3 – 12, 2022

Chilhowee Gliderport, Benton TN

Standard and 20-Meter Multi-seat Nationals

June 7 – 16, 2022

Sunflower Gliderport, Yoder, KS

Open Class and 15-Meter Nationals

June 23 – July 2, 2022

Hobbs, NM

Club Class Nationals

August 30 – September 8, 2022

Moriarty, NM (*Go Team Z3!*)

**Downhill Dash
Summer, 2022**

BFSS Saturday Potluck Barbeque (after flying)
Will begin again in the spring

FLEET UPDATE

- ASK-21 (77)** – Nothing to report
- 2-33 (840)** – Airspeed indicator in knots currently installed. Conversion placard installed.
- Blanik L-23 (9BA)** – Down for repairs
- Blanik L-13AC (2BA)** – Nothing to report
- AC-4C Russia (87E)** – Nothing to report
- PW-5 (1GM)** – Nothing to report
- ASW-19 (Z3)** – W&B completed, acceptance flights done. A few minor maintenance issues are being resolved. Checkouts will start soon!
- Pawnee (76S)** – Elevator cables replaced, new LED strobe lights installed, oil change completed, hangar rash repaired.

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 February and early March 2022:

Kinder, Rebecca	02/05/2022
Kinder, Julie	02/06/2022
Hannon, Donald	02/12/2022
Luke, Roen	02/13/2022
Maki, Jeff	02/19/2022
Mannion, Chris	02/20/2022
Dimick, Scott	02/26/2022
Mendonca, Patrick	02/27/2022
Palmer, Mark	03/05/2022
Patrick, Bill	03/06/2022

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. **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.

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.

Note: With increased activity expected this spring and summer from more ships, more members, and another towplane (!), **Joshua** is working on a schedule with two GOD workers assigned each weekend day. Watch for more information this spring.

ACCOMPLISHMENTS

Quay Snyder and Vitaliy Aksyonov – First club flight of 2022

Kevin LaFollette – First solo and A Badge!



Instructor Vitaliy congratulates Kevin after a flawless first solo flight.

Vitaliy Aksyonov – For soloing his first student as a CFIG!

Scott Dimick – Completed his WINGS phase

Clay Thomas – Completed his WINGS phase

Vitaliy Aksyonov, Bill Patrick – First Flights of the Year with **Quay Snyder**

Val Dean – First Flight of the Year with **Vitaliy Aksyonov**

Zsolt Silberer and John Gillis – First Flights of the Year with **Raul Boerner**

Vitaliy Aksyonov – Self launch endorsement completed at Williams, CA (see Vitaliy's article later in this issue)

Zach Paluch – Passed his Private Pilot Glider written exam

Brandon Kolk – Passed his Flight Instructor Glider written exam

Joe Bankoff, Bif Huss, John Gillis, Doug Curry, John Mann, Vitaliy Aksyonov, Bill Patrick, and Quay Snyder – For taking care of the countless details needed for transferring ownership of Z3

THANK YOU!

Doug Curry and Bill Gerblick – For lots of miscellaneous work on the Pawnee and the rest of the club fleet, and repairing Hangar 2 door (see special thank you below)

Doug Curry – For weight and balance on Z3

John Mann – For coordinating all the myriad maintenance needs of the club

Rich Barclay, Becky Kinder, Mike Kinder, Donald Hannon – For loading trash to haul away

Gary Baker, Chris Dunmall, Deb Ings, Becky Kinder – For clubhouse painting

Bill Patrick, Chris Dunmall, Gary Baker, Mark Palmer, Wojtek and Ziggy Tomanek – For extra GOD duty

Zach Paluch and Ethan Hitz – For clubhouse vacuuming

Vitaliy Aksyonov and Quay Snyder – For preparing and presenting the ASW-19 class

Vitaliy Aksyonov and Bill Patrick – For trailering Z3 back from California (see article below)

Dave Rolley – For clubhouse computer updates and cross country seminar series

Mark Palmer – For sim computer updates

Bif Huss and John Gillis – For hangar and ramp snow plowing

Brian Price and Andy Gerner – Special thanks for significant financial donations to improve the gravel driveway and taxiway around Hangar 3.

Rich Barclay – For runway snow plowing, replacing and framing clubhouse windows, and hauling the trash

Phil Reisselmann – For the work of grading and leveling the ramp areas and the runway exits

Dave Allen – For rolling and compacting on the ramp areas and the new runway exits

John Thomas – For KAP safety equipment inspections

David Richards – For the use of your trailer to haul trash

Omnis Pest Control – For gopher mitigation, which they provided gratis!

A VERY SPECIAL THANK YOU

Every month in *Airworthy*, we try to thank and highlight the work of various club members, as well as Kelly Airpark residents, who help keep our club operating. However, there are a pair of members who, month after month, day after day, put in extraordinary work that often takes place behind the scenes during the week, far from our eyes. We could not operate without their hard work.

Those two members are **Doug Curry** and **Bill Gerblich**. Doug has consistently, year after year, taken care of our gliders and towplanes. He has put in hours of hard work in often unpleasant conditions—cold hangars, dirt floors, blowing winds. He gets called to duty at the last minute. He is a master A&P/IA and he has the incredible gift of being able to manufacture a tool, a jig, a part, without effort. We club members don't often see much of Doug except perhaps for a flash of a white Volvo station wagon and (literally) a cloud of dust. Thank you for everything, Doug.

Working along with Doug is **Bill Gerblich**, our Chief Tow Pilot. More often than not, Bill is there in the hangar with Doug, working on the Pawnee, changing oil, helping with every little or big thing Doug needs. Bill has the knack of having just the right part, the right tool, crammed into the back of his little red Mini

Cooper. It's like a mini TARDIS (a Dr. Who reference for you non-geeks). Thank you for your time and hard work Bill.

In January alone, Doug and Bill completed significant upgrades to the Pawnee, changed the oil, worked on the L-13 and L-23, swapped out the altimeter in 840, fixed the broken hangar door in Hangar 2, and fixed the hangar rash on the Pawnee. In addition, Doug did the W&B on Z3. Plus, you know, other stuff. Thank you both so much.

GOOD LUCK TODD!

Towpilot **Todd Hunt** has accepted a position with Lockheed Martin in the UK. Todd will spend the next three years on a special project, but most importantly, he'll be spending the weekends at Duxford and I'm sure a host of UK glider clubs. Good luck, Todd and stay in touch! The other good news is that Todd plans to return to towing at BFSS when he's back after this three-year contract.

CONGRATULATIONS KYLE!

Towpilot **Kyle Kendall** has accepted a job in Nevada and California doing aerial survey. He starts full time in March. The good news is that he is not moving away from Colorado, and he's going to still do some towing for us when he's in town. Congrats Kyle! Below is his cool panel in the highly modified Cessna 180 he'll be flying.



WELCOME NEW MEMBERS!

Fred Baumgartner – Fred is a very recently retired broadcast engineer who lives only five miles north of Kelly. Learning to soar has been on his bucket list for some time, so now he'll have his chance. He had his first instructional flight with **Doug Houston** this past weekend. Welcome Fred!



Fred Baumgartner

FRIENDLY REMINDER

The winter snow season is here. 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.

NOTAM NAME CHANGE

by Mark Palmer

As part of any preflight activities, pilots are required to check (among other things) NOTAMs. Since the dawn of time NOTAM has been an acronym for "Notice to Airmen." Now the FAA has decided to change NOTAM to... NOTAM. Except now it is an acronym for "Notice to Air Missions." Now you know. Carry on.

BADGE COUNT 2021

by Alice Palmer (Mrs. Badger)



Every year I like to go back through the records and count up all the badge achievements we've had. Congratulations to all of you for your hard work on badges, and to everyone for all of your many long OLC flights this year. If I've missed any badge completions, please let me know and we'll include you next month.

We hope to see many more badges and OLC miles for BFSS members again this year!

Badge/Record	Number Earned 2021
A	4 (Patrick Mendonca, Bill Patrick, Mike Kinder, Ethan Hitz)
B	2 (Bill Patrick, Ethan Hitz)
C	2 (Becky Kinder, Bill Patrick)
Bronze	None in 2021, so we hope all you aspiring XC pilots will set this as your first goal!
Silver Distance	1 (Donald Hannon)
Silver/Gold Duration	1 (Donald Hannon)
Completed Silver Badges	1 (Donald Hannon)
Gold Distance	1 (Vitaliy Aksyonov)
13.5-Meter State Record	1 (Vitaliy Aksyonov)

FIRST FLIGHTS by Alice Palmer

If you haven't had a chance yet, don't forget about our First Flights program. Our BFSS instructors are offering to fly with club members for First Flights of the Year between January 1 and March 31 at no cost to you for the instructor. Take advantage of their time and expertise to work on your crosswind landings, PT3s, simulated off-field landings, or anything else you'd like to polish before soaring season. You can even complete a WINGS flight topic to get you that much closer to your WINGS phase.

If you don't have an instructor in mind to fly with, reach out to me and we'll get you set up with someone who can help you achieve your goals in preparation for a great soaring season.



*Val Dean prepares to hook up Vitaliy Aksyonov and Quay Snyder on a First Flight.
Photo by Bif Huss*

WHY WE TRAIN by Ethan Hitz

On Saturday, January 22nd, Ethan Hitz as a student and Vitaliy Aksyonov as his instructor encountered a real emergency as the towplane momentarily lost power. Here's Ethan's description of the event:

As **Vitaliy** and I were taking off south behind the towplane, we both noticed that the acceleration was quite jerky, and the cable was first tight, then slack. I simply thought it could have been the wind, or maybe some ice on the runway, but observers later said they heard the engine cough a little bit. After reaching about 30 knots, the acceleration became smooth

again, and we lifted off the runway. Everything climbing out felt normal.

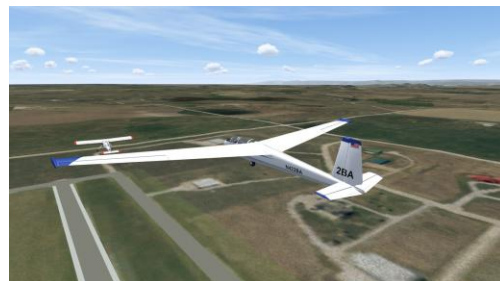
Upon reaching 200 feet, Vitaliy reminded me by saying "200 feet" and I had decided on a right 180° turn if there were to be an emergency. The wind was 190° at approximately 15 knots, so the decision wasn't too crucial but the extra knot or two couldn't hurt to be on our side. As we reached around 220 feet, I saw the towplane begin a gradual descent. I just attributed this to sink at first, but then the towplane began a much steeper descent.

The towplane had disappeared from my view beneath the nose, and I heard Vitaliy say something like "Whoa, what happened?" I immediately knew this wasn't a simulated rope break, so I pulled the release immediately even though I hadn't seen the wing rock from the towplane. He was most likely too busy flying his plane to worry about us.

I started a right turn and got to around the 150 degree mark and then Vitaliy took over and landed.

I've attached two screenshots from Condor 2 to recreate my view of the towplane right as I released. This should give some perspective on why I couldn't see him rock the wings.

From Vitaliy: *Ethan described all of this correctly, except we pulled the release together. He couldn't see that I had also pulled the release. He did well and I just took controls because the tailwind on landing was higher than his personal limits. Even knowing that it was a real emergency, it didn't affect our decision making. We all landed safely.*





Ethan's view from the cockpit (simulated!)

AIRFIELD ADVENTURES by Alice Palmer

Last spring eight intrepid BFSS members spent a day driving all over Elbert County looking at possible off-field landing locations. It was an all-day adventure with two vehicles, each loaded with four pilots comparing notes as we trekked over dirt roads and highways in search of airfields, stopping for lunch in Limon. I think it's safe to say we all had a grand time and learned a lot by looking at possible fields from the ground.



Last year's pre-trip planning session



Joshua Abbe checks out Stewart Airfield

We have in mind to do some more of these trips, possibly to include airfields south and

west of Kelly this time. We may try to set this up on a weekday such as a Friday so we don't miss the spring soaring weekends. If you are interested in participating in any of these adventures, reach out to me and I'll include you on my email list. We don't have any dates planned yet, but these trips will probably be later in the spring after most of the snow is gone.

Z3 RETURNS HOME by Vitaliy Aksyonov

Not too long ago I was waiting my turn to fly at the staging area and **Bif** came by. We discussed that ASW-19 (Z3) was all done (canopy replaced, gear warning system installed, annual inspection complete), but it was at Williams Soaring Center in California and someone needed to go get it. **Joe Bankoff** felt a bit uncomfortable going to get it because of the winter weather with slippery roads and gusty winds. If we waited until spring, it would be another two to three months for it to arrive.

Everybody agreed that it might be easier for some club members to go there and pick it up. **John Gillis** offered, and we thought that we may retrieve the glider and also use that opportunity to work on our self-launch endorsements.

We reached Joe to offer our help and he agreed that it was good idea. But unfortunately, John ended up having some important work to do, so I started to look for another driving companion. **Bill Patrick** agreed to come with me. Thanks for that Bill!

Then we started to plan our trip. First, we wanted to go there by car and retrieve the glider, but during email conversations we changed our plans. It turned out that Joe's car is there, and he was going to fly to California, then drive the car home. Joe said to use his car to tow the glider back to Kelly. That also saved a lot of time and some money for the whole trip.

We bought airline tickets and I scheduled my training at Williams Soaring.

Thursday, January 13th was starting date. Our flight had one layover in Las Vegas and the final destination was Sacramento, California. After the flight we had dinner and took an Uber to Williams. Fortunately there were no problems to book a room there.

In the morning after breakfast, we just walked to the airport (our hotel was only 12 minutes away from it) and met **Ben** and **Noelle Mayes** and **Daniel Schaefer**. Ben showed us their airport and the equipment they have. It's a nice gliderport and they are fortunate to have many high-performance ships.

Bill and Daniel were working on the glider, checking paperwork and glider. I had ground school with Ben. After that we flew three times in their ASG-32mi (WS). That's a great glider. Maybe someday I'll have something like that. :)



Vitaliy tries on the ASG-32mi.

I got my endorsement and it was time to go. One of the tires on the trailer had a slow leak. We went to a tire shop, but those guys were very busy. And the first time slot was only available in one hour. Bill suggested we use Fix-A-Flat sealant. Got it at the closest auto shop, applied it to the tire, and we departed for Colorado.

On our way we had one stop for lunch and managed to get to West Wendover, NV.



We have the coolest toy.

In the morning we had a short weather briefing. Forecast was bad for I-80. High gusty winds. It's dangerous to drive on a highway with a long glider trailer in such conditions. I-70 looked better. No precipitation, sunny weather, and low winds. Also checked some webcams and decided to take I-70.

My only concern about I-70 was that it could be slippery. But the trailer has its own brakes, and they are operational. In fact, the weather was very good and we crossed the mountain passes with the last rays of sun.

We left the trailer next to Bill's house. In the morning we delivered the glider to Kelly. And then I took Joe's car to Denver.

It was great trip. I want to thank everyone who made it happen. **Joe Bankoff**, **Bif Huss**, **Bill Patrick** and **Williams Soaring** personnel.



Bill Patrick and Vitaliy Aksyonov on their triumphant return from Williams, CA with the ASW-19, Z3

Z3 DAY by Mark Palmer

After **Vitaliy** and **Bill's** Big Adventure, it was time for Z3 to take its rightful place as a club ship. Saturday, January 29th was a big day. First up, a new weight and balance. **Mark** and **Vitaliy** towed the trailer down to **Doug Curry's** hangar and then **Bif Huss, John Gillis, John Mann, Quay Snyder, Vitaliy,** and **Mark** assembled it and rolled it into the hangar. Doug set up his equipment and weighed the ship. The procedure didn't take long and once completed, Z3 was towed down to the ramp area in front of our hangars.

Next came the "ASW-19 Class" at the clubhouse with 16 club members in attendance. Vitaliy had put together a short slide show and class on the basics of the '19, performance figures, and checkout requirements. Quay, a former ASW-19 owner, provided insights into the assembly and flight characteristics. Once the class was completed, everyone trooped outside for a look at the ship, and in particular the L'Hotellier fittings. Quay demonstrated control hookups and how to do a proper positive control check on a ship with these fittings. Even though the plan is for Z3 to remain assembled, we will do a positive control check on this ship at each preflight.



Class is in session.

With the class completed, now came the acceptance flights. Quay took the first flight, towing to 12,000 feet MSL (5000 feet AGL) and put Z3 through a USAF-style acceptance flight. He gave everyone on the ground updates over

the radio the entire flight, and all was good. The pattern and landing were perfect. Quay reported only minor issues with the equipment, but other than that it was a delight to fly.

Vitaliy took the next two flights. He was enthusiastic about the handling qualities of the '19. After his initial landing, his first words were: "I'm going to live in this ship!"

Z3 will be on the club insurance shortly and individual checkouts will begin after some minor equipment issues are resolved. The club is still looking for someone to be plane captain, so if you're interested, contact **John Mann**.

Welcome, Z3! I have the feeling you're going to be a very popular ship.



*Quay Snyder nails the landing in Z3.
Photo by Bif Huss*

2022 BFSS Winter/Spring XC Training Seminars by Dave Rolley

The seminars will be held every other Friday beginning at 7 PM. The first one was held Friday, January 21st and the webinars will run through May 13th. The sessions will be 1 to 3 hours in duration. Most sessions should be about 2 hours. Check your FAA WINGS webinar email announcements to sign up.

Current schedule:

Session 2: February 4, 7:00 pm: Air Data Systems: Airspeed, Altimeter, and Variometers

Presenter: Dave Rolley

Description: Examines the quantities being measured and converted to useful information. Focuses on the various variometer types and uses.

Session 3: February 18, 7:00 pm: Introduction to Portable Gliding Computers

Presenter: Dave Rolley

Description: Cockpit workload management, equipment, and software. In-class flight examples using XCSoar, SeeYou Mobile, and ClearNav.

Session 4: March 4, 7:00 pm: Speed to Fly

Presenter: Dave Rolley

Description: Modern approach for Speed to Fly

Session 5: March 18, 7:00 pm: Physiological Considerations for Soaring Pilots

Presenter: Dr. Quay Snyder, CFI

Description: Physiological considerations for safety and optimum performance in soaring operations, including hydration, nutrition, elimination, oxygenation, thermal regulation, and vision issues for sailplane pilots planning long distance XC flights.

Session 6: April 1, 7:00 pm: Collision Avoidance Technology

Presenter: Dave Rolley

Description: Transponders and FLARM, types of units, usage, what they can, and what they cannot do.

Session 7: April 15, 7:00 pm: Model-based Weather Forecasting

Presenter: Dave Rolley

Description: Examples using the Colorado Front Range RASP tool and SkySight.

Session 8: April 29, 7:00 pm: Flight Tracking

Presenter: Dave Rolley

Description: Satellite-based (SPOT, InReach), SmartPhone-based, FLARM-based, Transponder-based (ADS-B-Out)

Session 9: May 13, 7:00 pm: Online Soaring Contest

Presenter: Dave Rolley

Description: It's all for fun, but if it isn't on the OLC, it didn't happen.



Arctic Fox, 01/02/2022

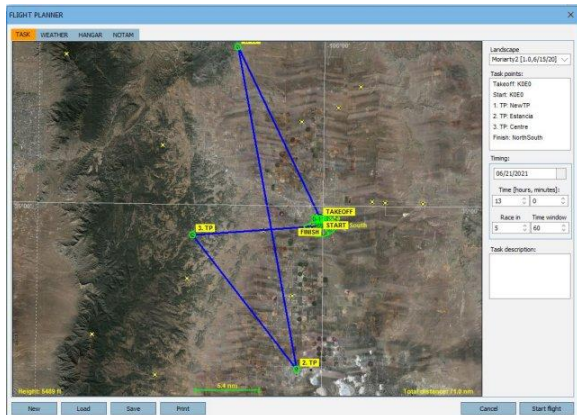
CONDOR RACES AS A PROCEDURES TRAINER by Mark Palmer

A number of club members are participating in the Thursday night Condor races, hosted by **Vitaliy**. Every week we're presented with a new course and new conditions, courtesy of our Race Master. We give each other grief, and share insights and flying tips.

As fun as the races are, we tend to be bit lax in our flying discipline. As an instructor, I'm concerned that this laxness might spill over into our real-world flying. We might be unconsciously reinforcing poor decision making. One example is the number of gear-up landings that happen at the end of a Condor race.

Condor presents us with an opportunity to reinforce good habits and good procedures and we should take advantage of it.

Here's what I'm proposing: Treat each Condor race as a real-life event. Vitaliy has started to attach the task in his pre-race email. He's also giving the max start height and minimum finish height.



Fly like you train.

With the knowledge of the task ahead of time, a racer can now do some pre-flight planning. You can look at the finish point and review the airport ahead of time. What runways are available? By knowing the winds from the task (either by checking the Weather tab or displaying PDA screen 4-2), you can now plan your approach and landing ahead of time.

The final minutes of the flight are also a good time to do your pre-landing checklist, just like you would in a real flight. If you're not in VR, you can actually look at a checklist; in VR, you can use a mnemonic. When you enter the pattern at the destination, use the standard downwind-base-final calls. Call out that your gear is down and locked, or as we are going to use with Z3, "gear down and verified."

Use these nights flying with friends to really lock in your good habits for the coming soaring season. Even if you don't participate in our races, if you fly Condor by yourself, practice the habits you want to develop.

SHIPS FOR SALE

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

FOR SALE: ASW-20A, has winglets and lift-up instrument panel. Top of wings have been refinished. Current condition inspection. One-man rigger, wing stands, tail dolly, and wing wheel. \$25,000. Contact [Jeff Sherrard](#).



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



WANTED: Cobra, Minden or similar trailer for 15m standard class ship. Contact [Mark Palmer](#).

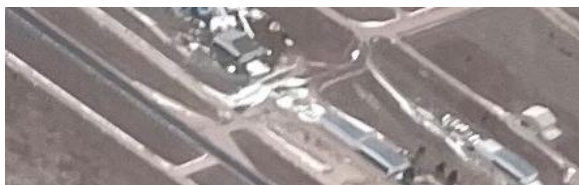
FRIENDLY REMINDER: STOP BEFORE THE DROP!

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



The new angled exits. Becky Kinder is there for scale. Thank you KAP!



Angled exits from the air. Photo by John Gillis.



Alice Palmer and Brandon Kolk practice instructor/student on the simulator. Alice has her left arm in a sling from shoulder surgery



Work on the ramp. Photo by Chris Dunmall.



A bit of history—McCook, NE, 1966. Photo from the Bill Prescott collection, via Facebook



Dear Svetlana, Vitaliy would really like one of these for his birthday!



Vitaliy Aksyonov performs an essential instructor duty: Traditional cutting of the shirt tail after student Kevin LaFollette's first solo.