

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

Airworthy Archive: SoarBFSS.org/Airworthy

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

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

FROM THE EDITOR

Happy New Year! I keep telling myself, “the days are getting longer, the days are getting longer....” in an attempt to get through the winter. I can’t wait for the first thermals of the year.

December was a pretty slow month, what with the weather and then the ASK, Blanik, and towplane being down for maintenance and inspections. It’s a good time of year to have those things done so we’ll be ready to go when the weather improves.

While we’re not flying there are still things club members can do. Be sure to update your flying credentials with **John Mann**. The Board is also asking members to volunteer for one of the standing committees. Be sure to look over **Ed Anderson’s** email and let him know your preference.

Dave Rolley is again holding his soaring seminar series this winter and spring. Check out the topics below. **Quay Snyder** is setting it up so these seminars qualify for WINGS credits. If you’re planning to attend, be sure to sign up with the FAA for WINGS.

Right about the time you get this, the Women’s World Gliding Championships will be going on at Lake Keepit, Australia. It runs January 3 – 18. The US has 3 pilots participating: **Sarah Arnold**,

Sylvia Grandstaff, and **Kathryn Fosha**. You can track their progress at soaringspot.com.

Finally, as the New Year begins, I’d like to thank everyone who has helped with *Airworthy* this past year with articles and pictures. The contributions of club members and our Kelly Airpark friends are what make *Airworthy* successful. Thank you all.

Let’s have a great 2020!
Mark Palmer, Editor



Bif lands his new baby. Photo by Clay Thomas

PRESIDENT’S MESSAGE by Bif Huss

Happy New Year to everyone! 2019 was a good, albeit bittersweet, year at BFSS. We greeted many new members and had great success with the 3rd Saturday Pot Luck get togethers.

Dave Rolley continued his very popular soaring education lecture series. **Henry Paluch** completed his Eagle Scout Project that gave the

club a fantastic new walkway from the hangars to the clubhouse. **Dave Leonard** continued to be a dominant presence for BFSS in the Online Contest, OLC. **Vitaliy Aksyonov** has upgraded our website to allow member profile photos (please update yours if you haven't already) and is in the process of establishing a BFSS web chatroom. The **Kinders (Becky and Julie)** provided a much needed cleaning of the clubhouse. **Doug Curry, John Mann, Dave Rolley, John Gillis, Frank DeBacker** and many others are working hard to insure our club gliders are maintained properly. **Alice Palmer** and the **840 Team** are nearing completion on the rehab of the club's 2-33. A special thanks goes to **Mark Palmer** for making *Airworthy* the best club soaring publication in the country. Finally, thanks go out to the many volunteers who make the existence of the club possible: the instructors, tow pilots, GODs, grass cutters, weed pullers, clubhouse cleaners and many others.

It was a bittersweet year though, because we lost one of our most influential members, **Steve Johnson**. He will be greatly missed.

2020 should also be a great year for BFSS. Right now, all three of our two-place gliders are down for much needed maintenance. The ASK 21 and Blanik should be back in service before the season starts, and with their life extension inspections completed, should be in great shape for the remainder of the season and years to come. Also, we expect the 2-33 to be back online this summer with an increased gross weight capability. The 2-33 will be a very welcome addition back to the fleet.

We also should see several new state-of-the-art high performance private ships taking roost at Kelly Airpark in 2020. I had the chance to take delivery and fly my new Schempp-Hirth Ventus 3M this month and am excited to get it into the high country when the 2020 thermals start to build. I also look forward to continue to introduce club members to cross-country flying in the Duo Discus. It would be great if BFSS

could give the Moriarty gang a run for their money in the Club OLC League Championships next year.

Happy New Year Everyone, I'm looking forward to seeing you at Kelly in 2020!

Bif Huss
President, BFSS



*Bif before first flight in the new Ventus 3M
Photo by Brandon Kolk*

CALENDAR

Board of Directors Meetings

January 14, 2020 6:30 – 8:45

Castle Rock Library
100 S. Wilcox St.
Castle Rock, CO
<https://www.dcl.org/castle-rock/>

February 11, 2020 6:30 – 8:45

Castle Rock Library
100 S. Wilcox St.
Castle Rock, CO
<https://www.dcl.org/castle-rock/>

10th FAI Women's World Gliding Championship

January 3 – 18, 2020

Lake Keepit, Australia

Upcoming Cross Country Seminars (see article later in this issue):

Session 1: January 18, 2020

Introduction to Cross Country by **Dave Rolley**

Session 2: February 1, 2020
Soaring Pilot Physiology by **Quay Snyder**

SSA Convention

February 20-22, 2020
Little Rock, AR

WSPA Scholarship Deadline

March 15, 2020
(womensoaring.org/scholarships/)

SSA Flight Scholarship Deadline

March 31, 2020 (www.ssa.org/Youth)

1-26 Championships and Low Performance Contest

June 16-25, 2020
Sunflower Soaring, Hutchinson, KS

Women's Soaring Pilots Association Seminar

August 24-28, 2020
Springfield, Vermont

Downhill Dash

Summer, 2020

FLEET UPDATE

ASK-21 – At Williams Soaring for 9,000-hour check

2-33 – Still in refurb. See Alice's report below.

AC-4C Russia – Nothing to report

PW-5 – Nothing to report

Blanik L-23 – Down for inspections and maintenance

Pawnee – Down for maintenance

FRIENDLY REMINDER

The winter snow season is here. Please, under any circumstances, 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 January and early February:

Beineke, Jacob	01/04/2020
Bohrer, Tim	01/05/2020
Bredder, Brett	01/11/2020
Brown, Dylan	01/12/2020
Conahan, JC	01/18/2020
Culbertson, Rick	01/19/2020
Dean, Val	01/25/2020
DeBacker, Frank	01/26/2020
Dimick, Scott	02/01/2020
Dunmall, Chris	02/02/2020

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.

ACCOMPLISHMENTS

Bif Huss – First flight in his brand new Ventus 3M, H7

Brandon Kolk – PW-5 checkout

Roen Luke – PW-5 checkout

THANK YOU!

The ASK-21 Team – See the "Village" article below.

The Blanik Team – See the "More Village" article below.

John Gillis – For snow plowing

KAP Homeowners – For plowing the common area and runway after each storm

Jeff Sherrard – For taking the ASK trailer to Parker Trailer

Dave Rolley – For bringing the trailer back from Parker Trailer, ramrodding the disassembly of 77, and driving it California

Frank DeBacker – For accompanying Dave on the road trip to California (probably a 3-beer story)

Raul Boerner – For helping Dave Rolley with the ASK-21 trailer

Bif and Ceil Huss – For hanging club member photos in the clubhouse

Brandon Kolk – For printing a small flight manual for the cockpit of the PW-5

Jamie Treat – For organizing transponder checks for aircraft owners

And some special **Thank You**s to several groups of club members who devoted significant time in 2019 to enable us to pursue our passion:

Towpilots

Bill Gerblich, Chief Towpilot

John Gillis

John Mann

Kyle Kendall

Roland Laning

Bif Huss

Todd Hunt

Clay Thomas

Iain Wayman

Mike Keefe

Mitch Hudson

David Bachler

Ian Wayman

Rick Haehnel

Instructors

Raul Boerner, Chief CFI

Quay Snyder, DPE

Stan Bissell

Ingo Kuenzel

John Mann

Bif Huss, cross-country instruction in Duo Discus

Mark Palmer, simulator instructor and Russia checkouts

Alice Palmer, SSA Badges

Special thank you to **Dave Rolley** for his cross-country seminar series

Commercial Ride Pilots

Jerzy Szwagrzyk, Ride Coordinator

Tim Bohrer

John Gillis

Brandon Kolk

Pete Urschel

Clay Thomas

840 Restoration Team

Doug Curry, A&P/IA

Raul Boerner

Gary Baker

Mark Palmer

Kyle Kendall

Becky Kinder

Julie Kinder

Frank DeBacker

Jeff Sherrard

Steve Johnson

Ed Anderson

Alice Palmer

Special thank you to our KAP neighbors and antique restoration experts, **Dave Allen** and **Jamie Treat** for help on 840



Photo by Patrick Mendonca

BADGE COUNT 2019 by Alice Palmer

As Raul has noted, our members' SSA Badge accomplishments are becoming evident with so many BFSS names appearing in *Soaring* magazine this year. Here are the badges issued in 2019. Congratulations to everyone who earned a badge this year!

Badge	Number Earned 2019
A	8
B	7
C	3
Bronze	1
Silver Altitude	1



Mrs. Badger says, "Let's earn even more badges in 2020!"

WSPA SCHOLARSHIP DEADLINE: March 15

For our women pilots of all ages, there may be a scholarship available for you. Please see the information on the Women's Soaring Pilots Association website (womensoaring.org/scholarships/) or contact Alice Palmer (scholarships@womensoaring.org).



SSA FLIGHT SCHOLARSHIP DEADLINE: March 31

See the information on the SSA website (www.ssa.org/Youth) about the flying scholarships available. We have some young people who should apply!

REMINDER ON FLIGHT PROFICIENCY CHECKS by John Mann

Club members,

The Board of Directors has asked me to create a system to track Flight Review currencies. This is an effort to help us all stay current with this FAA requirement and ensure we are FAA legal, and insurance compliant.

As you know, with two specific exceptions, FAR 61.56(c) requires a person who acts as PIC of an aircraft to:

1. Have accomplished a flight review every 24 months, and
2. Have a logbook entry from an authorized instructor.

Exceptions. The flight review is not required if:

- 1) Within the 24-month period a person has passed a proficiency check or practical test for a pilot certificate/rating or for an instructor certificate/rating (FAR 61.56(d)), or
- 2) Within the 24-month period, a person has accomplished at least one phase of an FAA-sponsored pilot proficiency award program (*i.e.*, WINGS Program) (FAR 61.56(e))

So I'm asking everyone to send me an electronic copy of either the logbook entry documenting your most recent flight review, or a document that verifies you've accomplished either of the two exceptions.

Please ensure that any document you send clearly and legibly shows your name, the date you accomplished the flight review or one of the exceptions, and the name of the flight instructor (flight review) and/or certifying official (exceptions).

I'll be organizing your inputs and providing them to Carrie, who will add flight review currency to the membership list she keeps.

Thanks. Let me know if you have any questions or concerns.

—John

FLIGHT REVIEW – TRADITIONAL OR WINGS By Raul Boerner, Chief Flight Instructor

The law says that you can't fly, even just solo, unless you have had a Flight Review within the previous 24 calendar months (that means to the end of the month). Our club is taking steps to make sure every member is current with Flight Review requirements. Insurance companies will go after your personal wealth if you have an incident and are not legal.

We'll discuss two ways to take a Flight Review; granted, you can get an additional rating, but this article is only about accomplishing the Flight Review per FAR 61.56 (a), (b), (c), and (e).

You can do the traditional one hour of ground school and three glider flights (assuming no lift). Or, you can do the Flight Review using the WINGS program; this means choosing three credits worth of ground training videos or seminars, and three credits of flight maneuvers (in anywhere from one, two, or three flights).

My suggestion is to try the WINGS program version—it is more learning oriented versus the other technique, which is more evaluation oriented. And, another suggestion is to do the WINGS version as your first flight of the year. Do it every year instead of every other year. On the Internet, go faasafety.gov.

2020 TRAINING SEMINARS by Dave Rolley

A seminar will be held every two weeks starting Saturday January 18th and running through May 9th at the BFSS clubhouse.

Quay Snyder is working to get these seminars approved for FAA WINGS credit.



The sessions will be 1 to 3 hours in duration. Starting time will be 10 AM. Most sessions should be about 2 hours.

Session 1: January 18, Introduction to Cross Country by Dave Rolley

Initial XC strategy using GlidePlan software to illustrate the concepts

Session 2: February 1, Soaring Pilot Physiology by Quay Snyder

Physiological considerations for soaring pilots

Session 3: February 15, Air Data Systems: Airspeed, Altimeter, and Variometers by Dave Rolley

Focuses on variometer types and uses

Session 4: February 29, Intro to portable gliding computers by Dave Rolley

Cockpit workload management, equipment and software; in-class flight example using XCSoar

Session 5: March 14, Speed to Fly by Dave Rolley

Modern approach for Speed to Fly

Session 6: March 28, Collision Avoidance Technology by Dave Rolley

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

Session 7: April 11, Model-based weather forecasting by Dave Rolley

Examples using the Front Range RASP tool

Session 8: April 25, Flight Tracking by Dave Rolley

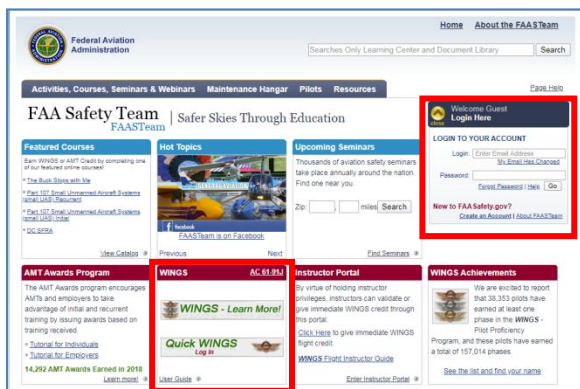
Satellite-based (SPOT, InReach), SmartPhone-based (GlideTrack), FLARM-based

Session 9: May 9, Online Soaring Contest by Dave Rolley

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

GET WINGS CREDIT FOR DAVE'S SEMINARS by Quay Snyder

If you're planning to attend **Dave Rolley's** soaring seminars, I'm asking our members to go to www.FAAsafety.gov and set up a WINGS profile. It is in the top-right block on the web page (dark blue).



There is a WINGS instructional section in the second row of blocks, second from the left (red). Also, the reference links at the bottom of the page have just about every FAA form and reference you could ever use.

My goal is to have ALL BFSS members signed up for WINGS and to get at least one level of WINGS credit each year. It would set us apart from everyone else as an active safety program in the eyes of the FAA and perhaps some recognition in *Soaring* magazine and with Costello Insurance.

CONDOR RACING IS GOING AGAIN

Condor racing is going again on a semi-regular basis. Flying takes place on Tuesday or Wednesday evenings. **Vitaliy Aksyonov** is Condor Master this season. If you want to join in the fun, contact Vitaliy. We're flying Condor 1 with the Colorado scenery. We try to keep the flights to around an hour.



THE HANGAR NAMES by Jon Stark

(We've all seen the names on the hangars—Bob Knapp, Brad Bradley, and John Hoag. They were early club members who were instrumental in getting the facilities moved and set up at Kelly Airpark. Jon Stark provides some memories and insight into these gentlemen. —Ed.)

I did some research and found some information on **Bob Knapp**, confirming my belief that he was an Army Air Force ace flying Republic P-47 Thunderbolts in the Pacific in WWII. He owned a 180 hp SuperCub with the Johnson towing mods, N4394Z, that he let the club use for tows to supplement our well-worn N111BF. (He also let me fly it for fun, which it definitely was.)

Bob was a tireless towpilot, particularly after Wave Flights closed down at the old site, while we were getting the club underway and scrambling to get established, before the move to KAP. When not in the towplane, he enjoyed giving intro glider rides to the public. (He was quick to volunteer when the passenger-to-be was an attractive young woman, who might get a few wingovers and other maneuvers to spice up the ride.) I had known him for years before he took off his cap in my presence for the first time and I discovered he was bald.

I was really surprised to learn that he was an ace, because he seemed such a gentle person. A glider student brought in a book about aces that listed Bob's name and insisted to me that it

must be the same fellow. When I asked Bob how such a kind fellow could be a ruthless ace in the air, he apologetically said, “Well, it’s easier when they shoot at you first.”

Brad Bradley was a much younger fellow but an avid supporter of the club during those same tenuous early days. He flew a really nice ASW-19, going cross-country whenever the weather permitted. He once told me that he envied all the 2-33 time that I was building as a CFI, because he got in very few landings per flight hour on his long outings, and thought that more frequent landings would be better for his skills.

As I recall, he was an engineer for Texas Instruments, which had a division developing the HARM missile. Brad came out to the club practically glowing with pride after President Reagan ordered an air strike on Libya in 1986 (retaliation for Gaddafi’s terrorism support), during which those missiles were used effectively for their intended purpose. Brad died young and suddenly, a surprise to everybody, and was very much missed.

John Hoag was a big club supporter, both personally and financially. He had a new Valentin Taifun motorglider N10YY (17-meter, Limbach-powered two-place with retractable tricycle gear). I flew with him in it several times, and really liked sharing a cockpit with John.

The SSA held their national convention in Colorado Springs in February, 1987, and we arranged to display the Taifun. That meant flying the ship to the Colorado Springs Airport and taking the wings off. We put the wings on an old open trailer that I had for my 17-meter Phoebus, and planned for John to drive the wingless fuselage down city streets to the convention site. When I asked the Colorado Springs police about getting permits for the trip, they paused, and then suggested, “Just do it at 3:00 a.m. when nobody is looking, and be careful.” So that’s what we did. I went first from the airport to downtown driving my truck

pulling the trailer with the wings, and John followed right behind me, moving slowly all the way downtown from the airport with propeller spinning and nav lights and beacon on. There were a few intersections where we had to do some unusual moves and where the lights didn’t stay green for our convoy, but fortunately we encountered minimal traffic. We assembled it again for display, but had to repeat the adventure in reverse when the convention was over.



Not John’s Taifun, but one like it

Credit from Wikimedia:

By EDVK - Own work, CC BY-SA 3.0,

<https://commons.wikimedia.org/w/index.php?curid=6228687>

YES, IT REALLY DOES TAKE A VILLAGE—DERIGGING THE ASK-21 by Someone who wasn’t there

Sunday, December 8th was a cold and dreary day, but a hearty crew assembled to disassemble 77 for its journey to California. The turnout was great! As Dave Rolley put it, “Now I know why the Air Force Academy ordered Cobra trailers for their ASKs.”

Our trailer was certainly roadworthy after a trip to Parker Trailer—new tires, a spare, new brakes. However, 77 hadn’t been in its trailer since it came to BFSS. So there was a lot of sorting to do. Nevertheless, eventually it was safely stored away for its trip westward.

Thank you to: **Dave Rolley, Bif Huss, John Gillis, Gary Baker, Vitaliy Aksyonov, Frank DeBacker, Jerzy Szwagrzyk, Val Dean, Jon Stark,**

Chris Dunmall, Andy Gerner, Andre Gerner, Quay Snyder, and Michael Westlake.

Thank you everyone!



*Vitaliy Aksyonov, Michael Westlake (behind Vitaliy), Jerzy Szwagrzyk, Frank DeBacker, Val Dean, Gary Baker, and Bif Huss strategize.
Photo by Jon Stark*



*Michael Westlake and Frank DeBaker
Photo by Vitaliy Aksyonov*



*The one man rigger didn't work.
Vitaliy Aksyonov, Bif Huss, Michael Westlake, Jerzy Szwagrzyk, Andy Gerner, Val Dean, John Gillis, and Gary Baker. Photo by Chris Dunmall.*

MORE VILLAGE WORK

Sunday, December 15th saw club members coming together again to help with the Blanik inspection. **Doug Curry** needed to take the wings off as part of the process, so the call went out for volunteers.

Thanks to **John Mann, Roland Laning, Michael Westlake, Patrick Mendonca, Russ LeFevre, Gary Baker, Stan Bissell, Scott Dimick, Andy Gerner, Donald Hannon, Jon Stark, Wojciech Tomanek, Bill Gerblick, and of course, Doug Curry.** Thank you all! The Blanik is that much closer to returning to service. What a great club we have!



Photo by Bill Gerblick

THE RUSSIA BRAKE by Doug Curry

The photo of the Russia below indicates the fuselage tail angle during excessive brake application. Please be careful when braking!



*John Mann and John Gillis demonstrate.
Photo by Doug Curry*

N65840 TANKER 2-33 REFURB by Alice Palmer

The 840 team sought warmth in the Palmer garage this month to continue work on the interior panels. We're sure glad we installed that heater years ago!



Kyle and Becky tackle a side panel.

Thanks to **Kyle Kendall** for lending his glass expertise again. Between laying up new panels from the molds of the old ones and repairing and cleaning up the serviceable original panels, we kept busy. Our panel gatherings traditionally conclude with dinner (and hangar flying) to celebrate our success, this time with chili, cornbread, and homemade brownies.



Alice tries to resurrect the rear panel.

We hope to be done with the layup in another session or two and then will turn the panels over to **Raul Boerner** for sanding and filling.



Raul with his potions

Meanwhile, in between work on the Blanik, Russia, and towplane, **Frank DeBacker** and **Doug Curry** are planning work on 840's wings. **Mark Palmer** is using his artistic talent to brainstorm paint schemes.

Thank you, everyone, for your work this month!

Raul Boerner
Kyle Kendall
Becky Kinder
Mark Palmer
Frank DeBacker
Doug Curry

THE 1990's FIRST WAVE FLIGHT by Mark Palmer

(Editor's note: I'm not fond of reprinting old articles but this one seemed appropriate. January 2020 is the 30th anniversary of this flight. Some club members have expressed interest in starting wave flying with BFSS again, and I thought this might encourage them. This is the story of a flight in our 1-26E, Go Fast, on New Year's Day, 1990. Reprinted from the January, 1990 issue of Airworthy.)

For some time now, I had been wanting to get back into doing some wave flying. I had not done any in years, and none, certainly, since BFGP had moved. I had resolved to change that. New Years Day 1990 looked like a good chance. The winds were forecast to become more

westerly as the weekend progressed, with the best forecast for Monday morning. The strengths weren't terrific—only about 47 knots at 34,000, but the chance was there.

A call to **Bill Stewart** confirmed that he would come out early and tow before the regular business hours. With only one towplane available at the time, a wave tow later in the day wouldn't be possible.

Monday morning at dawn found me on the way to the field. During the drive, I noticed lenticular clouds running north and south along the Front Range. Things were looking good! The necessary preparations took a while and it was 9:00 am before Bill and I rolled down the runway. We flew first west and then southwest towards Monument. We didn't encounter any great areas of lift, nor did we find any rotor (hooray!). By the time we were at Monument we had run through some sink, and we arrived there about 11,700. That's pretty low, especially for a 1-26.

As we arrived over town, the varios began to pick up, and Bill began to call out rates of climb over the radio. When I began to show about 800 FPM, I popped off and turned into the wind. Almost suckered again; the rate of climb turned out to be 200-300 FPM. However, it was steady and covered a wide area. I climbed gradually to 13,000 and then notched down to about 12,500—then I resumed climbing.

The lift was wide and smooth. I wandered from Monument down to the gravel pits and as far east as I-25. While never really strong, the lift was continuous. At about 15,000, I call Black Forest and asked Alice to call Denver Center and have them open Windows 1 and 4. Surprisingly, they opened them right away to 31,000 feet.

As luck would have it, after I called, the lift increased and I ended up holding at 18,000 with the dive brakes open for about ten minutes.

After contacting Center, they cleared me into the areas, but only gave me an hour and a half in them. As I climbed through 20,000, the cold began to make itself felt. The temperature probe read -5°F in the cockpit. I tried to put my ski gloves on, but they were too small [*brought Alice's gloves by mistake*]; all I had were my glove liners. Fortunately, there was plenty of sunshine, and I could hold my hands up to the sunshine and let them warm. As I climbed higher, the landscape spread out in front of me. I could see straight west into South Park and the Rockies beyond, south towards Raton, and north past Cheyenne. The lennies changed constantly, and I tried to snap a few pictures (which will be interesting because the light meter froze). Above me, the leading edge of our local lennie kept moving back and forth, first well to the west of me, and then, moments later, well behind me. The cloud base was probably around 30,000 feet—I didn't get close to it. By 24,000 feet, I was getting pretty cold and I was down to 600 pounds of oxygen. The canopy was beginning to pick up traces of frost, so I decided to head back. I could have continued but there wasn't a lot of point to it.



Go Fast

With dive brakes out and 75 MPH on the clock, I began the trip back. Once through 18,000 I called Center, thanked them, and handed the area back—they were very cooperative and easy to work with. This was my first experience with working directly with ATC [*we used to be able to just open the area by phone*] and it went smoothly. The rest of the trip went fine and I touched down after a flight of 2:14. During the

entire flight I stayed in the area of the Ramparts. The wave didn't seem to be working off the Peak and I didn't feel I had to penetrate there. As it was, I made a Gold Altitude gain without really trying very hard. If I had hung on for another thousand feet, I would have made another single Lennie flight. Working in areas 1 and 4 turned out to be a pleasant surprise. Area 4 is not as tight as I thought it would be, and even at the top of the climb, I could easily see all of its boundaries. ATC was very cooperative in opening the areas and was easy to work with. All in all, I couldn't think of a nicer wave flight.

Alice and I are working on minimum return altitudes for different locations. They'll be based on the performance of a 1-26 in order to assure a wide safety margin.

After this nice flight, I'm rarin' to go again. My goal is to get my Double Lennie (35,000 feet). *(And I still don't have my Double Lennie – yet! –Ed.)*

SHIPS FOR SALE

FOR SALE: Lak 17 AT
SN 163, 1070 hours, sustainer motor, excellent condition \$70,000. Contact Clay Thomas.



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



PHOTOS



Brandon Kolk awaits tow before his first PW-5 flight.



*Roan Luke's first PW-5 landing
Photo by Stan Bissell*

Travels with 77

Dave and Frank on the Road

Photos by Frank DeBacker



*Wojciech Tomanek hoses out the Blanik wheel well. The landing gear system on the L-23 is a very efficient mud scoop.
Photo by Raul Boerner*



*From 1-26 Newsletter editor Gary Swift
Auto towing CAP cadets in a Blanik*



Miss you, Steve.