

Airworthy

The Official Journal of the Black Forest Soaring Society

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FROM THE EDITOR

Aaand, we're back! The runway fully opened for business on the weekend of the 18th of June. You might say the hard opening was Friday, June 24th. Eager pilots lined up to fly and we had 16 tows. Then the weather shut down for the rest of the weekend!

While we didn't start flying until mid-June, we only lost a couple of weekends in May and early June because of weather. And that was mostly due to winds.

The new runway has certainly changed the character of Kelly. If you haven't flown yet, if you haven't walked the runway yet, please do so. The southeast grass area is trickier now with the runway well above the level of the grass. Check out **Bif's** briefing below.

You should be seeing new ships on the field starting in July: the 1-26A, "Sunbird," that belongs to the #182 group; **Deb Ings's** Libelle, "Vera"; and **Bill Patrick's** LS-4 (that doesn't have a cute name yet). Should be a lot of fun! Here's to a fun summer! See **Alice's** report on Sunbird below.

Fly far and fast!

Mark Palmer, Editor



The Sky We Inhabit
Photo by Brian Price

PRESIDENT'S MESSAGE by Bif Huss

Our runway is finally fully operational! It's great to see the results of so many years of planning. On Friday, June 24th, BFSS opened the runway to full operations. The pent-up demand to get back in the air was evident. I flew 16 tows, which I think is a record for a Friday of average soaring conditions.

Thanks go out to all the folks that spent many hours seeing this project to completion. You'll notice that the runway is now 44 feet wide and doesn't undulate along the terrain. It's as straight and flat as a runway at DIA. It's beautiful to land on. But, the new runway does have its foibles. The runway shoulders are now substantially sloped in areas. This slope, in addition to being very soft, means that it's critical to keep the gliders on the asphalt until we can get grass established. Allowing a wingtip skid to touch down on the shoulder may result in rashing the underside of the wing. KAP plans to seed and lay down straw erosion mats to correct this problem. Stand by for a call to action for BFSS members to help KAP do this.

One way to avoid setting a glider wingtip down on a soft shoulder is to utilize the new "high speed" turnoff taxiway in front of BFSS. The surface there has been rolled and is firm enough to allow a wing to be set down without damage. It also allows the glider to clear the runway quickly. I encourage you to give it a try.

As we resume normal operations, I ask that everyone review their hookup procedures. It's important that all slack has been taken out of the tow reel before giving the tow pilot the takeoff signal. Also, if you depart the runway surface during the takeoff roll, **release**. As soft as the shoulders are, you're probably not going to get back on the pavement.

I want to ask everyone to make sure that when you close the BFSS hangar doors that you ensure that the locks at the bottom of the door are engaged. We discovered recently that the locks were not engaged and that Hangar 2's door was dangerously bowing during a storm. These doors are very old and need to be treated with care.

I'd like to remind everyone that our 3rd Saturday of the Month Potlucks are back on the schedule. This means that the next one is scheduled for the 16th of July. Please put that on

your calendar. We hope to have a great turnout.

Speaking of events at Kelly, KAP's annual Pancake Breakfast is scheduled for July 9th. The Pancake Breakfast attracts pilots from all over. It's a fun event and BFSS plans to have several aircraft on display. We hope to see everyone there as well.

Finally, **Dave Leonard** and **Lee Kuhlke** are competing in the 15M National Championships in Hobbs NM. The 15M Nationals run through July 2nd. You can follow them at: <https://glideandseek.com>.

See you at Cloudbase!
Bif "H7"



Friday launch line

CALENDAR

Board of Directors Meetings

July 12, 2022 6:30 – 9:00

At Clubhouse

August 9, 2022 6:30 – 9:00

TBD whether Zoom or at clubhouse

Women's Cross Country Camp

July 3 – 8, 2022

Moriarty, NM

Kelly Air Park Pancake Breakfast Fly-in

July 9, 2022, 7:00 AM – 11:00 AM

BFSS Saturday Potluck Barbeque (after flying)

July 16, 2022

Club Class Nationals

August 30 – September 8, 2022

Moriarty, NM

Women's World Gliding Championships

August 13 – 27, 2022

Husbands Bosworth, UK

WSPA Women's Soaring Seminar

September 12 – 16, 2022

Chilhowee, TN

Downhill Dash

Summer, 2022

SSA Convention

February 24 – 26, 2023

Atlantis Hotel, Reno, NV

(Flight Instructor Revalidation Clinic

February 22 – 23, 2023)



FLEET UPDATE

ASK-21 (77) – Rear mike mounting improved

2-33 (840) – New boom mikes front and rear!

Blanik L-23 (9BA) – Repair work is continuing.

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

PW-5 (1GM) – Nothing to report

ASW-19 (Z3) – Nothing to report

Pawnee (76S) – Annual completed

Pawnee (41Y) – Fuel system rebuilt. Work continues.

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.



Spiffy new trash and recycle cans have been provided in the front room of the clubhouse, courtesy of Brandon Kolk.

We hope it goes without saying, but please put only RECYCLING in the RECYCLE bin!

OPS DUTY CALENDAR

On weekends, the early GOD shift is generally 9:00 – 3:00 and the late shift 11:00 – 5:00. *[IMHO, the early GOD should show up at 8:30 AM so flying can start at 9:00 AM. If the late GOD can show up by 10:30 AM, that will help too. –Ed.]*

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

Price, Brian	07/01/2022
Hannon, Donald	07/02/2022
Baker, Gary	07/02/2022
Hitz, Ethan	07/03/2022
Gerner, Andy	07/03/2022
VOLUNTEERS NEEDED	07/04/2022
DeBacker, Frank	07/08/2022
Bankoff, Joe	07/09/2022
Hannon, Donald	07/09/2022
Kolk, Brandon	07/10/2022
Hitz, Ethan	07/10/2022
Kinder, Rebecca	07/15/2022
LaFollette, Kevin	07/16/2022
Ings, Deborah	07/16/2022
Leonard, Dave	07/17/2022
Kolk, Brandon	07/17/2022
Kinder, Julie	07/22/2022
Rolley, Dave	07/23/2022
Kinder, Michael	07/23/2022
Maki, Jeff	07/24/2022
Bankoff, Joe	07/24/2022
Sherrard, Jeff	07/29/2022
Mannion, Chris	07/30/2022
Kuhlke, Lee	07/30/2022
McClain, Kip	07/31/2022
LaFollette, Kevin	07/31/2022
Dunmall, Chris	08/05/2022
Mendonca, Patrick	08/06/2022
Leonard, Dave	08/06/2022
Nadein, Alex	08/07/2022
Maki, Jeff	08/07/2022

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 **VOLUNTEERS 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.

FRIENDLY REMINDER

It's hot and it's dry. Driving on the dry grass can damage it. Please, **DO NOT** drive the golf carts on the grass. Driving on the grass could result in deep ruts and a lot of headaches for the club and airpark users.

EMERGENCY CONTACTS by Mark Palmer, Safety Officer

A couple of months ago, while working on my Safety Briefing to the membership, I realized the club does not have any emergency contact numbers for members. If something serious happened to a club member, who should we contact?

We discussed this briefly at the last Board meeting. The result is that **Vitaliy** has added an emergency contact field to your member profile on the website. Please be sure to update your profile as soon as possible.

THANK YOU!

Dylan Brown – For vacuuming the carpet, sweep the meeting room floor and front patio, wiping down chairs, and assisting a member waxing his wings

Julie Kinder – For giving the PW-5 a bath and other TLC

Mike Kinder – For edging the walkways, then charging the battery for the lawn mower

Doug Curry and Dave Rolley – For installing new boom mikes in 840



Big thanks to Doug Curry and Dave Rolley for installing boom mikes in 840!

Dave Rolley – For reinforcing the mounting holes for the rear mike in 77

Doug Curry and Bill Gerblich – For completing 76S annual inspection

Joshua Abbe, Mark Buist, and Deb Ings – For moving 840 from Doug’s hangar to its home in Hangar 2

John Mann – For coordinating all extensive ongoing maintenance issues

Becky Kinder and Mike Kinder – For rehangng the pictures and awards plaques

Doug Curry, Rick Culbertson, and Bill Gerblich – For mowing!

Frank DeBacker – For trimming and mowing

Donald Hannon and Mike Kinder – For weed pulling

Wojtek Tomanek – For window caulking

Dave Bachler – For helping to rehang t-shirts [*interior decorating? —Ed.*]

Val Dean – For spraying weeds

Brandon Kolk – For donating new trash and recycling containers

Andy Gerner – For vacuuming the clubhouse and cleaning out the holes in the concrete for the Hangar 3 door pins

Mark Palmer – For cleaning out the holes for the door pins in Hangars 1 and 2

Doug Curry – For ongoing massive work on 76S, 41Y, and 9BA among others

Bill Gerblich – For repairing the door to Hangar 2

Bill Patrick – For donating a set of Holtz books for the instructor rooms

Vitaliy Aksyonov – For all that behind-the-scenes IT work

Donald Hannon, Wojtek Tomanek, Mark Palmer, Gary Baker, and Alice Palmer – For extra GOD Duty (sorry if we missed anyone here)

Mark Palmer, Quay Snyder and Rick Culbertson – For Safety Committee work

Bif Huss, John Gillis, Alan Hoover, Jim Norman, Bill Patrick, Brian Price, Becky Kinder (and probably others we’ve missed—apologies if we did) – For all the work to inspect, discuss, and communicate our needs to the runway contractors

John Thomas – For completing the annual KAP fire extinguisher inspections

Ridge Moreland – For hosting the Palmers on their last trip to Moriarty

Special thanks to **Clay Thomas** who brought a big bag of chips to the June 18th Potluck (that

everyone forgot about!). *[We want to taste that perfected macaroni and cheese recipe next time, Clay!]*

ACCOMPLISHMENTS

Deb Ings made her first flight in her Libelle, “Vera,” at Boulder.



Deb Ings’s self-portrait from her first flight in Vera

Team 182 made the first flights at Kelly of their 1-26A, “Sunbird.” [See article below.]

KAP RUNWAY BRIEFING by Bif Huss



Until grass takes hold, the shoulders will be very soft.

Yesterday (June 24), we enthusiastically opened up to full operations. I had the chance to tow and watch how operating on the new runway was going. I have the following observations:

1. The new runway is very smooth and the new width, 44 feet, is evident. It was a pleasure as a tow pilot to operate from!
2. The shoulders are **very soft**. On the old runway, BFSS gliders could drop their wings into the grass/gravel without much chance of damage. This is no longer the case!! The new runway width, combined with the slope of the shoulder and the shoulder's softness, results in the glider skid/wheel digging in and allowing the aileron to potentially come in contact with the runway asphalt lip. If you land on centerline and remain on the centerline, this will happen for most gliders. It's essential that the glider wing skid/wheel remains on the asphalt runway to prevent damage. It is recommended that gliders offset runway centerline after touchdown to keep the glider wing skid/wheel on the asphalt. Better yet, use the new high-speed taxiway to clear the runway and drop the wing onto a firm surface. During the landings I observed yesterday, almost all dropped their wings into the soft shoulder. If this continues, we will have to go back to landing BFSS club ships in the grass.
3. Because the shoulders are soft and sloped, if you depart the runway surface during takeoff, **RELEASE!!** You are most likely not getting back on the runway, especially without damaging your ship.
4. We have a new taxiway that allows the towplane access to the fuel pits. Please keep this taxiway clear to allow the towplane to rapidly refuel.
5. There is a new staging area at the approach end to Runway 35. Please use it if you want to wait for conditions to improve. You can push your main mount all the way to the edge of the gravel and allow others to pass.

Also, you can push your glider onto the taxiway south of the cross taxiway and allow others to pass.

- Remember, the hookup procedure is for the wing runner to stand at the glider wingtip while the tow pilot taxis forward, fully deploying the towline off the reel, before hooking the towrope up to the glider. We had several instances of the towline being hooked directly to the glider without the towline being fully taken out. Then the pilot gave the signal for takeoff with the towline not fully out. It is critical that the towline be completely out before the takeoff roll is initiated.

It was great to see BFSS fully up to speed! We had 16 tows on our first day, which is outstanding for a Friday. Now we need to hope that the monsoon moisture will abate and let us get back to some classic Colorado conditions.

A SUNBIRD IN THE RAIN by Alice Palmer

During the three long years working on the 840 restoration project, for some mysterious reason, **Mark** and I began to think about Schweizer 1-26s again. This time, we were toying with the idea of finding a ship in good mechanical condition that just needed a recovering job. And, it had to be a round tail 1-26 (an early model), because they just look so wonderful! So we mulled that over for a long time and never made any decisions, mostly because we didn't have space large enough at home to do a project like that.

We have never lost our love of 1-26s. My dad, **John Goodlette**, bought 1-26E, serial number 606, which we called "Go Fast," as I was finishing up my Private Pilot Glider certificate. He knew it would be the perfect ship to build time and have fun. And it was. I flew it to 30,000 feet in the wave. I got all legs of my Silver Badge in it. Later Mark and partner **Larry Harvey** also had many memorable flights in it.



Go Fast at Creede

Fast forward 20 years, and Mark and I found we had to step away from soaring for a while for various reasons. It was time to sell our beloved "Go Fast." Our hearts never forgot the good times we had with that ship.

Last summer at the Women's Soaring Seminar in Vermont, **Bill Batesole** so generously gave us the opportunity to fly his 1-26, serial number 003. We had never flown a round tail before and it was love at first flight! (Anyone interested can read the article on flying this ship in the September, 2021 *Airworthy*.)



Schweizer 1-26, Serial Number 003

Over Christmas, Mark was reading Wings and Wheels ads and dreaming (a favorite pastime of his), and saw a 1-26A, serial number 182 (a round tail, of course) for sale by a private owner at the Texas Soaring Association (TSA). Restored in 2013, with (the ad said) a good trailer. And a reasonable price. He showed me the ad and said with a devious look in his eyes, "Do you want a round tail 1-26 for Christmas?"



*The Sunbird and Friends Before Launch
Photo by Deb Ings*

We had been chatting with **Deb Ings** about our mutual love of 1-26s (she used to own one too), and with our longtime friend **Jon Stark**, who, as owner of countless unique aircraft present and past, is always up for a new adventure. How would they like to go in together as partners? Both immediately said, “Yes, I’m in!”

So after a bunch of research, Mark and I ventured to TSA in Midlothian, Texas, in February during about the only week that didn’t have heavy snow or ice storms in one place or the other. There, we met **Ralph Farra**, who showed us his lovely little bird. We spent the day looking it over. It was in good shape, but, as with most older aircraft, it had some issues that needed to be sorted out. Nothing terrible though, so with the partners’ blessing, we loaded the ship onto the aircraft carrier of a trailer and headed north—with 20-knot crosswinds, trying to beat the next wave of bad weather.



Sunbird on Its Aircraft Carrier

The trip home, or at least the first 3 or 4 hours, is a story in itself. We’re still amazed that we didn’t damage anything since our seller had forgotten a few details about securing the ship on the trailer. We did a lot of improvising on the shoulders of busy highways during strong winds. By the time we got home, we were battle weary and just relieved to have the ship, still on its trailer, safely tucked away with the Phoebus in Jon’s hangar.

It sat there for a number of weeks due to high winds and weather, but we finally got it assembled and put into its new home in Jon’s southwest hangar bay. We enlisted the help and IA skills of **Mark Buist** to help us do the annual and solve a few of the issues. The most troublesome was the problem with the brake band adjustment that prevented the spoilers from opening more than 60°. No wonder Ralph had told us, “you need to slip that bird on every landing!”

But over a number of weeks, Mark B and the partners got that problem solved, the annual done, oxygen system installed, battery relocated, aileron pushrods cleaned, new tire and tube installed, and various other things done. Thank you Mark!! We still have work to do, but finally it was time to fly our little bird. We have dubbed it **Sunbird** because of its sunny yellow-orange color.



It takes a village to annual a 1-26A....

So, on Saturday, June 18, after the runway opened, three of the partners (Alice, Deb, and Mark) were able to have short flights in less than ideal weather. Just after Mark landed, the heavens opened up and the Sunbird and its flyers got drenched. Jon didn't get a flight but will be flying it soon. After our first day, wet, but happy, we all look forward to more fun flights. FUN is the main reason to own a 1-26!



Deb Ings runs Alice's wing on Sunbird's first flight from KAP.

We had long planned to send Ralph pictures of the Sunbird after its first flights in its new home. Sadly, we learned that Ralph passed away a few weeks ago. We hope he knows how much we will love and care for his little bird. Thank you, Ralph. We are so glad we crossed paths.



Alice brings in Sunbird

ROCKIN' THE RACETRACK by John Gillis

*John (Landout) Gillis can now add a new nickname to his resume. **Speed Racer**. On Friday, June 24th, John and 2Mike, his PIK 20D, rocketed around our Proving Grounds 29-mile racetrack in 19 minutes. Smokin'! (Ed.)*

Well it was serendipity. I got pushed north of the start gate due to a virga line coming towards Kelly and climbed to 14k. Then turned

and burned after it passed. After the start, the OUDIE said I had final glide for the entire task. I only stopped to thermal once over Elbert HS to tank back up (I still could have made it, but wanted more ground). I was flying an MC 2 and speed to fly was 75 knots, which I was pushing much faster. At points, I was exceeding 100 knots TAS and 2M started singing to me in a high-pitched buzz. Having a flapped ship really makes it fun to push the speed envelope. Most of the flight was in negative flaps and I felt no need to stop in anything.

I will say, the racetrack is a great tool to play with tasks, learning your computer, and course decisions in a safe manner. After I did the racetrack I climbed back up to 15k and hit Perry Park to do the next course, but the sky wasn't friendly. I bailed back to Kelly after hitting some significant sink.

Thanks, **Brian Price**, for setting this up. We need to promote it more.

You can check out John's flight [here](#).

SUNFLOWER 20 METER NATIONALS by John Gillis (Front Seat)

Team H7 competed in our second 20M Nationals this June in Yoder, KS. Yoder is a small Amish community with a fantastic cafe/bakery, burger stand, and tractor pull on Saturdays. On Sundays, all the businesses close and you need to be mindful of the horse-drawn buggies on the highways.

The gliderport (Sunflower Aerodrome, SN76) is a WW2-era Naval Air Station that seems to have been abandoned shortly after the war. The huge ramp area is severely deteriorated concrete. The concrete of the control tower remains, but none of the windows or other building structures. The main runway is 200 feet wide and 7000 feet long. In 2008, they put an asphalt layer down the middle. It's a private airport, dedicated to the glider club. The back story is that **Bill Seed** purchased the airport

decades ago, and built up the area as a gliderport. In 2013, he donated the property to the club and left a large endowment, which the club recently used to build a fantastic clubhouse and hangar.

That huge ramp meant there was plenty of room to spread out to assemble and tie down. The fact that it was a dedicated gliderport also meant you could grid at anytime in the morning and leave your ship on the runway in your designated slot. It also meant you needed transportation or you'd easily get in your 10,000 steps before noon. **Bif's** eBike was the bomb.

First day we showed up, we met **Dave Leonard's** brother **Steve**, who gave us some Kansas advice. Not only should you put all the feet down on your trailer and tie the tongue down, but put a chain around the axle. Being a former air station, there were embedded tie downs in the concrete every 20 feet. The forecast for the first week was nightly storms (large hail and tornadoes), so leaving the Duo tied out was not going to be an option. We had left the rigger at Kelly, so—time to get in shape. (Later we learned the trick to rigging a Duo from another competitor that makes it easy peasy for two old guys.) *[Wait! What's the secret? –Ed.]*



*"Talk to me Goose!" Bif and John on Day One
Selfie by John Gillis*

The first two practice days were awful, sled rides really, but it was enough to get systems worked out. The drought took a holiday that week; the area had seen only one inch of rain since January, but got 10 inches the week prior to the event. That meant the fields were wet and the soaring challenging.

First day of the competition, conditions looked reasonable, not great. We mustered in the start gaggle for what seemed like an hour waiting for the first buzzard to head out on course. Most of the course we averaged 2500 to 3500 AGL and never got low. We miscalculated the finish minimum altitude and busted it by 50 feet. The finish penalty took us out of first place by two points. But still a great start to the contest.



*Launch Line
Photo by John Gillis*

Second day was weaker. Out on course, the day continued to soften, and near the far turnpoint we fell out of the working zone with a few other gliders. Finally, after grinding around for 30 minutes, we sank to 800 AGL and it was time to land. Bif picked a dark field that another glider had just landed in. The dirt was recently turned and very soft. The roll out was maybe 100 feet and buried the main gear. **Donald Hannon** had just gotten to the airport when he got my call. Bif had called the retrieve desk and the troops had mustered. My truck was already hooked up and ready. The family farmers came out and offered a tractor to pull us to the road. Donald showed up and we quickly got H7 back in the

box. By the time we got back, it was 7 PM so off to the Amish cafe for a great meal.



*Hotel 7 crew after a landout
Gillis and Huff are neck and neck for the
2022 Landout Calrissian award.*

The third day was cancelled early and we took in *Top Gun: Maverick*.

Fourth day was groundhog day, but weaker. We were the last to launch, couldn't even get to the start gaggle before having to head back for a relight. We did two relights and finally told the tow dude to just tow us to the start line. We started late and headed out on course. This time, as the day deteriorated, we found ourselves at 1000 AGL over an airport. Another glider was already on the ground. We joined him, a previous two-time Standard Class champion. As we waited for the aero retrieves, another Arcus landed at the other end. They promptly extended their motor and relaunched for home, taking a nice picture of us.



*Second landout was at Kingman Field.
Photo by departing Arcus*

So at this point we had a win and two landouts. We were out of the competition. The next day's forecast was terrible, and they called a rest day. We went to the Hutchinson Cosmodrome (a must-see for space buffs).

The next two days were unsoarable, although we gridded every day and waited until 3 PM in the hot sun, watching Steve Leonard, the sniffer, grind around at 1500 AGL. On the last day we noticed our canopy had become separated from the frame. Probably due to the extreme heat and the wind catching it once and shocking it. We tried a few bush fixes, but considering our position in the rankings, the dismal forecast and the risk of losing the canopy in flight, decided it was just time to go home.

Overall not a great contest, but always good to spend time with like-minded aviators and bump around gliders.

Thanks to Team H7 crew, **Ethan** and **Dave Hitz** and **Donald Hannon**. We spared **Becky** and **Julie Kinder** and **Bill Patrick** the misery of the Kansas summer, all of whom were ready to take the last part of the contest.

SUNFLOWER 20M NATIONALS by Bif Huss (Back Seat)

This spring saw the H7 team on Soaring Safari, attending the Seniors Championships, Region 5N at Perry, SC, the 18M Nationals at Bermuda High, SC, and finally, the 20M Nationals at Sunflower Airpark in Yoder, KS. Sunflower was close enough that BFSS members were able to join in on the fun. **John Gillis** joined me in the Duo for this contest. I stepped back from piloting duties and instead filled the role of “GIB” (guy in back).

Sunflower is a beautiful facility for gliding. An old Naval Air Station, (yes, a Navy base in Kansas), it features a 7000-foot runway and plenty of ramp space to set up gliders. The most outstanding feature is its beautiful modern clubhouse, which is the nicest I’ve seen in my travels. As expected, the weather was hot and windy. We rarely were able to climb above 4000 feet AGL during the entire event. The good news was that Kansas has plenty of fields to land in (which we had to take advantage of more than once....) **Dave** and **Ethan Hitz** crewed for us for the first few days of the contest and got a taste of soaring contest preparation.



*Bif briefs Ethan and Dave Hitz on the task.
Photo by John Gillis*

The days start out with readying the glider for racing, including filling with water ballast, and taking the glider to the launch grid position. Then, everyone would meet at the clubhouse for the pilot’s meeting where the day’s weather was discussed, the daily safety talk was given, and finally the day’s task was passed out. The

sniffer was launched normally around 12:30, around trigger temp time, and once he could climb above 2500 feet AGL, the fleet was launched.



*20M Nationals Pilot’s Meeting
Photo by Bif Huss*

John and I had a great first day. There were good clouds for the first half of the task. A huge blue hole into the second turnpoint proved very challenging and we thought we would require a retrieve for sure. We lucked out though, and joined multi-time National Champion **Gary Ittner** circling in a half knot, which was good enough to keep us flying. During the final leg home, we were met by the “L” team of **Karl Striedieck** and **Sarah Arnold**. John got a chance to test his thermalling skills against the best in the US. (Karl is a soaring icon, 16-time National Champion, and Sarah is the current Women’s World Champion). John showed his stuff, and team H7 would have won the day except for the “GIB” mis-setting the altimeter and incurring a small finish altitude penalty.



*H7 Team Bif Huss and John Gillis on the grid
prepping for the day’s task.
Photo by Bif Huss*

Fortune didn't smile as broadly on Team H7 for the rest of the contest. After sitting out several days due to rain, we started flying again, although with very weak conditions. **Donald Hannon** relieved Dave and Ethan as H7 ground crew just in time to retrieve us from a very soft plowed field. The off-field landing was great. It was a good thing, though, that the famer volunteered to tow the Duo out with his tractor. Otherwise, the Duo would still be there.



*Land in the dirt, don't get hurt,
OR, nothing tows like a Deere.*

The next day was more of the same: weak, windy, and mostly blue. This time we had a hard time even staying aloft and had to relight twice before we could even get to the start line. We had a very late start and finally had to land at Kingman Field, the airfield of the original owner of Cessna Aircraft, **Clyde Cessna**. We took an aero retrieve from there (which was much easier than our tractor retrieve of the day earlier).



*Welcome to Kansas, Donald!
Photo by John Gillis*

On the next day, the heat got extreme, 107 degrees on the grid. At one point our canopy flipped open from the crosswind. The day was cancelled due to extreme wind and heat. Upon securing the Duo for the day, John discovered that the canopy plexiglass had come delaminated from the frame, probably due to the heat and the canopy flipping open. Despite efforts to secure it with speed tape, the decision was sadly made to go home and try and fix it properly rather risk a bad field repair.

Regardless of the early exit, the H7 team had a great time. It was fantastic to share the sky with so many other extremely capable pilots. It was also great to introduce BFSS members to the contest world. I am happy though, to finally get back to Kelly and enjoy the phenomenal soaring conditions here at home.



*H7 Pilot John Gillis with Dave and Ethan Hitz
on the Sunflower Grid
Photo by Bif Huss*

**FRIENDLY REMINDER:
STOP BEFORE THE DROP!**
During the landing roll, assure that the glider's wing does drop into the soft shoulders along the new runway. Offset your rollout to one side so you can drop the wingtip wheel or skid on the pavement. And, "Stop before the drop!"

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](#).



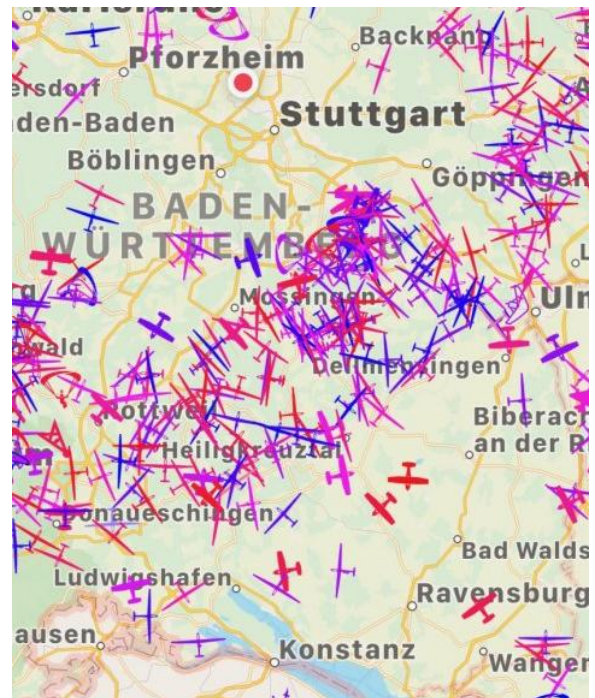
FOR SALE: 1/3 share in ASW-26E motorglider D2D. Based at KAP. If interested, contact [Gerald Peaslee](#).



FREE TO A GOOD HOME: Older Logitech joystick and rudder pedals. Great for Condor! Contact [Ridge Moreland](#). Ridge is in Moriarty, NM.



PHOTOS



From COVID lockdown in Germany, Gary Baker caught this quiet little Friday afternoon of flying near Stuttgart. We even cut out half the picture!



The Army stopped by to check on the runway construction.



Who needs a golf cart, tractor, or ATV? John Gillis pulls 2Mike with his e-Bike.