

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



Volume 33 Number 6

June 2021

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

What's with the weather? Here it is nearly June and we've had very little flying. May was full of snow, rain, wind, wind, and more rain. I had to move a flight review three times and have a backlog of 2-33 and ASK-21 checks. All because of weather. And to think we had a tough time last year with COVID! If it's not one thing....

I'd like to mention that Chief CFI **Raul Boerner** has decided to step back from that post and instructing in general. Raul's decision is our loss but his gain, so he can fly DM more now. Thank you, Raul, for your years of leadership and expertise. See you in the air DM!

Mark Palmer, Editor



*Clay Thomas rocking down
the Sangres, 5/28/20*

PRESIDENT'S MESSAGE by Bif Huss

We've just come through a very wet May. The rain has been great for Kelly Airpark's grass but soaring has been challenging. While there have been a few flyable days, the high winds, rain and even snow, have kept the fleet on the ground for the most part. We're coming into high soaring season though, so hopefully, we'll soon see the skies around Kelly Airpark full of gliders again. At the May BFSS Annual Meeting, we elected a new BFSS Board of Directors.

Vitaliy Aksyonov and **Brian Price** were elected to the BOD and I was reelected. All three of us were elected to 2-year terms. The 2021 BOD has a lot of talent and will be able to do great things for BFSS. Longtime BOD members **Chris Dunmall** and **Gary Baker** both retired from the BOD. Please join me in thanking them for their outstanding service to BFSS during their long BOD tenure.

The BOD has elected to adopt the Colorado Governor's updated mask policy. If you've been vaccinated against COVID-19, there is no need to wear a mask on club property. Members who have not been vaccinated are recommended to still wear a mask.

As a reminder, we are now using the new electronic fee sheets to submit charges to our bookkeeper, Carrie. The old paper sheets are no longer being collected. Please submit your

electronic charge sheets to Carrie promptly. Not only are these sheets used to apply charges to member's accounts, they are also used to track aircraft hours and maintenance issues, so it's important to get these in ASAP.

We are going to try a new currency tracking procedure at the club. There is now a sign-in sheet on the front desk that each pilot needs to sign before they go flying. By signing this sheet, the Pilot in Command (PIC) certifies that they are current and legal to fly the club's equipment. This is a requirement under our club's insurance policy. It will also help remind the PIC to check their currency.

I'm happy to announce a return to the club's 3rd Saturday of the Month Pot Luck. **Bill Patrick** has graciously offered to coordinate June's pot luck on June 19. It will be great for everyone to get together again after our long COVID suspension.

Finally, June will see several of our members attending SSA national and regional soaring championships in June. I will be introducing **John Gillis** and **Vitaliy Aksyonov** to sailplane racing at the 20M Multiseat Nationals in Montague, CA. We'll see how well our winter Condor racing program has prepared us. Then, the Region 9 Championships and the 18M National Championships will be held in Nephi, UT in late June and early July. Numerous BFSS members will be competing at Nephi. You can follow the action on the SSA website. It should be a great time and I wish everyone a safe and fun adventure!

See you at cloudbase!
Bif "H7"

CALENDAR

Board of Directors Meetings

June 8th, 2021 6:30 – 9:00

Via Zoom

July 13th, 2021 6:30 – 9:00

Via Zoom

BFSS Saturday Potluck Barbeque (after flying)
June 19, 2021

20-Meter and Standard Class Nationals
June 14 – 22, 2021
Montague, CA (*Go Team H7!*)

Region 9 Sports Class/OLC and 18-Meter Nationals
June 28 – July 8, 2021
Nephi, UT (*Go BFSS!*)

1-26 Championships and Low Performance Contest
June 24 – July 1, 2021
Sunflower Soaring, Hutchinson, KS

National Aerobatic Day
June 26, 2021
(This is **Andy Gerner's** and **Jamie Treat's** equivalent to Christmas)

Kelly Airpark Pancake Breakfast Fly-In
July 10, 2021
7:00 am – 11:00 am



Women's Soaring Pilots Association Seminar
August 16 – 20, 2021
Springfield, Vermont

Downhill Dash
Summer, 2021

FLEET UPDATE

ASK-21 – Transponder antenna reconnected.

2-33 – Front and rear panel-mounted microphones work, but are weak. You need to speak loudly. We will continue to work on this. See more notes later in this issue.

AC-4C Russia – Undergoing gear door and finish work

PW-5 – Radio transmission issue resolved

Blanik L-23 – Annual inspection completed; aileron lubrication completed. Store now with tailwheel elevated on a block (see an instructor for more details).

Pawnee – Annual inspection completed

FRIENDLY REMINDER

The spring rainy 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.

OPS DUTY CALENDAR

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

Kolk, Brandon	06/05/2021
Kuhlke, Lee	06/06/2021
Leonard, Dave	06/12/2021
Luke, Roen	06/13/2021
Maki, Jeff	06/19/2021
McClain, Kip	06/20/2021
Mendonca, Patrick	06/26/2021
Price, Brian	06/27/2021
Rolley, Dave	07/03/2021
OPEN	07/04/2021

Every flying member who does not have other duties in the club, such as instructor or towpilot, is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua has paired you with someone who has experience. Please check this list carefully to see when you're on duty and if you're working with someone.

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him know so he is aware of the change. Be sure to go to the calendar page on the website and put yourself down for the day you're assigned.

If you see **OPEN** listed on the schedule, that indicates that no one is scheduled for that day and that volunteers are appreciated. Please contact Joshua if you are available.

ACCOMPLISHMENTS

Donald Hannon – Silver/Gold 5-Hour Duration

Zsolt Silberer – ASK checkout front and back

Brandon Kolk – SSA CFGI Scholarship recipient

Vitaliy Aksonov – CFGI checkride passed



DPE Quay Snyder, Vitaliy Aksonov, and CFI Raul Boerner after Vitaliy's successful CFGI checkride

THANK YOU!

Scott Dimick – For giving up his flying slot in the Blanik so Vitaliy could complete the flying portion of his CFGI test before the weather rolled in

Bill Gerblick, Patrick Mendonca, Becky Kinder, and Scott Dimick – For removing the stepping stones to the clubhouse and repositioning them for the towplane ramp

Doug Curry and **Bill Gerblich** – For multiple days working on the annual inspection on the Pawnee to make sure it was flyable during club flying days

Dave Rolley – For arranging and coordinating Transponder Day. Seventeen gliders had transponder checks! Also for fixing the PW-5 transmit issue.

Julie Kinder – For assisting Dave Rolley on Transponder Day (including crawling back in the ASK-21 to reattach the transponder antenna)

Brandon Kolk – For replacing the back door entrance tile. This has been needed for years!



Brandon works on the new tile entryway.

Doug Houston – For taking on the role of Golf Cart King. Contact Doug if you have any issues.

Bill Gerblich – For replacing golf cart wheels and tires and for training the new Golf Cart King

Doug Curry – For getting the tractor up and running for the season and for mowing

Jeff Sherrard – For wrestling the tractor away from **Doug Curry** and mowing the grass

Rick Culbertson and **Dave Rolley** – For lending expert advice on drainage issues

John Gillis, **Vitaliy Aksyonov**, and **Kyle Kendall** – For ongoing work to repair the Russia

Becky Kinder, **Julie Kinder**, **Gary Baker**, **Chris Dunmall**, **Patrick Mendonca**, **Alice Palmer**, and **Zach Paluch** – Friday line crew work and extra weekend line help

Doug Curry, **John Gillis**, **Gary Baker**, **Bif Huss**, **John Mann**, **Bill Gerblich**, **Stan Bissell** and **Becky Kinder** – For moving the Blanik to Doug's hangar and helping him work the aileron lubrication issue

Frank DeBacker – For working asbestos issues in the clubhouse, for configuring carpet placement, and for weeding and trimming around the clubhouse

Bif Huss – For spreading fertilizer

John Thomas (KAP Safety Officer) – For monthly checks on the emergency boxes and for refilling the emergency fire extinguishers

Brandon Kolk, **Bill Patrick**, **Chris Dunmall**, and **Rick Clauder** – For hanging the recently excavated sign in Hangar 1



*Historical BFSS Sign
Photo by Becky Kinder*

Patrick Mendonca, with design help from **Bif Huss** and **John Gillis**, and all the other volunteers and donors – For work to complete Patrick's Eagle Scout walkway project. And thanks to Patrick's mom **Emily** for donating the project's first aid kit to the club.

Raul Boerner – For his years of service as Chief CFI

ONLINE OPS SHEETS

Just a reminder that we are retiring the paper ops sheets in the clubhouse with a new electronic form. If you leave paper ops sheets, checks, squawk comments, etc. in the cash drawer, they will just sit there. We are now only collecting electronic ops sheets. You can download the "A" rate sheet from the Members Only/Forms page. The signed liability release forms for passengers can still go into the cash drawer (they don't go to Carrie). If you have any questions, please refer them to **Brandon Kolk**.

WELCOME NEW MEMBERS!

Airworthy promised last month to publish pictures of our latest new members as soon as we could. Here you go! Welcome **Zsolt**, **Amalia**, **Tyler**, and **Rick**.



Tyler Hebrink

Rick Clauder is a new member who flew gliders back in the 60s and power back in the 70s, but now is looking forward to rediscovering motorless flight. Welcome Rick!



Zsolt Silberer



Rick Clauder
Photo by Donald Hannon



Amalia Viverios-Silberer

BOARD MEMBER RESULTS

At the Annual Member Meeting on May 22nd, new board members were elected to fill the seats that were up for election. The new Board consists as follows:

Biff Huss (returning) – President
John Mann – Vice President
Brian Price (new) – Secretary
John Gillis – Treasurer
Vitality Aksyonov (new)
Becky Kinder
Brandon Kolk

Congratulations to all the newly elected Board Members!

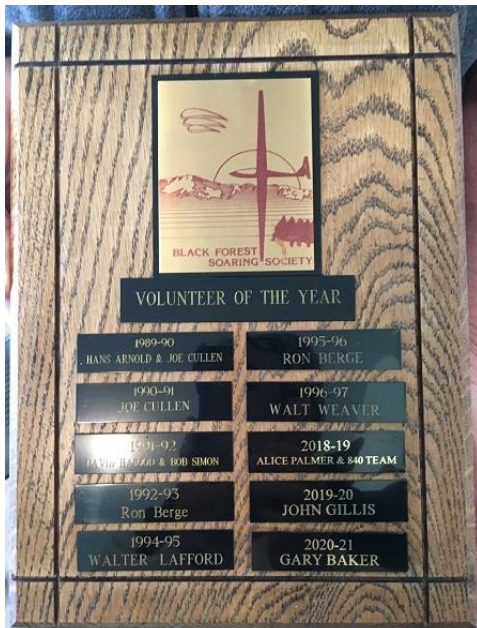
BFSS AWARDS 2020 by Alice Palmer

At our first in-person gathering in what seems like forever, we were finally able to recognize our 2020 BFSS award recipients. BFSS has long had a series of awards to honor our volunteerism and achievements. This year we even added a couple of new awards.

If you want to find out more details about each of the different awards, check out the article that describes them in the [February, 2019](#), issue of *Airworthy*.

Volunteer of the Year

We are fortunate in our all-volunteer club to have many members who contribute significant time to keep our operations rolling and make improvements to our facilities. For 2020, our Volunteer of the Year is **Gary Baker** in recognition for his years of service on the Board, many hours working on the 840 project, work on buildings and grounds, many extra days helping as GOD on Fridays and weekends, and other contributions. Thank you, Gary! Gary was not able to accept his award in person, but we'll try to get his picture in next month's *Airworthy*.



Volunteer of the Year—Gary Baker

Steve Willey Student of the Year

The Student of the Year is awarded to the BFSS student who best exemplifies the spirit of learning and volunteerism, along with their achievements as a pilot. It is named in memory of BFSS member **Steve Willey**, who had an infectious love of learning everything he could about soaring. For 2020, our recipient is **Patrick Mendonca**. Congratulations Patrick, and we wish you the best as you continue to pursue your soaring goals!



*Steve Willey Student of the Year—
Patrick Mendonca*

Robert Knapp Service Award

The Robert Knapp Service Award is given to a member who contributes extensive service to the club over a period of years. It is named in memory of BFSS member **Bob Knapp**, former WWII flying ace and, in retirement, a towpilot and glider instructor who exemplified service to the club. For 2020, we present this award to **Bill Gerblick** in honor of his countless contributions over the years. Bill has been a member of BFSS for close to 30 years. He has served many terms on the Board in the past, holding nearly every office. In addition to his long-time role as Chief Towpilot, he contributes significant time helping to maintain the

Pawnee, fixes hangar doors, helps keep the golf carts running, and many other behind-the-scenes activities. Thank you, Bill, for your dedication and service to this club!



*Robert Knapp Service Award—
Bill Gerblich*

Downhill Dash

We continue our yearly tradition of having a couple of weekends each summer devoted to the Downhill Dash. If you haven't yet had a chance to participate in this event as a crew or pilot, think about it this year. The event is a hoot! Check out the [September, 2020](#), issue of *Airworthy* for some entertaining stories from last year's event.

For 2020, we had a lot of fun, even though the weather didn't cooperate. Heavy smoke and threatening rain kept some pilots on the ground. However, we did have two intrepid Russia pilots who ventured out on the two weekends. Scoring was very close, but the winner this year was **Kip McClain**, who landed in Limon and was handed a beer by the locals. Congratulations Kip, and we hope to see you fly the Downhill Dash this year in the ASW-20!



Downhill Dash—Kip McClain

Soaring Free Award

The Soaring Free award sculpture was the creation of glider pilot **Bob Barber**. This award is given to a club member with significant cross country achievement during the year. For 2020, the Soaring Free was awarded to **John Gillis**. In his first season of cross country, John earned both Silver and Gold Badges. The Soaring Free award is a traveling trophy that the winner takes home until the next award ceremony. Congratulations John!



Soaring Free—John Gillis

New Awards

With all the cross country achievements last year and the club's implementation of the Proving Ground tasks, Mark and I decided we needed two more awards.

Most Landouts—A.K.A., The Landout Calrissian Award

There's a saying in soaring that if you don't land out once in a while, maybe you're not pushing yourself hard enough. We'd like to recognize our cross country pilots who are venturing out and stretching themselves, and, perhaps, learning even more by landing out.

This award concept was actually the brainchild of our first recipient. **John Gillis** had two safe and successful landouts last year, and is our landout superhero for 2020. Check out his landout stories in the [June](#) and [September](#) issues of *Airworthy* last year. It's probably no coincidence that John was not only the recipient of the Landout award, but also took home the Soaring Free award for the year. Congratulations, John!



John Gillis—Most Landouts

Most Unplanned Retrieves

Some of our most unsung heroes are the people who come and get us when we unexpectedly land out. We decided to create a new award to recognize these folks. Our 2020 recipient of the new Most Unplanned Retrieves award is **Gary Baker**, who faithfully dropped everything and retrieved at least three pilots last year. Thank you Gary! We hope to have a picture of Gary in the next issue.



Most Unplanned Retrieves—Gary Baker

Now, everyone, please help us figure out a good way to keep track of all pilots with landouts and all retrieve crews so we can select recipients for these awards in the future!

TOWLINE SAFETY

by Mark Palmer, Safety Officer

We had a little incident on Friday, May 28th, which turned out to be a good lesson learned for all of us. As the ASK-21 was being launched, the towpilot removed slack and the ship inadvertently was pulled forward and the nosewheel stopped on the towline. The pilot didn't catch it, and the wing runner thought there were only a few inches of slack that would not cause a problem. The launch went forward without further incident—that is—until the towplane pulled in front of the next glider for launch.

The end of the towline showed a few feet of exposed strands, where the outer sheath on the line was stripped off. We believe this occurred as the rope was suddenly pulled out from under the K-21 nosewheel during launch. While the tow was uneven, you can see from the pictures that the line was in danger of failing.



Here you can see the sheathing on the line was stripped away as the takeoff roll began. The line has already been cut at this point to begin the repair.



The rest of the line. About three feet of sheathing had been removed.

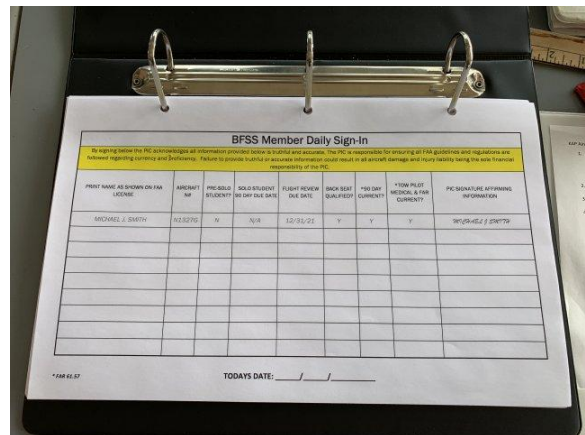
The takeaway from this is to be sure that you are holding the wheel brake on the glider as the line comes out. This will prevent the glider from being pulled forward and overrunning the rope. Once the line is taught and you're sure there is no more chance the glider will roll forward, you

can release the brakes before wagging the rudder for takeoff.

Many thanks to **Bill Gerblick** for helping repair the line. It was a great learning experience for everyone involved, including **Alan Hoover**, who happened to be there with Bill doing the ground orientation for his towpilot checkout.

NEW DAILY SIGN-IN LOG

The club has adopted a new procedure for daily flight operations. Every pilot, whether a private owner, club rental pilot, or towpilot must sign in on the daily sheet in the new Sign-In log. By signing this sheet, you are stating that you are current and qualified for the type of flight operation you plan to do.



MEMBERSHIP INQUIRIES
info@soarbfss.org is the main and only email contact address for club information inquiries. It is monitored on a daily basis. Thank you—
Brandon Kolk, Membership Director

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!"

WALKWAY PROJECT

Student **Patrick Mendonca** completed his Eagle Scout project at the club over the weekend of May 15-16. Patrick's plan was to improve the walkway from the parking lot to the clubhouse. With the help of other scouts, friends, family, and club members, we now have a beautiful new walkway. With the recent wet weather, this new addition has been a godsend. Thank you Patrick and crew!



*Work begins on the project.
Photo by Becky Kinder*



Patrick Mendonca (second from right) with his crew after finishing the new walkway

FIELDS AND FRIENDS by Joshua Abbe

[Thank you, Joshua, for providing this entertaining account of our airfield adventure. As for all of our airfield reports, do not consider any information provided as definitive or as recommendations of any kind. –Ed.]

On Friday, May 7th, eight steadfast and courageous individuals embarked on a journey to explore the eastern side of the great state of Colorado, looking for golden landout opportunities, should they need to “return to earth” prior to soaring back to Kelly Airpark.

Despite planning for earlier this year, the trip had to be postponed a few times due to snow and weather conditions. With a (finally!) clear day on the calendar, the trip could begin. This was quite an adventure for yours truly, as I had not spent any time east of Elbert since I moved to Colorado.



Pre-trip planning: Clockwise from left, Joshua, Alice, Bill, Donald, Chris, and Gary

After a quick pre-adventure meeting to lay out our route and target waypoints, **Donald Hannon** and I jumped into **Mark and Alice Palmer's** very spacious truck. **Chris Dunmall**, **Bill Gerblick**, and **Jon Stark** somehow decided who should sit where in **Gary Baker's** truck, surprisingly, without coming to fisticuffs. With both cars loaded beyond normal pilot capacity, Mark began his pre-driving checklist (yes, seriously) and we all promptly rolled away for our ambitious trek full of energy at 9:30 am.

Much to my surprise, much of the area within a few miles east of Elbert is NOT AT ALL landable, despite what it may look like at 14K feet. This terrain has steeply rolling hills, and finding a flat or safe landing site may be quite difficult. Good to know! (The farther east you go, however, the flatter the terrain gets).

After 5 stops (and one polite farmer), we migrated like a herd of turtles for some sustenance at a local watering hole in Limon known as “Rubys.” Despite the name, I did not find any rubies, gems, or otherwise valuable minerals here, much to my disappointment. However, all hands agreed the food to be fulfilling.

Limon Airport was our most easterly waypoint, with a few interesting things to note. Despite rumors you may have heard previously, upon our arrival at Limon airport, we did not see a kellner wearing a dirndl running up to us to deliver beer. Again, another disappointment. However, Alice seemed to be quite happy making friends with a local gang that seemed to “own” the airport. I gave the ferocious-looking band of small puppies a wide berth. With another 4 stops after lunch, the tired and weary crew pulled back into Kelly Airpark around 3:20 pm.



*Inspecting Flying G
Photo by Donald Hannon*

I would seriously like to thank Alice for commanding this expedition. Her dispensed knowledge was indispensable. I cannot speak for the lies and tales spoken in Gary’s truck, but

I would like to present both an account of the landing sites we visited, and a few “intangibles” that I picked up along the way. I would like to point out that this additional information, despite its high importance, has never been discussed in a soaring instructional guide, and I would suggest **Quay Snyder** add these to his pilot examinations post haste.

Important Landout Information:

Flying G: (intersection of CR102 and CR41)

East/West runway. Slopes up from E-to-W. Windssock mid-field. Easily landable. Power lines along roads.

Stewart: (intersection of CR69 and CR94)

Just north of horse racetrack. And by “just north” I mean like a literal, stone’s throw. Burgundy hangars on site. Diagonal runway NE/SW, landable either direction. Watch out for power lines along road.



*Joshua inspects the northeast end of Stewart.
Photo by Donald Hannon*

Aero Bear: (intersection CR73 and CR94)

If you can make Aero Bear, why didn’t you land at Stewart? It is like, literally, a mile away. Land to the south, over the road and toward the trees. Watch out for power lines. Slopes up to the south. Watch out for fence on east edge. Road 73 dead ends an easy Dukes of Hazzard–General Lee jumping distance from the end of the runway. Hangars on site. No bears present. Disappointing.

Calhan Airport (5V4): (north of town, on Calhan “Highway”)

More like a road if you ask me. Runway north/south, east of road. Plenty of visible hangars, with active cameras (remember that if you’re looking for a place to take a “tinkle”).

The AstroTurf on the north end of the runway is landable, but be aware there is a dip on either end of the plastic turf. OK to land on turf and roll off, but I would strongly suggest not rolling up onto the AstroTurf from the dirt. No windsock present, but a rather large wind “T” is welded together from oil barrels left behind by the original settlers. Also, there is a large hill on the southeast corner of the field. So if you are in a right-hand pattern to land north, be aware you may actually lose sight of the runway. There is 98-foot spacing between runway lights.



Gary and Mark inspect the dropoff from AstroTurf at Calhan. Photo by Joshua Abbe

Flying Cloud: (east of Simla, east edge of “dip” in Hwy 24)

Consider landing uphill to the south. Watch out for power lines along road and driveway. Fence on east edge, berm on west edge. If you’re in a large ship, may be better to land in open field to the east, but be aware there may be livestock in this area and access may be difficult.



Flying Cloud looking south from Hwy 24 Photo by Joshua Abbe

Limon Airport (KLIC): (intersection of I-70 and Hwy 40/287)

Actual airport just north of I-70. Runway lights 78 feet apart, and watch out for lights on approach ends of runway. Don’t land short of the runway. There is a courtesy car available. Bring dog food to appease the local gang. It is their turf; you’re the visitor.

Schantz: (intersection of Hwy 86 and CR117)

Don’t even bother trying to remember how to spell it. North/south runway on east side of hangar. Slight mid-field crest to the north. Car access blocked to runway by locked gate. Local area appears to be private property. Maybe pick a landout airport where the farmer knows how to spell?

Pineview: (CR17/21)

North/south runway. Tight due to fencing. Try to land on southern end where there is more spacing. Slight rise to the south. Two driveways cross runway. This airport is under Class B airspace. What are you doing here anyway?



Pine View looking south Photo by Joshua Abbe

DBarD: (CR17/21)

Narrow runway, with berm on east edge. Super tight, suggest not landing here. As if the runway wasn’t tough enough, there are no bars present. Add that to the list of disappointments for this site.

Important Landout Information:

- Check out the FlyQ App for airport and landout information.
- When landout notes say “...land into trees,” what that means is that trees surround the

runway and you can keep rolling. It should not be interpreted literally. Don't land in the trees.

- Just because some road on the atlas says "highway" does not mean that it is a highway, or even for that matter paved. Expect all roads to be dirt/gravel/mud, and be pleasantly surprised if they are actually paved.
- In the back of your retrieve vehicle, keep a well stocked bar, as a gift to the local farmer (yes, you should give the farmer a gift you tightwad!). Furthermore, I would suggest keeping the following in your retrieve vehicle:
 - 24-pack: PBR
 - 6-Pack: Breckenridge Stout
 - Fifth: Whisky or Bourbon
 - One: Bottle Wine

As you wait for your retrieve, listen to the local farmer's speech patterns. The alcohol number/quantity you provide as a gift should be inversely proportional to the average word count of the farmer's sentences.

- Also, bring dog treats in the back of your trailer for the local gang.
- Keep both "TRUMP 2020" and "BIDEN 2020" pins in your landout bag. If you can see a large political sign or flag on final as you cross the power lines, go ahead and pin the matching button to your hat.
- Speaking of, THERE ARE POWERLINES ADJESCENT TO EVERY ROAD. If you are crossing a road on final, assume there are power lines next to the road. Don't go under them.
- If you can read the word "KIOWA" on the local water tower, congratulations, you know where you are. Also, you are no longer flying cross country and you are now, in fact, on base leg.

COYOTE CREEK (30CO) by Raul Boerner

[Coyote Creek is a potential emergency landout site, a few miles southwest of Cripple Creek. Raul stopped by there last month and took some pictures and scoped it out. The field elevation is about 8000 feet. -Ed.]

A quick review: Always land to the south (uphill). Mornings: winds usually from the north. Afternoons: winds usually from the south. Regardless, land uphill. No cellphone service. Emergency field only. For those not well experienced in landouts, damage chance is 40% for 15-meters, and damage chance is 99% for 18-meter. Still, all landings will likely be walk-away with wingtip damage as a possibility per above guesses.



Looking north from the south end



Obstacle on the north end

Owner **David Miller** is very friendly. He and his wife live at Kelly Airpark. They regularly fly their Maule (STOL) into and out of Coyote Creek. It is a challenging runway, but very appropriate for his aircraft; it is what the Maule is designed to do well.

840 NOTES by Alice Palmer

This is the first month in several years that we don't have a refurbishment report, but, I would like to thank **Jon Stark**, **Gary Baker**, and **Mark Palmer** for helping me with some minor maintenance on 840, including replacement of the canopy seal. Also, many thanks to **Jon Stark** for the donation of a custom canopy cover made for 840. There are lots of straps to figure out, but this cover will help keep the ship cool when tied down.



Thank you Jon Stark!

Also, after **Becky Kinder** and **Quay Snyder** landed, and with the Hangar 2 blocked with private owner trailers awaiting derigging, we slipped 840 into the front of Hangar 3. It seems to be very happy there, and pending Board approval, we may make its permanent home there. We think this will minimize the potential for hangar rash and will be a better solution to protect our asset when weather threatens.



Possible new home for 840 in Hangar 3

DOWNHILL DASH 2021 by Mark Palmer

Summer is coming up and it's time to schedule this year's Downhill Dash. As usual, it's a juggling act to figure out the best dates. This year we're not only having to work around expected weather, but also potential runway work at KAP.

August and September have been our usual months to schedule, trying to avoid monsoon season. The last two years we've tried scheduling two successive weekends in order to give club members or partners a chance to fly, and to increase the chance for at least one good weekend of weather.

Would the club still like to try for two weekends? Or two days over one weekend, such as the Labor Day holiday weekend? Please look at your calendars and give us feedback about possible dates as soon as you can so we can put this on the calendar.

SHIPS FOR SALE

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

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



PHOTOS



Brandon Kolk and Bill Patrick in 840



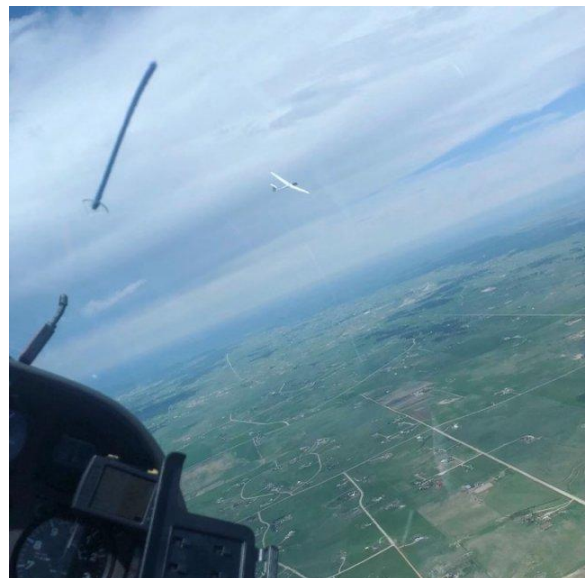
Joshua Abbe and Becky Kinder in 9BA



Two gimps. Alice Palmer and Lee Kuhlke showing off their shoulder surgeries. Between the two of them, they're a full pilot.



Annual Day



Steve Johnson Scholarship winner Patrick Mendonca had an opportunity to fly with Bif Huss in the Duo Discus on 5/29/2021. Here they are flying with 21, Jeff Maki.



View from the back: While Alice has been grounded, Mark has been doing flight checks in the 2-33. Here's Mark's view forward while giving Frank Debacker his WINGS check. Attitude flying!



Vitaliy Aksyonov and John Gillis fit the newly rebuilt gear doors on the Russia, 87E.



Joshua Abbe can't do this with the L-23.



Donald Hannon brings in 1 Golf Mike.



Doug Houston lands 77 with passenger Fred Baumgartner after the rain passes.



*Duo Discus home before the rain
Photo by Patrick Mendonca*