

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



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Club Web Page: [SoarBFSS.org](http://SoarBFSS.org)

Airworthy Archive: [SoarBFSS.org/Airworthy](http://SoarBFSS.org/Airworthy)

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

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Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

We're still a couple of weeks out from runway completion, so no flying yet. If you're like me, you're getting a little impatient. The big issue right now is resolving berms and dropoffs. We'll have a nice new runway when it's done. When we do resume flying, I urge everyone to go out and walk the runway.

In mid-May Alice and I, **Vitaliy Aksyonov**, **Donald Hannon**, and **Deb Ings** ventured down to Moriarty for an impromptu BFSS Soaring Safari. It was hot, and it was very windy. Alice and I got in some flights, and Vitaliy got his Diamond Goal. Unfortunately, the Russia, 7E, was heavily damaged when Donald ran into heavy sink and had to put it down in a field. Fortunately, Donald is fine.

While at Moriarty we had tremendous help and advice from the folks there. Thanks to **Colleen Koenig**, **Steve Hill**, **Bill Hill**, **Fidel Ramirez**, **Mark Hawkins**, **Rick Kohler**, **Dan Mockler**, and airport manager **Bob Hudson**, who also let us into the Southwest Soaring Museum to see the wonderful exhibits there.

Finally, good luck to those venturing out to contests this summer!

Mark Palmer, Editor



*Moriarty sunset*

## PRESIDENT'S MESSAGE by Bif Huss

The cumulus are definitely back and the big Colorado sky is beckoning. Unfortunately, we're still waiting for the runway resurfacing to be completed. The asphalt has been poured and we have a beautiful 44-foot wide new runway surface. We are now waiting for the runway edges to be blended to the grass areas. In some sections, there is almost a 3-foot dropoff to the surrounding grass surface. Hopefully, this issue will be addressed shortly, and we can start the soaring season in earnest.

Last weekend, during the runway closure, BFSS participated in a trial support of the Civil Air Patrol by sending a towplane and pilot to the Air Force Academy. This exercise proved to be highly successful with over 30 tows being conducted. We are hopeful that when our second towplane becomes available that we will be able to support the CAP monthly. We'll keep

you posted on this potential new program to help young pilots get introduced to flying.

BFSS conducted its annual membership meeting last month. Thanks to **Mark Palmer** for conducting an important safety meeting and to **Becky Kinder** for organizing the BBQ. The main outcome of the meeting was the election of two new BOD members: **Bill Patrick** and **Donald Hannon**. **John Gillis** and **Becky Kinder** were elected to additional 2-year terms. A special thanks to outgoing BOD members **John Mann** and **Brandon Kolk** for their outstanding dedication to BFSS during the last two years.

**Zsolt Silberer** has volunteered to become the new Membership Committee Chairman. Zsolt has been doing an outstanding job as the BFSS commercial ride coordinator and I'm sure he will be fantastic in his new role. Please step up and help him with introducing our club to potential new members.

Finally, **John Gillis** and I head to the 20-Meter National Championships the first week in June. The 20M's will be close by in Hutchinson, Kansas. Several BFSS members are already planning to help the H7 crew or just take in a national soaring contest. If you're interested in attending, we'd love to see you there!

See You at Cloudbase!  
Bif "H7"



*Patience....18-Meter Nationals at Bermuda High, Lancaster, NC. Photo by Bif Huss.*

## CALENDAR

### Board of Directors Meetings

**June 21, 2022 6:30 – 9:00**  
At Clubhouse

**July 12, 2022 6:30 – 9:00**  
Via Zoom

**Standard and 20-Meter Multi-seat Nationals**  
**June 7 – 16, 2022**  
Sunflower Gliderport, Yoder, KS

**BFSS Saturday Potluck Barbeque (after flying)**  
**June 18, 2022**

**Open Class and 15-Meter Nationals**  
**June 23 – July 2, 2022**  
Hobbs, NM

**Kelly Air Park Pancake Breakfast Fly-in**  
**July 9, 2022, 7:00 AM – 11:00 AM**

**Women's Cross Country Camp**  
**July 3 – 8, 2022**  
Moriarty, NM

**Club Class Nationals**  
**August 30 – September 8, 2022**  
Moriarty, NM

**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)** – Nothing to report

**2-33 (840)** – MPH airspeed indicator reinstalled. Annual in progress.

**Blanik L-23 (9BA)** – Repair work continues.

**Blanik L-13AC (2BA)** – Annual in progress

**AC-4C Russia (87E)** – Rest in peace little “Zoya.”

**PW-5 (1GM)** – Nothing to report

**ASW-19 (Z3)** – Nothing to report

**Pawnee (76S)** – Nothing to report

**Pawnee (41Y)** – Work on upgrades 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.

## UPDATED OPS DUTY CALENDAR AND NOTES by Joshua Abbe

The new summer GOD schedule has been released. The schedule is posted on the BFSS website also, under the "Ops Duty Calendar." I have tried to keep an alphabetical order, and have tried to make exceptions or edits to the schedule where people have asked.

All regular flying members (excluding towpilots, instructors, and presolo students) are required to volunteer as Ground Operations Director (GOD). All eligible members are required to be GOD TWICE throughout the summer. The Board

has provided us with an additional towplane, and there is no excuse for us to fall short of 30 tows a day. Dual GODs will facilitate additional flying, and also allow GODs to get a flight in before/after their duty cycle. Note: For those of you on the schedule during the airpark shutdown, if the closure continues past the expected finish date, your dates will simply move to the end of the schedule.

If you are unable to make your scheduled date, it is your responsibility to coordinate a date swap/sell/bribe/barter/beg/buy with another member. If you have any comments, concerns, or questions, please feel free to contact me. If you are on the schedule and you feel you should not be, or if I missed you and you are supposed to be on the schedule, please let me know. A few things to remember:

**BRING GLOVES.** Rope burn is no laughing matter.

**PUT YOURSELF ON THE CALENDAR,** and remember to include your phone number. You will want the towpilot to be able to contact you if the day is cancelled.

Please be sure to contact ATC at the beginning and end of the day.

Don't forget there is a GOD Instruction Manual in the clubhouse.

**BRING SUNSCREEN.**

It is not your responsibility to prepare aircraft for flight, but please help other pilots and ground crew when asked (like pulling an aircraft in/out of a hangar).

Please keep the radio handy and be prepared to retrieve and launch aircraft in a timely fashion.

Please keep up with situational awareness, and think ahead about where various aircraft are and where you need to be to best recover, launch, and clear the runway.

Have fun. Remember to bring sunscreen, food, water, and gloves.

DO NOT drive the golf carts on the grass.

At the end of the day, take the golf cart and broom and sweep any gravel off of the runway. Better yet, get that student who careened off the runway under hard braking to sweep up all the rocks he spewed on the runway. (I promise I, ...err..., they, will never make that mistake again!)

If you are not the GOD for the day, but are hanging around the club (it's OK, we have a nice club, we all hang around), don't be afraid to hop in and help out. I'm sure the GOD would love a quick break or another hand.

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.]*

**Joshua Abbe**  
GOD Coordinator

Here is the Ops Duty schedule for June and early July 2022:

Kinder, Becky	06/03/2022
Kinder, Mike	06/04/2022
Abbe, Joshua	06/04/2022
Buist, Mark	06/05/2022
Boerner, Raul	06/05/2022

Kinder, Julie	06/10/2022
Culbertson, Rick	06/11/2022
Brown, Dylan	06/11/2022
Dean, Val	06/12/2022
Fanning, Dave	06/12/2022

Sherrard, Jeff	06/17/2022
Dimick, Scott	06/18/2022
Buist, Mark	06/18/2022
Fanning, Dave	06/19/2022
Culbertson, Rick	06/19/2022

Dunmall, Chris	06/24/2022
Gerner, Andy	06/25/2022
Dean, Val	06/25/2022
Ings, Deb	06/26/2022
Dimick, Scott	06/26/2022

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

## CONGRATULATIONS NEW BOARD MEMBERS!

**Bill Patrick** and **Donald Hannon** were elected to the Board, taking the place of outgoing members **Brandon Kolk** and **John Mann**. **Becky Kinder** and **John Gillis** ran for reelection and won. Congratulations!

Our Board members are:

<b>Bif Huss</b>	President
<b>Becky Kinder</b>	Vice President
<b>Brian Price</b>	Secretary
<b>John Gillis</b>	Treasurer
<b>Vitaliy Aksyonov</b>	
<b>Donald Hannon</b>	
<b>Bill Patrick</b>	

## SUMMER BARBEQUES RESUME!

At long last, the Third Saturday Potluck Barbeques are back! The first one will be on Saturday, June 18<sup>th</sup>, after flying. Please bring an entree, beverages, or dessert to share.

As part of the first barbeque of the season, **Becky Kinder** is providing a box with all of the old First Solo cutoff shirt tails. Find yours and hang it up on the wall!

## CONGRATULATIONS

**Bill Patrick** – Is the new owner of LS-4a, “DS.” Welcome to the glass club!

**Zsolt Silberer** – New Membership Director

## ACCOMPLISHMENTS

**Vitaliy Aksyonov** – Diamond Goal flight approved! (out of Moriarty, NM)

## THANK YOU!

**John Mann** and **Brandon Kolk** – For their service on the Board

**Doug Curry** – For May annuals on 840 and 2BA; installing boom mics in 840; and ongoing work on L-23 and new Pawnee 41Y. *PLEASE GIVE DOUG CURRY A BIG THANK YOU WHEN YOU SEE HIM. HE IS DOING A TON OF WORK FOR THE CLUB!!*

**Bill Gerblick** – For ongoing help on 41Y, 76S, and various other projects around the club

**John Mann** – For organizing and keeping track of the long list of aircraft maintenance items

**Dave Rolley** – For work on electrical wiring in various ships

**Ed** and **Barbara Welsh**, from Estancia, NM, who were so kind during our retrieve of **Donald** and the Russia from their field. Ed helped derig the glider, and they provided additional items to help secure it, along with BEERS! Our sincere gratitude to you both.

**Gary Baker**, **Carolyn Baker** and **Chris Dunmall** – For helping the Palmers wash and wax their wings, along with Gary's (and Caroline provided wonderful meals!)

Many members helped with the annual meeting and barbeque in May. See **Becky Kinder's** article below.

## FORTHCOMING: CLUBHOUSE SQUAWK LIST! by Becky Kinder

By popular demand (honest!) there will be a list of clubhouse squawks posted on the windows of the computer room soon. If each member will do even a tiny bit of work each time they

are at the clubhouse, the overall appearance will be much better and workloads will be greatly reduced. Thanks for asking about ways to help out!

## BFSS AWARDS 2021 by Alice Palmer

As part of our Annual Meeting, we were finally able to recognize our 2021 BFSS award recipients. These awards are normally presented during the Winter Party in February, but COVID interfered again this year. It was my pleasure to finally be able to give out these well deserved 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](#).

## 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. **Bill Patrick** has excelled in his flying, recently earning his Private Pilot certificate. He's also stepped in to volunteer his many skills for the club, especially fiberglass repair and layup. He created a new tail dolly and repaired an existing one, along with other glass repairs. He's also serves as the 2-33 plane captain. Congratulations and thank you, Bill!



*Bill Patrick, Student of the Year*

### Junior Member of the Year

BFSS has always been dedicated to getting young people soaring. The Junior Member of the Year recognizes a young BFSS member under the age of 21 who gives back to the club as a volunteer.

In 2021, BFSS was the beneficiary of the Eagle Scout walkway project designed and executed by **Patrick Mendonca**. This walkway will benefit the club for many years to come. For his leadership and hard work, Patrick has been named the Junior Member of the Year. He was joined by his entire family for the presentation of his award. Congratulations Patrick!



*Patrick Mendonca, Junior Member of the Year*



*Patrick celebrates with his family.*

### Volunteer of the Year

We are fortunate to have so many members willing to contribute time to ensure that our all-volunteer club thrives. There are always a number of members each year who go above and beyond the call of duty. This year, as all of you know, **Becky Kinder**, our Volunteer of the Year, has devoted countless hours to the Buildings and Grounds Committee. Not only has she led the team doing all the clubhouse remodeling, but there were many days spent behind the scenes learning about asbestos mitigation, getting quotes, meeting prospective contractors at the gliderport, as well as all the hours spent doing hands-on work. Thank you Becky!



*Becky Kinder,  
Volunteer of the Year*

### 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. This year, **Gary Baker** is recognized for his contributions to the club. Gary served as a Board member for multiple terms; he was part of the core volunteer team for the three-year 2-33

refurbishment project; and he has given many hours to the clubhouse remodeling project this year, among other projects. Thank you for your service to the club, Gary!



*Gary Baker, Robert Knapp Service Award*

### 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.

Last year we had a number of good flights, including some distance flights for badges. Several pilots made it to Limon or Flagler. The next weekend, **Vitaliy Aksyonov** beat them all with his Gold Distance and record flight to Colby, Kansas! Congratulations, Vitaliy, for a great flight as winner of the Downhill Dash.

#### FRIENDLY REMINDER

The dry season is here. 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.



*Vitaliy Aksyonov, Downhill Dash Winner*

### Most Unplanned Retrieves (but for 2021, the LONGEST Retrieve!)

One of our new awards from last year was to honor our unsung heroes who come to get us when we unexpectedly land out. Since we didn't have any ground retrieves last year, we changed the rules! For 2021, the award goes to **Donald Hannon** for the longest retrieve—to Colby, Kansas to get Vitaliy after his downhill dash. Congratulations Donald!



*Donald Hannon, Longest Retrieve*

### 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.

Last year, we only documented one unplanned landout. **Dave Leonard** landed at Calhan and was aero retrieved by **Kyle Kendall**. As we know, Dave is always pushing himself to go farther and faster. So congratulations, Dave!



*Our Landout Superhero, Dave Leonard*

### 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. Last year's award goes to **Dave Leonard** for his outstanding flights on OLC for 2021. Congratulations Dave!



*Chris and Sharon Dunmall's "Food Truck" at the Picnic*



*Dave Leonard, Soaring Free Award*

I find it interesting that, for two years in a row, the Landout Award and the Soaring Free Award have gone to the same person....

Congratulations to all of our 2021 award recipients. We're looking forward to honoring the 2022 awardees, hopefully at our Winter Party next February.

### ALL HANDS WERE ON DECK FOR THE MEMBERSHIP (PICNIC) PARTY by Becky Kinder

It was a busy day, and I'm afraid we had more help than could easily be tracked! **Lee Kulke** arrived early to set up the meeting room. **Brandon Kolk** was well into adding UV resistant film to the large window in the battery room by the time we got to Kelly. **Mark Buist** arrived early to help set up and was generally helpful all day. **Alice** and **Mark Palmer** also found ways to lend a hand rearranging the furniture and setting up the meeting room.

I've lost track of exactly who helped remove the large black filing cabinet from the battery room, but the aircraft logbooks are now where they belong in that room. **Donald Hannon** and



**Scott Dimick** come to mind, and they, along with **Kip McClain**, **Mike Kinder**, and **Vitaliy Aksyonov** also moved the carpet rolls into the hangars.

Many members helped set up, including our guest, **Lucas Mendonca** (Patrick's brother). Special thanks to **Alan Hoover** and **Jamie Treat**, each of whom not only loaned us grills, but went out of their way to help transport them!

**Chris** and **Sharon Dunmall** brought their "food truck," shared grill ops, prepared rice pilaf, grilled vegetable kabobs and Portobello mushroom entrees and the super grilled pound cake dessert. They organized, consulted, and were generally amazing and generous. **Carolyn Baker** helped and organized, and made the lovely spring salad.

The **Kinders (Mike, Julie, and Becky)** combined efforts on the flank steak and salmon, set up, tear down, etc. **Scott Dimick** and **Brian Price** assisted in the cleanup—along with many others. **Dave Richards** once again let us piggyback on his trash trailer. Thank you!

It was a great day. Thanks to everyone who helped make it so!

## TOW RELEASE PROCEDURE UPDATE by Alice Palmer

Prior to the Airpark closure, with agreement by **Chief Tow Pilot Bill Gerblich**, the instructors were experimenting with releases under normal tension. Throughout these experiments, we had no problems and no jamming of the tow reel using the normal release.

So, the instructor team, with Bill's approval, has decided that we will no longer be teaching the soft release as the normal tow release. Our standard release procedure will now be to release from normal high-tow position under normal tension. *It is important to ensure that you **do not** release with excess tension, as this has been shown to snag the towline.*

The soft release remains as an accepted optional release method, at the discretion of the glider pilot.

In addition to the tow release change, a pre-release call (e.g., "X seconds to release" or "standby for release," etc.) is no longer needed. The glider pilot should release when ready and make the right turn off of tow. Only if the tow pilot appears not to have noticed the release should the glider pilot call to indicate he/she is off tow. Bill has notified his tow pilots of this change.

Note that with these changes, we will align our training program back to the SSA standard and practical test standards. It will also have the added benefit of reducing radio calls when we have two towplanes in operation.

If you have any questions, please contact me or Bill Gerblich.

## WEED SEASON HAS ARRIVED! by Becky Kinder

**John Gillis** began weed mitigation by dosing the new assembly area with Roundup. KAP residents **David Allen** and **Dan Jordan** joined **Raul Boerner** and **Becky Kinder** spraying clump grass near the edges of Lot 8. For the uninitiated, the BFSS property is KAP Lot 8. Spraying herbicides has a meditative quality. If you long for a relaxing service opportunity, never fear! There will be other chances!



*Clump grass after spraying*

Kochia season is coming soon, clump grass will be an ongoing battle, and even now the grass is growing. (Don't jump the gun. Treated clump grass edges should NOT be mowed for about two weeks.)

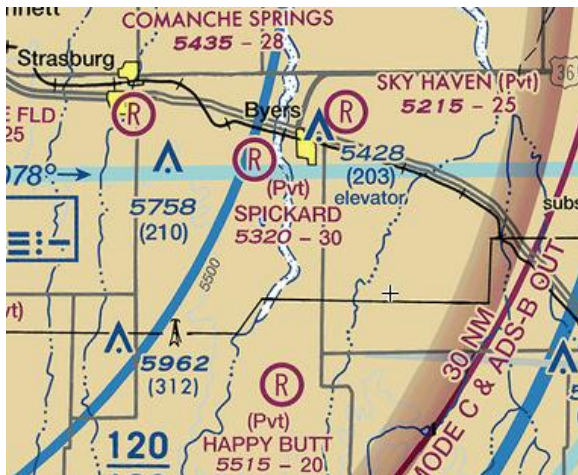
## AIRFIELD UPDATE

Our intrepid traveling airfield scout, **Raul Boerner**, called to give a report on some recent airfield scouting excursions. Pull out your Denver sectional to locate these fields.

First **Happy Butt** (!), identifier 6CO7, located under the outer Class B ring SE of DIA and NNE of Chaparral, is owned by **Robert Husted**. He says we're welcome to land there anytime. The dirt runway is 2000 feet long, and may be a little muddy during the wet season.

**Sky Haven**, CO17, located along I-70 two miles east of the town of Byers, is owned by **Mark Allen**. He welcomes us to land on his 2500-foot runway. This field is also under Class B airspace.

Raul feels **Spickard** field, located just SW of Byers, is too close to the lower section of Class B airspace to be useful to us.



Now SE of Kelly and east of Rush, Colorado, is **High Mesa** (23CO). This field is managed by **Don Johns**. We are welcome to land on the

4000-foot runway, but use caution as there are powerlines on both ends.

And finally, nearer to home, an airfield that is not on the sectional is **Payne** field. It is south of the town of Elbert (two miles SSW of the Boy Scout Ranch), on the west side of the Elbert Highway and south of County Road 82. Payne has a N/S strip that looks to be about 2500 feet long.

As always, choosing to land at any of these fields is at your own discretion. If you have any questions or need more detail on these fields, have a chat with Raul. Thanks for sharing your airfield research Raul!

## CART BATTERY MAINTENANCE TIPS by Doug Houston

As we start a busy flying schedule with GOD and cart operations, here are some tips regarding cart battery checks.

Cart 2 had new batteries in the fall of 2021. Cart 1 batteries are working well and we want to get them through another year.

The battery terminals have been cleaned and sprayed with an orange anti corrosion spray. Due to our dusty conditions the terminals are covered with lots of dust.

That's OK! If corrosion occurs on some of the other metal fittings it's easily removed with a baking soda bath.

Concerning battery water level checks: if you have time as GOD and want to, check. Be careful removing the battery cell caps.

The water should be about ¼ inch above the plates. Add distilled water if the level is close to the top of the plates or BELOW the plates. **No need to add water to the bottom of the filler tube.**

There is a blue plastic battery filler with distilled water on the glider battery shelf by the door. Several gallons of distilled water are in the back storage room if needed.

Thanks for your assistance with checking on the critical power source on the carts!

**Doug Houston**, Golf Cart Manager (GCM)

## 2022 1-26 CHAMPIONSHIPS AT CHILHOWEE by Becky Kinder

It was my first glider contest ever, and I planned to crew for my WSPA Scholarship Mentor, **Kristin Farry**, whom I'd never met. It was Day 6 and weather hadn't been very cooperative. In the early morning quiet there were two gliders being assembled, so we offered to lend a hand. **Ron Schwartz** brought us into assembling 680 with clear instruction. It was the first sip from the fire hose. *[Editor's note: 1-26s don't use contest letters. Instead they use the serial number of the particular ship. So 680 is Ron Schwartz' contest number and serial number.]*

Chilhowee Gliderport has a considerable grass runway surrounded by a sod farm. It's just east of a ridge so covered in trees that one can only assume they're rooted in dirt. Three towplanes launched 23 gliders—and several relights (relaunches)—in approximately 50 minutes. (**Sarah** and **Jayson Arnold** towed before competing!)

I'm not sure how it happened, or when. Maybe seeing just how easily and well the 1-26 assembles, or maybe it was the undercurrent of excitement, or the familiar sense of self-awareness within a group of pilots...or the sight of gorgeous 1-26s on the grid under a brilliant blue sky...or watching them scratch their way into a successful contest day...or realizing that my heart skipped a beat as the towplane started on the final day, but somehow it happened: I'm hooked. I absolutely love 1-26s!

Kristin had built a good case for these little sailplanes before we'd arrived. It's common knowledge that they're inexpensive, easy to assemble, and fun to fly. They provide good pilot protection and are easily repaired compared to the glass ships. She didn't mention how beautiful they are or a key component of the 1-26 Championships: that by flying the same model aircraft, the contest really does emphasize the skill of the pilots. A 1-26 can “stay up in a sneeze,” but with only a 23:1 glide ratio they don't usually travel far. Apparently, “If you don't land out in a 1-26, you're not trying hard enough.”

There's a saying that “The 1-26 Championship is really one big retrieve party.” I participated in two retrieves, both well-prepared and executed, and injury free to both pilot and plane.

Some say the 1-26 pilots are mellow about their contest, but I'm not sure that's true. These pilots came serious and prepared, but they also value their friendships. An undercurrent of excitement pervades even their laughter during an otherwise serious briefing. They focus intensely on the competition, but make time to include new members, greet guests, and visit. It was a privilege to be among these amazing people.

Caesar Creek, see you in 2023!



*Kristin Farry and her beautifully restored 1-26D prototype, #400*



*Launch grid forming*



*Mike Kinder gets ready to grab the towline to launch Women's World Champion Sarah Arnold in Dan Nezgoda's "2 Bits." Len Morgan is on the wing and Gary Carter observes.*

## REPLACING TRAILER WHEEL BEARINGS by Raul Boerner

Glider trailers need continued maintenance. For example, new tires should be considered every three years—maybe earlier if the trailer is left out in the elements, only to be damaged by the sun, rain, snow, wind, dirt, etc.

Personally, I repack the wheel bearings every spring. This keeps the trailer ready for soaring season. Contests are usually a long drive, so repacking is important.

This year, I chose to replace the bearings. Then, I pulled the bearing races to closely inspect

them. WOW, good thing! One of the races (which is where the bearing rides) was damaged. The race was discolored due to excessive heating. Also, it was scarred and delaminating.



*Race with bearings*



*Damaged race*

## MISCELLANEOUS ACTIVITY AREAS

Some of those who attended last month's Safety Briefing noticed a new symbol next to the glider symbol by KAP on the new Denver sectional chart. This new symbol had an "A" instead of a "G." It turns out there are five "Miscellaneous Activity Area" symbols:

Miscellaneous Activity Areas	
Aerobic Practice Area	
Glider Operations	
Hang Glider Activity	
Ultralight Activity	
Unmanned Aircraft Activity	

So the new symbol indicates there is an aerobic practice area by Kelly.



Thanks to **Andy Gerner** for noticing and following up.

### OXYGEN TRAINING EVENT

**Kip McClain** took advantage of the FAA's Reduced Oxygen Training Environment event up at Rocky Mountain Metro Airport (KBJC) on 5/14. For those of you who aspire to fly high, you should catch this next time around.



Oxygen training setup

SIGN YOUR NAME Kip McClain DATE 5/14/2002

1. COMPLETE THE CROSSWORD PUZZLE

DOWN  
 1. LACK OF OXYGEN  
 2. EXPANDS W/ HIGHER ALTITUDE  
 3. COMPRISES 78% OF THE ATMOSPHERE

ACROSS  
 1. COMPRISES 21% OF THE ATMOSPHERE  
 2. DECOMPRESSION TAKING 8-10 SECONDS TO OCCUR  
 3. BUBBLES TRAPPED IN A JOINT

2. SOLVE THE MATH PROBLEMS AND COMPLETE THE MAZE:

11267    11267    760    780    152  
 +7652    -7652    x 20    x80    +608

3. Sign your Name: \_\_\_\_\_

4. Baseline O<sub>2</sub> Saturation/Pulse Rate: 73 / 76

One Minute (Check All Symptoms)	Two Minute (Check All Symptoms)	Three Minute (Check All Symptoms)	Four Minute (Check All Symptoms)	Five Minutes (Check All Symptoms)
Tingling	Tingling	Tingling	Tingling	Tingling
Air Hunger	Air Hunger	Air Hunger	Air Hunger	Air Hunger
Fatigue	Fatigue	Fatigue	Fatigue	Fatigue
Headache	Headache	Headache	Headache	Headache
Dizziness	Dizziness	Dizziness	Dizziness	Dizziness
Hot/Cold	Hot/Cold	Hot/Cold	Hot/Cold	Hot/Cold
Vision	Vision	Vision	Vision	Vision
Numbness	Numbness	Numbness	Numbness	Numbness
Nausea	Nausea	Nausea	Nausea	Nausea
Other:	Other:	Other:	Other:	Other:

O<sub>2</sub> Sat/Pulse    2 Min O<sub>2</sub> Sat/Pulse    3 Min O<sub>2</sub> Sat/Pulse    4 Min O<sub>2</sub> Sat/Pulse    5 Min O<sub>2</sub> Sat/Pulse

Kip's test

### NOW MAYBE THEY'LL TALK ABOUT SOMETHING ELSE

While at Moriarty, the **Palmers** pulled the trigger on a used Cobra trailer to replace their aging trailer. Three and a half days were spent converting it from holding a Ventus 3 to the DG-300. Many thanks to **Fidel Ramirez** and **Steve Hill** (who both helped with mods), Airport Manager **Bob Hudson** (who provided an empty hangar to work in), and **Vitaliy Aksyonov**, **Donald Hannon**, and **Deb Ings** for help in making the conversion. **John Gillis** provided the last bit of help to get the trailer fully functional when we got home.



New trailer for Echo Fox

## OXYGEN BOTTLE TESTING

The DOT (*not* FAA) requires oxygen bottles to be hydrostatically tested every five years. When we brought the 1-26, #182, home, it included two oxygen cylinders that had not been tested in recent memory. We found a great place in south Denver to have the work done. We had one-day turnaround and the cost was \$37. The manager, **James Fuqua**, loves airplanes.

MARMIC Fire and Safety  
3035 S. Umatilla St.  
Englewood, CO 80110  
(303) 367-2464

## 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](#).



## PHOTOS



*Deb Ings has a second career smuggling beer out of New Mexico.*



*"Let the paving begin!" Photo by John Gillis*



*Stan Bissell captured the runway paving from the air.*



*Nice runup area  
Photo by John Gillis*



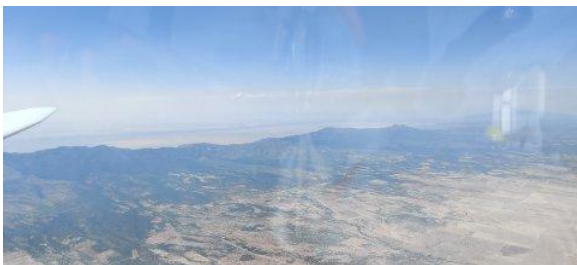
*Annual Day! Photo by Clay Thomas*



*Bit of a dropoff on the runway edge,  
soon to be mitigated*



*Vitaliy after his Diamond Goal flight at Moriarty*



*Vitaliy Aksyonov took this picture of the  
Manzano Mountains west of Moriarty, 5/18/22.  
Lots of smoke in the area from various fires.*



*Deb Ings runs the wing for Alice Palmer at  
Moriarty. Deb was kept busy on the launch line  
during our visit, helping not only the BFSS pilots,  
but the locals as well.*



*Hermit Peak fire from Moriarty*



*Ed Welsh was the kind farmer who helped with the Russia retrieve, along with his wife Barbara.*



*Gary Baker and Alice Palmer polishing and waxing.*



*Grid at Region 5 North Contest  
Photo by Bif Huss*



*Alice Palmer works on relocating the tail holders on the Cobra trailer.*



*Southwest Soaring Museum  
Photo by Raul Boerner*