

# 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

I don't know about you, but I'm extremely frustrated by the weather this year. We've had an inordinate amount of rain. And while that's great for the drought, it's not so good for soaring.

Fortunately, we've been able to share **Bif** and **John's Wild Ride** at the 20m Multi-place Nationals. Through his daily reports, pictures, and videos, John has managed to keep us in the cockpit. **Raul Boerner** is giving us daily updates from the Region 9 Contest in Tucson. Thanks John and Raul!

Finally, please check out the last page of this issue. KAP homeowner and BFSS member **Alan Hoover** is organizing a fundraiser for the Flying History Foundation, racing his Fouga jet at the last Reno Air Races. Check it out and consider donating!

Mark Palmer, Editor



## PRESIDENT'S CORNER

by Becky Kinder

Do they give Pulitzers for Narrative Correspondence in the Glider World? I've been wondering if we need to invent the "Gillis" award. **John Gillis's** reports and videos inspired and encouraged us all and educated many of us. As I write, **Raul Boerner** and **Lee Kuhlke** are assembled for the Region 9 competition and we can hope to hear from them as well. (Go DM! Go H1!)

**Bif Huss** and **John Gillis** did us proud in the 20-meter Team Nationals, our new assembly area is being rain soaked, and we've completed the great glider/trailer exchange between Hangars 2 and 3. Anticipation grows as soaring season sputters to life and we prepare to meet our own personal goals.

Lot 8 continues to improve in both appearance and usefulness to BFSS. Ongoing efforts include repairing the worn out Hangar 3 door, finding its replacement, and arranging temporary storage options. The exchange of storage between Hangars 2 and 3 will give us all a chance to consider best options for the long term.

The new assembly area resulted from hours of discussion, research, and careful planning.

Although we were able to save some of the tiedowns, we might eventually add a cable line similar to the one at other airfields. It would be able to serve any size aircraft, unlike our existing tie downs, which were largely made with 2-33s and Super Cubs in mind. Such an installation would require purchase/receipt of materials and some sweat equity.

BFSS thrives on volunteerism and pursuit of excellence in everything we do. It's been gratifying to receive feedback from members concerned about finding the best ways to handle various issues. Their input has impacted my thinking, often challenging my assumptions and broadening my perspective. I'm surrounded by people with tremendous expertise who care deeply about BFSS, and am reminded that it is a serious privilege to be part of this club. Lift and blessings!

Becky

## CALENDAR

### Board of Directors Meetings

**June 13, 2023 6:30 – 9:00**  
At the Clubhouse

**July 11, 2023 6:30 – 9:00**  
Via Zoom

**Downhill Dash NEW DATES!!**  
**July 8 and July 15, 2023**

**Women's Cross Country Camp**  
**September 3 – 8, 2023**  
Moriarty, NM

**BFSS Saturday Potluck Barbeque (after flying)**  
June 17

## FLEET UPDATE

**ASK-21 (77)** – Nose wheel tube replaced

**2-33 (840)** – Nothing to report

**Blanik L-23 (9BA)** – Bottom painted and fuselage flipped. Getting closer....

**Blanik L-13AC (2BA)** – Annual inspection completed

**PW-5 (1GM)** – Currently stored in the shop area

**ASW-19 (Z3)** – Currently is in its trailer until new doors for Hangar 3 arrive. That means it needs to be assembled and disassembled every flying day, so please partner up to do this.

**Pawnee (76S)** – The reel has been tuned to make it easier to deploy. See safety article below.

**Pawnee (41Y)** – Rebuild continues.



*We Flip Blaniks – Alice Palmer, Vitaliy Aksyonov, Jon Stark, Andy Gerner, Brian Price, Stan Bissell, Terri Gerner, Bill Gerblick, Mark Palmer, Colin Mead, Brandon Kolk (who took selfie)*

### FRIENDLY REMINDER

Spring is here and with it thunderstorms and rain (as if you hadn't noticed). 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. **PLEASE BE ESPECIALLY VIGILANT THIS SUMMER KEEPING OFF THE NEW GRASS ON THE RUNWAY EDGES!**

## OPS DUTY CALENDAR

Here is the Ops Duty schedule for June and early July 2023. *[Note: If you have swapped duty dates with someone, please send a note to the editor so we can publish more accurate information. –Ed.]*

|                           |            |
|---------------------------|------------|
| Kinder, Rebecca           | 06/02/2023 |
| Kinder, Mike/Cole, Dennis | 06/03/2023 |
| McClain/Culbertson/Jordan | 06/04/2023 |

|                         |            |
|-------------------------|------------|
| Price, Brian            | 06/09/2023 |
| Leonard, Dave/Dean, Val | 06/10/2023 |
| Maki/Dimick/Boerrigter  | 06/11/2023 |

|                            |            |
|----------------------------|------------|
| Baker, Gary                | 06/16/2023 |
| LaFollette, K./Dunmall, C. | 06/17/2023 |
| Mead, Colin/Gerner, Andy   | 06/18/2023 |

|                         |            |
|-------------------------|------------|
| Boerner, Raul           | 06/23/2023 |
| Nadein, Alex/Hahn, Todd | 06/24/2023 |
| Palmer, M./Hannon/Lewis | 06/25/2023 |

|                           |            |
|---------------------------|------------|
| DeBacker, Frank           | 06/30/2023 |
| Patrick, W./Hitz/Peterman | 07/01/2023 |
| Penkus, Bob/Ings, Deb     | 07/02/2023 |

On weekends, the early GOD shift is 8:30 – 2:30 and the late shift 11:00 – 5:00.

### PLEASE REVIEW THE LAUNCH PROCEDURES BEFORE YOUR DUTY DAY!

Every flying member (except tow pilots and instructors on a regular teaching schedule) is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua will pair 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. **Reach out to Joshua if you feel you need to be paired with someone for more training. 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. Include [Mark Palmer](#) so he can get it in *Airworthy!*

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.

### TOW PILOTS!

**Remember to keep both the mains and tailwheel on the pavement when turning around to stage for a glider. This will help establish the grasses on the runway edge.**

**Also, do not park in front of the Huss hangar (on the north end) or the Brewer hangar (on the south end) in such a way that starting or taxiing will blow dirt toward their hangars!**

**Thank You!**

## ACCOMPLISHMENTS

**Todd Hahn** – ASW-19 checkout

**Berea Boerrigter** – Private Pilot practical test passed! And added a Blanik backseat check!



*Bera Boerrigter with DPE Elliot Crawford  
Photo by Stan Bissell*

**Zach Paluch** – Private Glider practical exam passed!



*Zach Paluch and DPE Quay Snyder  
Photo by Stan Bissell*

**Mike Kinder** – 1-26 checkout



*Instructor Jon Stark helps Mike Kinder prepare for his first flight in Blue Jay.  
Photo by Becky Kinder*

**Ethan Hitz and Dylan Brown** – First Flights with Stan

## THANK YOU!

**Doug Curry** – For annual inspections on 2BA and 840

**Vitaliy Aksyonov, Brandon Kolk, Colin Mead, Jon Stark, Stan Bissell, Alice Palmer, Terri Gerner, Brian Price, Andy Gerner, Bill Gerblick, and Mark Palmer** – For flipping the L-23 fuselage upright

**Wojtek Tomanek and Roland Laning** – For filling in the deep ruts on the east taxiway caused by the recent rains



*Wojtek Tomanek fills in some of the ruts.  
Photo by Roland Laning*

**Joe and Georgia Berger (former BFSS members)** – For the donation of tools

**Bill Gerblick, Raul Boerner, and Mike Kinder** – For mowing

**Alice and Mark Palmer** – For weed whacking

**Gary Baker** – For working with **Dr. Phil Reisselmann**, our dirt mover, and **Mitch Rohr**, of Falcon Weed Control, on construction of the new assembly area in front of the clubhouse

**Bill Gerblick** – For adjusting the reel on the Pawnee

**Todd Hahn, David Crabb, Joshua Abbe, Levi Krantz, Mark Palmer, Alex Nadein, Stan Bissell, Chris Dunmall, Gary Baker, Donald Hannon, and Vitaliy Aksyonov** – For extra GOD duty

**Scott Dimick, Bill Gerblick, Vitaliy Aksyonov, Colin Mead, Doug Curry, and Todd Hahn** – For work on Hangar 3 door

**John Gillis** – For extra towing duty and for providing a generator to open the hangars

**Mike Kinder** – For being Grill Master at the monthly potluck

**Dave Rolley, Becky Kinder, Brian Price, Rick Culbertson, Mark Buist, Wojtek Tomanek, Andy Gerner, Zsolt Silberer, Donald Hannon, Mike Kinder, and Alex Nadein** – For wrangling the Hangar 2-to-Hangar 3 swap

**Raul Boerner** – For cleaning out the drain pipes under the walkway to the hangar

**Brian Price and Dave Rolley** – For fixing a leak in Hangar 3

**Colin Mead and Romey Wade** – For replacing the tube on the ASK-21 nose wheel

## NEW ASSEMBLY AREA IN FRONT OF THE CLUBHOUSE!

Thanks to the efforts of **Becky Kinder, Gary Baker**, and so many others, we now have a new assembly area in front of the clubhouse. This extends our current assembly area to the north and will make assembly less crowded and rushed. Thank you all!



*New assembly area*

## NEW DOWNHILL DASH DATES! by Mark Palmer

As you have all noticed, the weather this spring has been terrible. Last month I held a Zoom meeting with all of you who were interested. I expressed my concern that most of us have had little or no flying time so far this year. I wasn't feeling good about throwing people Downhill with little warmup time.

It was decided that we would push the Downhill Dash out a month. The new dates are **July 8** and **July 15**. I hope by then the weather will relent and we'll get some flying time in.

If you're interested in flying or crewing for the Downhill and haven't talked to me yet, please let me know and I'll get you on the list.

## SAFETY TALK by Mark Palmer, Safety Officer

We've had a long offseason. Most of us have had little, or no, flying since last year. Because of that, we have to take special care in our flying.

This last month, we've had two incidents that highlight our lack of adequate flying time over the last several months. One involved a tail dolly not being removed, the other incident involved dive brakes opening on takeoff, requiring the towpilot to cut the line.

Both times, experienced pilots were involved. Possibly inadequate pretakeoff planning, checklist use, and not following launch procedures may have been involved.

Fortunately for all of us, no harm came to pilots or aircraft. But it could have gone either way. Looking at the incidents, I can see two common errors:

1. **Checklist use.** Both times the pre-takeoff checklist was either not finished or was done by

memory. This resulted in critical items being skipped.

2. **Launch procedures.** All of you know how vocal I am about following the published launch procedures. They're on the Flying page on the website, next to the Calendar. They may not be perfect, but they were adopted after a lot of discussion and review.

The bottom line is that we need to be constantly on guard for complacency. Complete your checklists, and follow the published launch procedures. Please review them before your GOD duty rotation comes up.

If you have any questions or concerns, please talk to me.



*Rick Culbertson reviews his written checklist before a flight.*

## TOW REEL ADJUSTMENT

Now, for a little good news: All of you know that I've been vocal about how our tow reel is not configured properly. It's been too difficult to pull out. After consulting with other clubs, **Bill Gerblick** pulled a spare reel from 41Y and figured out how to "tune" the clutch on the tow reel. We're still experimenting, but early results are promising and it is making towline deployment much easier. Your launch crew thanks you, Bill!



*Bill Gerblick works on adjusting the clutch on the Pawnee reel*

## FAA PERMITS ONLINE REGISTRATION OF GA AIRCRAFT

Aircraft registration for the most common general aviation transactions is now permitted online by the Federal Aviation Administration, with more complex registrations involving corporations, partnerships, and LLCs to be accepted in the future. "Individual aircraft owners can complete self-guided aircraft registration applications, upload legal and supplemental documents, receive auto-generated notifications, request aircraft registration N-numbers, use modernized online payment options, receive instant notification of payment, and digitally sign Aircraft Registration Applications," the FAA said in a notice.

**Full Story:** [AVWEB](#)

## HANGAR 3 DOOR

After 60 years and one move, the door on Hangar 3 has finally broken for good. Problems appeared earlier this month and despite the efforts of **Scott Dimick, Bill Gerblick, Doug Curry, Colin Mead** and others, it was finally determined that it's just not repairable.

The Board is looking into replacing the existing door with new, sliding doors. If that's the course, it may be at least 8 to 12 weeks before new doors arrive. Then they need to be installed by club volunteers.

**Bill Gerblick** has secured the door to Hangar 3 in the open position. For the near term the PW-5 has been moved into the shop area. The ASW-19 is in its trailer. On Saturday, May 27<sup>th</sup>, the trailers from Hangar 2 were repositioned into Hangar 3. **Andy Gerner's** Fox and **Brian Price's** 1-36 are now in Hangar 2 with 840.



*Hangar 3 door propped open*

## **CART 2 BATTERY ISSUES** **by Doug Houston, Cart Master**

The issues with the Cart 2 batteries not holding a charge were thought to have been solved. One of the boards in the charger itself had gone bad and was replaced. However, we had another problem on Memorial Weekend, which, again, may be related to the charger. Investigations are underway.

If you experience Cart 2 not keeping a charge till the end of the day, email me at:  
[dougchouston@msn.com](mailto:dougchouston@msn.com)  
or text 303-359-7765

Cart 2 is now parked in Hangar 1, on the south side. It will remain there until Hangar 3's door is replaced.

## **SIMULATOR UPGRADES** **by Mark Palmer**

During May, several upgrades and fixes were done on the club simulator. We now have a wireless keyboard, making input easier.

The TrackIR tracker was not functioning properly. A new tracker was purchased and installed and it now appears to be working fine.

The computer was upgraded to Windows 11.

More upgrades are planned, including a shelf on the right side to support the keypad, making command selections in VR a bit easier.

## **PRACTICE YOUR PT3s WITH YOUR FAVORITE INSTRUCTOR** **by Alice Palmer, Chief CFI**

If you take a look at glider accidents over recent years, you'll see that a significant percentage took place at lower altitudes during the early part of the tow. With that in mind, we can conclude that PT3s (at least those that occur below a normal pattern altitude) carry more risk than other flights. Practicing those emergencies is a good idea, but only with an instructor. Instructors have much more experience with these simulated emergencies than (I hope) you ever will. Instructors are trained to know when (and when not) and where (and where not) to pull the plug early to ensure a safe outcome, not just for your glider, but for the towplane and other traffic too.

Giving yourself a practice PT3 is not a good idea, and even more so if you are doing it for currency. Giving yourself a solo "elective" emergency when you may not be proficient can add even more risk. Why not take advantage of the club's pattern tow rate that gives you 1500 feet AGL to get off tow and do a full pattern for the SAME price that you will pay for a lower altitude?

As for practicing PT3s at lower altitudes, that's always money well spent and your favorite instructor will be happy to fly dual with you for that practice.

## IMAGES FROM THE 20-METER MULTI-PLACE NATIONALS by John Gillis

John Gillis kept us in the loop on the 20m Nats at Mifflin. Here are some pictures he sent. In addition, John videoed some ridge running. You can find those videos on John's YouTube channel, [here](#).



*The Grid*



*The Wait*



*The Landout*

## AIRFIELD SCOUTING REPORT by Alice Palmer

Last week Mark and I found ourselves with a rare free day with no commitments, so we decided to go on a drive. We were on a search to find the private Florissant airfield. Most of us know of this airfield, but it isn't on the DEN sectional or in the FAA database. **Raul Boerner** visited with the owners a few years ago and provided a report (see the July, 2021, *Airworthy*). We thought it would be nice to see it for ourselves, if possible.

We headed south on a scenic drive through Sedalia and Deckers and then turned west on Highway 24 at Woodland Park. Pikes Peak was barely visible in the murky distance, as visibility from the Canadian fires was MVFR.

We headed south on Teller County Road 1, past the entrance to the Florissant Fossil Beds National Monument (worth a detour, if you haven't seen it). The airfield is about 3.4 NM south of the town of Florissant, just south of the boundary of the Fossil Beds, which is marked in green on Google Earth.



*Florissant private airfield is 3.4 NM south of the town.*

About 0.75 mile south of the intersection of County Road 1 and Twin Rocks Road, there are two driveways. The second leads to a heavy equipment construction business. That is **Snare Construction, Inc.**, owned by **Randy** and **Justin Snare**. Randy's dad (Justin's grandfather)



started the business and put in the airfield some years back.



*Cross runways and driveway entrance from Google Earth*

At the blue house on the left as we drove in, we met **Terry Snare**, Randy's wife, along with about a half dozen of their 14 grandchildren, most under the age of 4. We had a very enjoyable visit with her. The Snares are happy to have us land there if needed, and have had ultralights and small airplanes use their airfield.

Here is some important information:

First, if you are landing there, watch for possible cattle or heavy construction equipment on the runways.

We only had an opportunity for a quick drive to the intersection of the runways to take a few pictures. For reference, we're calling the runways RWY 04-22 and RWY 14-32. Lengths measured on Google Earth are about 3000 feet (04-22) and 3700 feet long (14-32), but we did not get a chance to have a close look at the ends. The SW end of RWY 04-22 appears to slope uphill a bit.



*At intersection, looking SW along RWY 22. Slight slope uphill at the very end. Did not see stakes in this section. Note dropoff on the left as we look SW.*

There are dropoffs along the sides in some sections, but the runway does appear to be wide enough for a 15- to 18-meter glider to land safely, and Raul also confirmed this in his 2021 report. Recommend rolling out on the centerline.

**CAUTION**—we did see a few green stakes here and there as we drove out from the house to the intersection of the runways. They looked to be 60 or more feet apart but we did not measure this distance. Suggest avoiding rolling through the intersection.



*This is driving from the house along RWY 32 toward the intersection, looking NW. There are stakes on the left and at intersection.*



*Looking NW again, from the intersection. We did not see any stakes on the NW side of the intersection, but there are mild dropoffs, especially on the left above.*



*Looking NE at the intersection. See stake at the left side of picture.*

The runways appear to be in good shape, smooth, and mostly level except near the ends, but we did not have the opportunity to assess the full length of both runways. Based on what we saw, we would probably choose among the green sections of runway shown below for landing to avoid the stakes we saw.



As always—LAND AT YOUR OWN RISK!

**Retrieves:** Turn into the construction driveway and stop at the blue house on the left.

**CAUTION**—watch for very young children and dogs as you drive near the house!

Terry Snare is often at the house during the day and may be the one you meet. If there is no one home at the blue house, the driveway to the north off County Road 1 (with a gate, not currently locked) belongs to a son of Randy and Terry Snare and they may be home. There is access to that house from the NE end of RWY 04-22.



### **POTENTIAL 1-26 CHAMPS AT KELLY – HELP NEEDED! by Mark Palmer**

Many club members know that I’ve been working on the possibility of holding a 1-26 Championships at Kelly in the future. After working with the Kelly Airpark board and the BFSS club Board, it appears we have the support of both for such an event.

Currently, I’m looking at 2025 as the potential date (next year’s Championships will be in Texas). While that’s a couple of years off, planning work needs to start now.

Before we make any kind of formal bid for the event, I need to know if there is backing from the membership as a whole. While we have the support of both KAP and BFSS Boards, I need to ask all of you if you are willing to volunteer in some way to make this event happen.

I plan to talk to as many of you as I can in the coming weeks. I'm seeking support and commitment from you. I'll also be reaching out to clubs along the Front Range. If I can't muster enough interest and support then it's likely we won't bid on the event.

I have foolishly agreed to be Contest Manager for this event. I have enlisted the other Palmer as one helper, but I'm looking for a couple of additional club members to help me with planning. If you're interested, please contact me.



## UPDATES ON JACOB AND JULES by Jacob Beineke (via email)

Greetings,  
I know this has probably missed the intended issue of *Airworthy*, but I wanted to share the wedding pictures we took a few months ago. Life got very busy for **Jules** and me right after the last time we emailed. The wedding was December 30, 2022, and everything went awesome. It was a small ceremony with just family and a few close friends in Cincinnati, OH.



*Mr. and Mrs 2<sup>nd</sup> Lts. Jules and Jacob Beineke*

Right after the wedding, Jules started Initial Flight Training Rotary in Georgetown, TX. I followed her out to Texas one month after and I am still here. She soloed and completed the program about one month ago and headed back to Alabama for the next phase of training. She is a few weeks into academics for the TH-1H (the USAF's primary undergrad helicopter trainer).

I had my First Solo in the Bell 206 B3 on Thursday, 18 May. It was 0.5-hour in an extremely busy pattern at KBMQ (Burnet Municipal Airport) in central Texas, reminiscent of a busy day at Kelly Airpark, but this time I had an engine and the option to go around. I landed safely and did it again the next day at a different airport, this time for a 1.0 hour.



*Jacob (left) with his instructor and classmate after solo*

Again sorry for being about 5 months late with this info, but I wanted to share this milestone with y'all and say how grateful I am that you and all of BFSS were there to help me start on my aviation journey. Every single day in the helicopter I am remembering and using lessons from all the CFIs from BFSS, **Alice, John Mann, Raul, Stan, and Quay**. I am also especially grateful for the one day that **Jon Stark** sat down with me and explained the basics of helicopter flying. I wouldn't have been able to solo a helicopter without all of you spending time sharing your experience to make me a better and safer pilot. Thank you!

## BERTHA RYAN (1928-2023)

Noted woman glider pilot and engineer, **Bertha Ryan**, passed away on May 18<sup>th</sup>. She was two weeks shy of her 96<sup>th</sup> birthday.

Born in 1928, Bertha had a love of flying from an early age. She received a BA from Emmanuel College and an MA from MIT.

In 1956 she moved to California and, with the help of some friends, built an SGS 1-26A, #044. She wrote for various newsletters in Southern California. She served as Treasurer and a Director of the SSA and was a Trustee of the National Soaring Museum.



*First Flight, July 21, 1956*

Professionally, she worked at MIT, Douglas Aircraft, NASA, and the Navy at China Lake. At NASA she worked on various lifting body projects.

Her awards include the FAI Pelagria Majewska Medal, the SSA Easton Trophy, the Schweizer Lifetime Service Award, the Exceptional Service Award, and she held Silver Badge #310.

Bertha was a pioneer well ahead of her time. Godspeed, Bertha.



## FIRST SOARING MEMORY by Mark Palmer

What's your first soaring memory? Mine was riding in the right seat of a Pratt-Read in Millville, NJ, way back in the early 1960s. It was auto towed off the runway at Millville. It recently came to mind because our good friend, **Ridge Moreland**, of Moriarty, just purchased a Pratt-Read to restore. Now if I can just get a flight in it....

So, what is your first soaring memory?



*Ridge Moreland picking up the fuselage of his Pratt-Read in Hollister, CA earlier this month*

### 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.

## 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 CO15. If interested, contact [Gerald Peaslee](#).



**FOR SALE:** Open trailer. Last set up for a 1-26, but it is big enough for just about anything. Stoutly built, includes dollies for the wings and fuselage. Could haul an Abrams M-1 tank. \$1200. Contact [Mark Palmer](#).



## PHOTOS



*Ethan Hitz takes dad Dave for a ride.  
Photo by Stan Bissell*



*Turnabout is fair play: After two uneventful flights in QS on 5/27, DPE Quay Snyder noticed on his third flight that he didn't have an airspeed indication. A quick check of the pitot tube revealed a bug as the culprit. No doubt karma for all those covered airspeeds on checkrides!*



*Clay Thomas and John Gillis help Dave Leonard assemble his new JS-3.*



*What are friends for? Stan Bissell shares his umbrella with Gary Baker on another rainy day.  
Photo by Todd Hahn*



*At long last! Zach Paluch's first post-checkride flight was with his mom Regan (of course!)  
Photo by Stan Bissell*



*How many club members does it take to pull out a tow rope? Wojtek Tomanek, Vitaliy Aksyonov, Raul Boerner, Alice Palmer, Mark Palmer, and Jon Stark all took a ride out to the end of the runway to help Bill Gerblick test the tow reel.  
Photo by Bill Gerblick*



*Part of the team that flipped the L23: Vitaliy Aksyonov, Brandon Kolk, Colin Mead, Jon Stark, Stan Bissell, Alice Palmer, Brian Price and Andy Gerner.*



*Brandon Kolk and Stan Bissell test flying the ASK-21 on a chilly, damp day.  
Photo by Stan Bissell*



*John Gillis helps Rick Culbertson install a new canopy lift strut on his ASG-29.*



*Season Prep. At Gary Baker's garage, Wojtek Tomanek, Alice Palmer, Gary Baker, and Chris Dunmall work on polishing wings of the DG-300 and ASW-27 for the upcoming season.  
Photo by Mark Palmer*



*View from the cockpit of DM. Practice Day, Region 9 Club Class. Photo by Raul Boerner*



*Brenell's creative solution for dealing with the heat while crewing. Photo by Raul Boerner*



*Savannah is assigned to security, Region 9 contest. Photo by Raul Boerner*



*Sunbird's sport canopy—needs a little tweaking, but soon you will see intrepid aviator Jon Stark donning his goggles, helmet, and silk scarf for a flight into the elements!  
Photo by Jon Stark*



*Ramp at El Tiro Gliderport, Region 9 contest, Tucson, AZ. Photo by Raul Boerner*



*Someone is either overdressed or underdressed. Ethan Hitz and Brandon Kolk on the line.  
Photo by Stan Bissell*

# Texas Fouga at Last Reno Air Races

**Help me Inspire kids from 3 to 93 with the Jet!**



My vision is to use the Texas Fouga as a tool to inspire kids and aviation enthusiasts to God and aviation. This is the last year for the Air Races after 57 years! My experience in racing (Biplanes and now Jets) will help me tell of God in my life of 55 years flying. From the USAF Academy and 24 years as an Air Force fighter pilot and test pilot, to 23 years as a pilot for Southwest Airlines, and many experiences in 24,500+ hours of flying in 82 types of aircraft, I have many stories to tell that I hope will give new and old generations inspiration for their lives. The Flying History Foundation is working with me, and donations can be made through them at <https://gofund.me/bc0f1eca> or through my website at [www.texasfougajet.com](http://www.texasfougajet.com). All donations are tax deductible.

**BE PART OF MY TEAM AND HELP INSPIRE OTHERS!**

ONLY 300 MINUTES MORE NEEDED FOR THE QUALIFICATIONS IN JUNE, AND JUST 150 MINUTES NEEDED FOR THE RACES IN SEPTEMBER AT \$20/MINUTE

PLEASE HELP WITH 1 MINUTE, 5 MINUTES OR AN HOUR DONATIONS

Your help makes a difference, put some skin in the game, and watch the races! **Alan Hoover**

SCAN QR CODE WITH YOUR PHONE TO GO DIRECTLY TO MY WEBSITE TO DONATE!

