

Airworthy

The Official Journal of the Black Forest Soaring Society

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Club Web Page: SoarBFSS.org

Airworthy Archive: SoarBFSS.org/Airworthy

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Kelly AWOS Cam: [Weather Cams](#)

FROM THE EDITOR

*“A way out here they’ve got a name for rain and wind and fire. The rain is Tess, the fire Joe, and they call the wind...” – APRIL! Good gracious, will the wind never stop? It seems this April has been one of the windiest in memory. Nevertheless, we had a few cross country days and **Bill Patrick** got his Private Pilot checkride done on what turned out to be the last flight before the runway shutdown.

The windy days presented a challenge for all club pilots, including some of the private owners. April 9 and 10 were especially windy, which is why the theme of this issue of *Airworthy* is “Winds, Crosswinds, and Pilot Limits.” Herein you should find articles by me, **Bill Gerblick**, and **Alice Palmer** about handling challenging conditions. Something to reflect on while we await a return to flying.

The runway shutdown date was moved up two weekends because the preliminary work was going so well. With luck, we might be back to flying by mid-May. With the winds so high, we haven’t missed that many flying days.

Mark Palmer, Editor

* “They Call The Wind Mariah,” from *Paint Your Wagon*, Alan J. Lerner and Frederick Loewe



Rebuilding the runway starts with grinding up the old one.

PRESIDENT’S MESSAGE by Bif Huss

The long-awaited Kelly Airpark runway refurbishment project has commenced. Work is progressing nicely and there is a good chance that the runway will be reopened earlier than planned. Until then, flying operations at Kelly have been suspended.

That doesn’t mean that there isn’t a lot going on at BFSS though. The BFSS annual membership meeting will be held on May 7th. This meeting will allow the BFSS membership to cover several issues, including an update on the state of the club and most importantly, the election of new BOD members. BFSS will be electing 4 BOD members to two-year terms. If you are interested in serving on the BFSS BOD

and having a direct voice in the direction of the club, please contact BFSS Secretary, **Brian Price**, and let him know you'd like to be placed on the ballot.

Since my last message, our new towplane, 41Y, has arrived at Kelly and is undergoing refurbishment at **Doug Curry's** hangar. The trip from Stowe, Vermont, to Kelly was quite an adventure between dealing with challenging weather and several maintenance issues.

Thanks to **Alan Hoover** for an outstanding job flying 41Y most of the way here, and to **Bill Gerblich** for completing the trip home. **Doug Curry** is, as usual, proving to be invaluable in readying 41Y to assume its place next to 76S as a BFSS towplane. Speaking of Doug Curry, he is also working diligently on returning 9BA to service. The lion's share of the repair parts have been received, and now the main effort is focused on putting everything back together. If you see Doug, please thank him for the invaluable work he's doing for the club.

During the time that the runway is closed, several members are planning a trip to Moriarty to fly gliders out of that outstanding soaring site. We look forward to hearing about their adventures.

The Online Contest, OLC, is starting to heat up with the return of soaring weather. If you haven't done so, you can check it out at <https://www.onlinecontest.org>. We had numerous BFSS members register last year and BFSS is already posting strong results. We'd love to have more members join and be able to give the Boulder club a run for its money.

Finally, **Ceil** and I are still on Soaring Safari to the East Coast. In March, we competed in the Seniors Contest in Seminole Lake, Florida. Then last week, we finished up the Region 5 North contest in Perry, SC. These two contests are the largest sailplane contests in the country, with each seeing over 65 gliders attending. They draw the top U.S. sailplane pilots in the country.

It's a lot of fun sharing the sky and sitting around the campfire with all these sailplane enthusiasts. Right now, we're in New Castle, VA, at the Blue Ridge Soaring Society. BRSS is one of the great old sailplane clubs on the East Coast. Last Monday, I had the chance to fly a 500K with one of my good friends, Jim Frantz, (2H), in our Ventus 3s. It was a great day of soaring and certainly made the trip worthwhile. Next, we head to Bermuda High, SC, to compete in the 18M Nationals before we finally head home in late May. We're looking forward to getting back to strong Colorado soaring conditions.

See you at Cloudbase!
Bif "H7"



Bif (H7) and Jim Frantz (2H) after a 500K flight from Blue Ridge Soaring Society, New Castle, VA

BFSS ANNUAL MEETING AND CALL FOR CANDIDATES by Brian Price

BFSS will hold its annual membership meeting at 10:30 AM, May 7, 2022, at the BFSS clubhouse. There is an all-hands safety meeting that morning, at 9:30 AM, and a club luncheon immediately following the meeting.

A proxy form is available if you cannot attend. The proxy must be exercised by a voting member of the club. This proxy will apply to any matter that comes before the meeting, including the votes for new directors, unless you specify exceptions to that grant of authority

on the proxy. If you desire a proxy, please contact me.

This year, four positions on the board of directors are up for election, the positions now held by **John Mann, John Gillis, Becky Kinder, and Brandon Kolk**. (Terms are for two years, with three BOD positions elected one year and four the next.) You are invited to nominate for these positions at any time now, including at the meeting. Nominations sent to me at brian47price@gmail.com will appear on the ballot, and we can write in names at the meeting.

We look forward to seeing you in the 9:30 AM safety meeting, the annual meeting, and, of course, at the very special luncheon that will follow.

Brian Price, Secretary

[Be sure and stay for the luncheon, as we will be presenting last year's BFSS club awards! –Ed.]

CALENDAR

Board of Directors Meetings

May 10, 2022 6:30 – 9:00

Via Zoom

June 14, 2022 6:30 – 9:00

Via Zoom

1-26 Championships

May 3 – 12, 2022

Chilhowee Gliderport, Benton TN

Annual Club Meeting

May 7, 2022 9:30 to whenever

Safety meeting, club meeting, barbeque, and presentation of BFSS awards

Standard and 20-Meter Multi-seat Nationals

June 7 – 16, 2022

Sunflower Gliderport, Yoder, KS

Open Class and 15-Meter Nationals

June 23 – July 2, 2022

Hobbs, NM

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

BFSS Saturday Potluck Barbeque (after flying)

Any interest in these BBQs this year?

SSA Convention

February 23 – 25, 2023

Reno, NV

FLEET UPDATE

ASK-21 (77) – Nothing to report

2-33 (840) – **Doug Curry** is building brackets for new boom mikes to be installed in May.

Blanik L-23 (9BA) – Repair work continues. See photos below .

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

AC-4C Russia (87E) – Intermittent electrical issue resolved. The vario is now wired into the master switch.

PW-5 (1GM) – Nothing to report

ASW-19 (Z3) – Nothing to report

Pawnee (76S) – Nothing to report

Pawnee (41Y) – **Doug Curry** and **Bill Gerblich** are beginning the work to get 41Y up to speed.

IMPORTANT REMINDER

It looks as if it is going to be a dry spring and summer. Driving on the dry grass can damage it. Please, **DO NOT** drive the golf carts on the grass.

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.

OPS DUTY CALENDAR

For the much of the month of May, the runway at Kelly will be shut down for runway reconstruction. As we get closer to a startup date, keep an eye on the GOD list posted on the website. **Joshua Abbe** will post the "final" summer version in May.

Remember, when we start up again, we will have GODs on Fridays and two GODs each day Saturday and Sunday. Be sure to check which days and which shifts you have. If you have any questions, contact Joshua.

ACCOMPLISHMENTS

Bill Patrick – Private Pilot practical exam passed



DPE Quay Snyder gives the thumbs up after Bill Patrick's Private checkride. Dave Bachler was the towpilot.

Kevin LaFollette – Scored 100% on his FAA Private Pilot written test!

Doug Houston – ASW-19 checkout

Bill Patrick, Patrick Mendonca, and Dylan Brown – Wing Runner Badges awarded

Becky Kinder – Awarded the Maria Faber Scholarship by the Women's Soaring Pilots Association

THANK YOU!

Frank DeBacker – For caulking, painting, and installing new baseboards in the clubhouse

Dave Rolley – For fixing the electrical issue in the Russia

Doug Curry and Charles – For ongoing work on 9BA

John Mann – For sandblasting and cleaning up exhaust parts on 41Y; for obtaining boom mics for 840; and for lots of other maintenance planning

Bill Patrick – For refurbishing the stabilizer holders for the Blanik trailer

John Gillis – For giving **Roland Laning** a break from towing on a busy day

Bob Penkhus – For metal tags for the oxygen cart

Brandon Kolk – For creating, printing, and laminating instructional aids

John Gillis, Bill Patrick, Gary Baker – For help in the delivery of **Jon Stark's** new rotor blade

Don MacNiven and Doug Curry – For flying out to Limon to try to charge 41Y's battery and to retrieve **Al Hoover** after a very long journey

Mike Kadlubowski – For cleaning 76S, and for flying **Bill Gerblick** to Limon in his RV so Bill could bring 41Y home

Jeff Sherrard, Julie Kinder, Becky Kinder, Zach Paluch, Chris Dunmall, Wojtek Tomanek, Fred Baumgartner, Gary Baker, Brandon Kolk – For extra GOD help

NEW MEMBER CATEGORY by Brian Price

On March 30, 2022, the BFSS Board of Directors approved the establishment of a new non-voting membership category. The purpose of this new category is to encourage members who are retiring from PIC status to stay involved in the club to the extent they wish, without incurring the full expense. The first member converted to this status was **Joe Bankoff**. We hope and expect that other loyal club members will choose this option when the time is right for them.

2022 BFSS Winter/Spring XC Training Seminars by Dave Rolley

Only two left, tonight and May 13th! The webinars start at 7 PM. Check your club or FAA WINGS webinar email announcements to sign up.

Current schedule:

Session 8: April 29, 7:00 pm: Flight Tracking

Presenter: Dave Rolley

Description: Satellite-based (SPOT, InReach), SmartPhone-based, FLARM-based, Transponder-based (ADS-B-Out)

Session 9: May 13, 7:00 pm: Online Soaring Contest

Presenter: Dave Rolley

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

OXYGEN CART UPDATE by Clay Thomas

Thanks to **Bob Penkhus** for supplying numbers to hang from each cylinder with 1 being the lowest. This will help us recharge our bottles in the correct order.



BLANIK UPDATE

Doug Curry and **Charles** have been making great progress on the repairs to 9BA. Estimated completion date is still a ways out, but at the rate they are progressing, it may be sooner than we think.



Photo by John Mann

BLANK TRAILER MAINTENANCE by John Mann

A big shoutout to **Bill Patrick** for taking the initiative to repair the club's L-23 trailer stabilizer holders. The L-23 trailer has been neglected for quite some time, and the holders were in especially bad condition.



Photo by Bill Patrick

In the unlikely event that someone lands out in the L-23, or we have to trailer it somewhere for some other reason, the tail will be well cared for, thanks to Bill.



MY APRIL 9TH FLIGHT by Clay Thomas

The day started with a cloud deck in all directions and a strong west crosswind. Nobody was in a hurry to rig. Around noon the clouds began to clear. The wind was kind, shifting to right down the runway. Time to go!

A short tow found good lift making the trip to the foothills easy. Clouds dotted the horizon and were true to form with strong lift under each one. As the Sangre de Cristo Mountains loomed larger, lenticular clouds were evident all the way down the Wet Mountain Valley. The wave lift was smooth and consistent. Now, the trick was to stay below 18,000 feet and not overspeed the ship. Hmm, 145 knots true airspeed and still going up!



Northeast of The Great Sand Dunes National Park, it was time to turn back. Retracing the route north produced more of the same smooth wave. Heading towards Pikes Peak and home, several clouds provided excellent thermals all the way back to Kelly Airpark.

The winds at Kelly were westerly, gusting to 25 knots. Runway 27 was the only choice. Strong sink was evident while turning final. The road at the approach end of the runway was cleared with little margin. Less flap and more altitude would have resulted in a safer landing. Springtime soaring in the Rockies can be very rewarding and challenging. Be prepared and enjoy!

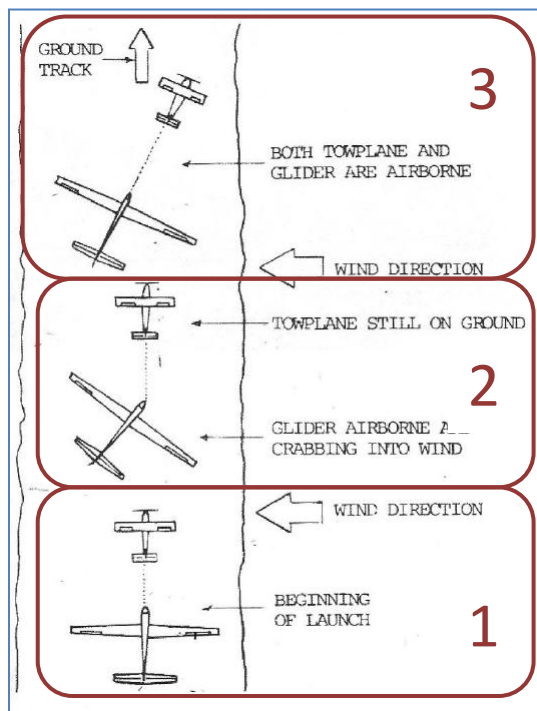
CROSSWIND TAKEOFFS

by Alice Palmer

We've certainly had opportunities to practice our crosswind takeoffs and landings in March and April this year. Some days were right on the edge of our personal limits. Watching the strong winds with wild variability, often causing the windsock to circle the pole, has prompted me to review the proper technique for a crosswind takeoff.

A good crosswind takeoff begins with an assessment of your personal limits. What is your crosswind limit in the ship you are flying? Would you use the same limit on a first flight at the start of a new soaring season that you used at the end of last season? If your ship has a CG hook only, does that affect your personal crosswind limits?

Your crosswind takeoff should progress in three stages, as shown by the following diagram found in Tom Knauff's *Glider Flight Training Manual* (a good reference for every soaring library).



T. Knauff, *Glider Flight Training Manual*, p. 60

Stage 1: Once you've decided to go ahead with the launch, consider staging the glider on the downwind side of the runway. This will give you more room on the pavement before gaining rudder control. You might also consider asking your GOD to run your upwind wing slightly low. During takeoff roll, consider waiting for a bit more airspeed before lifting off the ground, to prevent the ship from settling back to the runway. The sideways drift at the bounce could cause damage to your gear.

Stage 2: You've lifted off, but the towplane is still on the ground—you need to crab into the wind to maintain your position over the runway. Sometimes this requires *lots* of rudder in a strong crosswind. If you fail to crab and drift downwind at this point, you could risk pulling your towplane's tail with you, causing your tow pilot to lose directional control.

Stage 3: After the towplane lifts off, your tow pilot will crab into the wind and you should drift back behind into the normal high tow position. Now your tow pilot will do the work of crabbing for both of you to maintain position over the runway.

Don't forget, a strong crosswind from the west or the east may cause significant turbulence as it rolls over the hangars and homes on either side of the runway. So be ready for gusts to catch you at any time during takeoff roll through climbout.

Piece of cake, right? Well, maybe not, but a well-executed crosswind takeoff is very satisfying—a good reason to practice them all year round.

Crosswind landings to limits can be equally challenging...which brings me to...

LANDING 27

Watching operations over the last six weeks has made me conclude that some pilots are reluctant to land on Runway 27. We are lucky to

have our crosswind runway and shouldn't hesitate to use it.

An important reminder about landing 27: With any significant west wind, there is a strong downdraft on the approach end of 27. (See **Clay's** article above.) Consider adding a bit extra to your approach speed, not only for the anticipated downdraft, but also due to the slope. You'll need extra energy to flare up the hill.

In the *Pilot's Handbook of Aeronautical Knowledge* (another good reference, available as a free electronic download from the FAA), there is a discussion about optical illusions. A runway that slopes up, like our 27, can create an illusion that the aircraft is at a higher altitude than it actually is. This could cause us to fly a lower final approach than we intend.



•••• Normal approach
◀ Approach due to illusion

PHAK, Figure 17-7, Runway Illusions

Our great BFSS instructing team would be happy to fly with any member who wants some dual practice on crosswind takeoffs and landings, or practice approaches to runways 27 and 09. Keep practicing!

WHY I DIDN'T FLY 4/9/2022 by Mark Palmer

Saturday, April 9th was yet another windy day at KAP. Late March and early April had featured strong winds, mostly west, mostly 15 to 20 knots or more. That Saturday, I came down, thinking I might fly. When I got there early in the morning, it wasn't too bad, but things started to pick up between 9:00 and 10:00.

Clay Thomas was there rigging his JS3 (VH) and shortly thereafter **Dave Leonard** (ZL) arrived and assembled his ASG-29. The winds were still strong from the west and southwest. I looked at the wind socks, looked at the forecast, looked at SkySight and RASP and decided not to fly. So why didn't I?

Here were my reasons:

1. With the strong west winds, I knew there would be turbulence off of the hangars and homes on the west side of the runway. This was promising to make the takeoff a handful.
2. Our DG-300 has a CG hook. This complicates the takeoff in a strong crosswind. While I have taken off in strong crosswinds before, I have not done so yet in the DG.
3. The DG had spent much of the winter in Moriarty, NM, having work done it, and this was to be my first flight in EF since October.

Adding up those three factors, I decided it was prudent not to fly. Could I have flown? Probably. But the conditions and circumstances exceeded my personal limits this day.

The winds did shift down the runway for a bit, allowing a number of people to launch and get great flights. But later, the winds shifted back from the west and John Mann, as tow pilot, made the call to shut down operations.

So I missed a strong day, but weighing all I listed above, I decided "Not Today." I was comfortable with that. There will be other days.

09	16:55	SW 25 G 29	10.00	Fair and Breezy	CLR	64	10
09	16:35	SW 15 G 18	10.00	Fair	CLR	66	12
09	16:15	W 15 G 21	10.00	Fair	CLR	64	10
09	15:55	SW 17 G 26	10.00	Fair	CLR	64	9
09	15:35	SW 17 G 26	10.00	Fair	CLR	66	9
09	15:15	W 21 G 29	10.00	Fair and Breezy	CLR	68	9
09	14:55	SW 22 G 30	10.00	Fair and Breezy	CLR	68	5
09	14:35	SW 21 G 28	10.00	Fair and Breezy	CLR	64	5
09	14:15	SW 16 G 25	10.00	Fair	CLR	70	9
09	13:55	SW 21 G 30	10.00	Fair and Breezy	CLR	68	7
09	13:35	SW 15 G 20	10.00	Fair	CLR	68	10
09	13:15	W 6	10.00	Fair	CLR	64	12
09	12:55	SE 8	10.00	Fair	CLR	64	12
09	12:35	S 12 G 17	10.00	Fair	CLR	63	10
09	12:15	S 13 G 18	10.00	Fair	CLR	63	12
09	11:55	S 13 G 20	10.00	Fair	CLR	63	12
09	11:35	SW 10	10.00	Fair	CLR	61	12
09	11:15	SW 15	10.00	Fair	CLR	61	12
09	10:55	SW 15 G 18	10.00	Fair	CLR	61	12
09	10:35	W 17 G 22	10.00	Fair	CLR	63	12

AWOS at KAP, 4-9-2022

A “TEACHABLE MOMENT”? (I WISH!) OR, ANOTHER SPRING DAY AT KELLY AIRPARK by Bill Gerblick

There were strong winds out of the WSW Sunday morning, 4/10. A weather passage in the early afternoon brought with it strong, gusty winds out of the west (35+). Then each windsock started showing a different direction and the winds became light.

We switch from south takeoffs to north takeoff for **Andy Gerner’s** tow in the Fox. Andy performs a perfect unassisted takeoff. Previous tows had been unremarkable, with a hint of low-level lift in the usual places. On Andy’s tow we climb well on downwind and are above 1000 feet AGL before even making the first turn to the west. During the westbound climb on the south side of field we see good lift, and when we reach the west side of the field the vertical speed indicator (VSI) goes to 1500

fpm up. A normal climb for the Fox is in the 400 fpm realm.

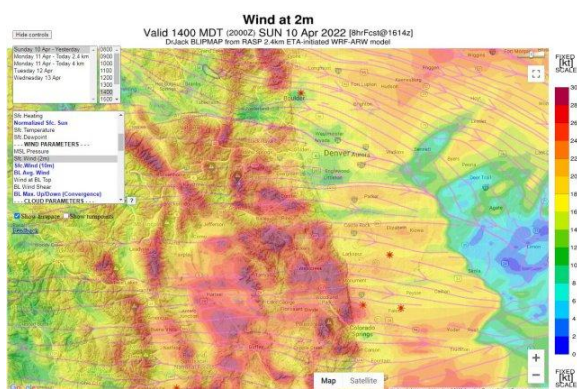
I adjusted our track to a northwest direction in hopes of staying in the west wind lift longer. After a mile, we fly into strong sink that had the Pawnee now descending at full power. I turn a little left to a west direction to escape the worst of it. We fly into moderate turbulence and now zero sink on the VSI, but we’re holding our own. I do not like where this trend is heading, so I make a left 135 degree turn to a southeast heading, and hopefully back to the lift we saw earlier. Turbulence becomes lighter and soon we are back into strong lift again.

My assumption is, we are seeing some sort of wave action and got too far west earlier, so I turn north over the field to stay in the lift. This works for about two minutes, and then the lift tapers off to nothing again. Hmm, did I drift too far east? Slight turn to WNW to regain the lift and BOOM, right into severe turbulence! It is so severe my 4-point harness releases! (That has never happened in 22 years of towing.)

I manage to reconnect the lap belt in a second and pull it crazy tight—ignore the shoulder belts, they are somewhere behind me now. The Pawnee is now getting tossed like a cork on a rough sea. This is no longer fun!

I turn back to the south and turbulence remains severe—give it a few seconds—this is not getting better, so I turn to the east. We trade turbulence for strong sink, and 20 seconds later we fly into our friend, strong, smooth lift again! We are trying to work a small area but the conditions vary between crazy extremes. A slow left turn to try and stay in the lift while letting the west wind hold our position seems to be working this time; we are showing 2000 fpm up on the VSI and going through 12,700 feet on the way to Andy’s desired 13,000-foot release altitude. And just as fast, we are on our way back down at 1000 fpm. It is like there is a wall between the two air masses and you are in one or the other.

We are now westbound again. I'm sensing a theme: West is Bad, East is Good! Continue a slow turn to the left, and when we hit the southeast direction, severe turbulence again. Wait—that was further west last time—what the heck? Turn a little to the east, and now full aileron deflection is needed to keep from going inverted. This really is NOT fun! And then BOOM, back into our friend, 2000 fpm lift! This time I continue further east before starting more of a left, thermaling turn and we rocket back to 13000 feet. Andy has had all the fun he can handle and pops off.



RASP depiction of 2m winds, 4-10-2022

I pull power and make a steep left turn until I'm eastbound again. Continue to the east side of Running Creek, trim nose down for 110 mph and power back to the usual 1800 rpm. I look at the VSI and I am NOT going down. I pull power to idle and am now into severe turbulence again—wait—that was west of the field a moment ago, not east of the field. I slow the Pawnee down, Rough Air Speed at this weight is not 120 mph (as is placarded on the panel) but more like 100 mph. The Pawnee slows smoothly and starts to descend nicely again.

I enter a high turning 45 degree entry for runway 35 downwind, and I think to myself, that was not all that fun. If Andy asks for another tow, do I say “no thanks,” or do I say “sure” and hope I've learned something from the last tow and do better the next tow?

I'll never know. Andy calls and says he is done for the day and I think “Thank you Andy!”

After an uneventful landing, the Pawnee refueled and put away, I look for **Alice** and **Mark**. We debrief what I experienced because nothing was where I thought it would be if this were classic wave and rotor.

After a long look at the wave/rotor picture on the clubhouse wall and much discussion, our best guess? Given that the windssocks were all still showing different directions at the three different locations on the field, this was some sort of low-level rotor or even rotor on the surface, and that just means things are weird!

“Lesson Learned,” I hope.
 Bill Gerblick
 Humbled Chief Tow Pilot

CHALLENGES OF FLYING THE PURPLE PAWNEE (PART 1) by Alan Hoover

Let me count the ways! No, really, it was fun and almost completely successful. There were challenges, of course, as one would expect for a hard working airplane that has been sitting for about four years, but mostly I was oblivious to that, because I was just excited about flying it. But let me give a little background and then talk about the great people I met and the journey from Vermont to Colorado.

Originally **Bif** asked me if I would like to participate in a rolling handoff to fly the Pawnee to Colorado, if the deal worked out. Of course, I said “Absolutely!” I have been known to fly anything, anywhere, and anytime, except once. That once, was about 1979. I was a fighter pilot at Castle AFB in Atwater, California, flying F-106s. I helped a local guy restore a Fairchild Pt-23 and a Stearman and was checked out in the Fairchild. A friend of his needed a Thrush crop duster flown from California to Texas and he asked me to do it. I turned it down, and have always regretted it. Since then, I have flown our

Stearman across the country twice, and a Pitts from Indiana to Reno and back at least five times. With the iPad and ForeFlight, it has gotten a lot easier. I don't lose the map in the wind like happened in the Stearman, but I also need power in the airplane or I have to charge the thing at the FBO between legs.

Because I am retired from Southwest and we have a son flying for Delta, I have "non-rev" options, which means I fly for free, but standby. Lucky for me, when I told Bif I would be happy to fly the whole trip, he said yes. FINALLY, I would get to ferry a crop duster (turned tow plane) across the country!

Now for the challenges. First, the deal is coming together in February/March. Not an ideal time to fly from Vermont to Colorado in an unheated, basically equipped (I'm being generous), slow, VFR airplane. Something about cold, snow, low ceilings and headwinds that could be a problem, comes to mind. Did you know that a lot of Downhill Olympic medalists have come from Vermont? I was hoping to find a weather window of about five days, but after weeks of watching the weather, I realized that I needed to get there on the airlines when the weather was bad, and hope for two or three days of flyable weather to at least get to Indiana where I my son had a hangar available.

Good plan right? Not so fast. Second challenge, with gas prices high and going higher, more people fly and those flying standby don't get a seat. After missing out on three flights, I looked at the weather window and realized I could drive there and still make the window. Thanks to a credit card from **John Gillis**, and an audiobook or two, I drove to Vermont in under 3 days, arriving a day after a snow storm, but to a sunny, clear day and no snow on the runway or ramp. Progress! (Oh, I didn't tell you about the chigger bites and itching rash that was going to plague me for the next four weeks. Just don't sleep on the grass at a rest stop and you'll be fine.)

Third, did I mention that Vermont has ski areas? And several are very close the Morrisville-Stowe airport, still open for skiing, so the hotel prices start about \$200 and go up from there. I finally found a B&B about 35 miles away for half that, but when I got there, it was locked up. I had already paid for the room, so I just kept calling until I finally got the owners to let me in. This is not a place I'll be going back to.

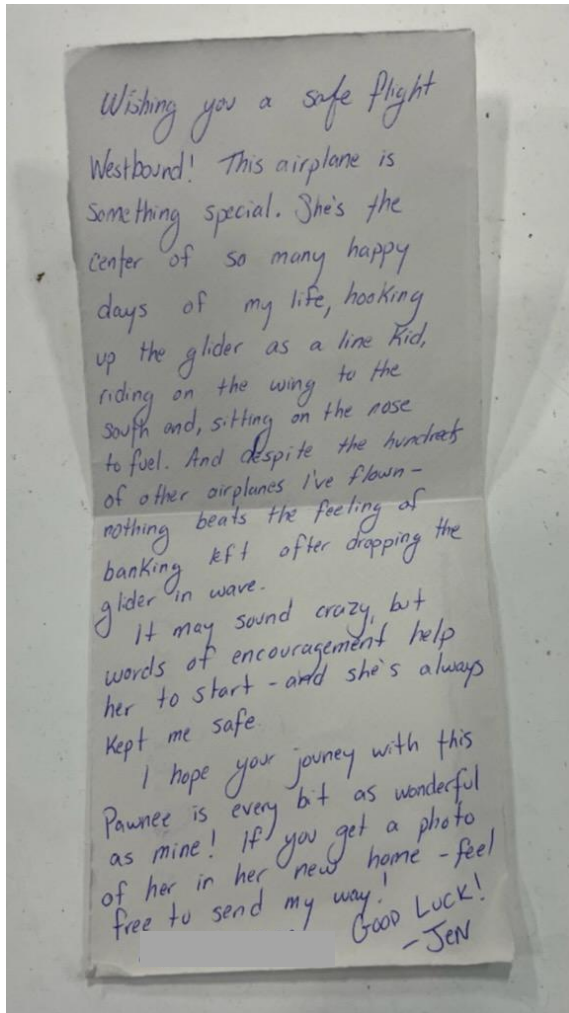
Then I started meeting good people, **Dave Whitcomb**, **Rob Wardwell**, **Trista**, the airport manager, and Don Post's daughter and family. Dave started and ran the glider club, and owned it for 23 years. He bought the Pawnee, had it recovered, then when it came time to paint it, he told the guy "just do something interesting." And he did!



Dave Whitcomb with 41Y

When Dave was closing the club, his friend and fellow sailplane instructor, **Don Post**, bought the business rather than let it go. Dave was moving on to a corporate career (he flies Gulfstreams internationally now). Don took over and operated the club for four years before an accident that took his life and closed the operation. I met Don's daughter and family, and she was so happy to see the Pawnee going to a new club and renewing its lease on life. It has been four years since the accident.

In addition, I met Rob Wardwell, one of the primary tow pilots. He told me stories of 41Y, the club, and life and... more. Quite a character. He said he personally has over 5000 hours in the Pawnee. I also got a note from **Jen Riccardi** (see below).



Jen's note to Alan

She started hooking up tow ropes when she was 13, got her glider license, went on to get all of her ratings and probably had 1000 hours in the Pawnee. She has given up her aviation career for one as a full-time mom. Trista, the airport manager was super and kept my old car safe until I could get back to reclaim it. Too bad, the State of Vermont has shutdown the FBO at the airport and let her go.



Jen Riccardi flying 41Y

More stories in the next installment!

41Y PROGRESS

Work on 41Y is progressing here at home. Here are some photos of our "new" tow plane in **Doug Curry's** hangar.



While taking a break from Blanik repairs (and everything else) Doug Curry and Bill Gerblick began tearing into 41Y. Photos by John Mann



EXPLORATION OF FLIGHT GLIDER EXPO

Saturday, April 23rd was the Exploration of Flight Glider Expo at Centennial Airport. BFSS was well represented with **John Gillis** and **Lee Kuhlke** displaying their ships, club instructor **Vitaliy Aksyonov** in attendance to answer questions, and a number of club members also making appearances. Looks like a great event!



Lee Kuhlke, Ethan Hitz, Vitaliy Aksyonov, John Gillis, and Wojtek Tomanek



Photo by John Gillis



*Beautiful Slingsby T.21. I'd love to fly that!
Photo by Vitaliy Aksyonov*



*Cockpit of the T.21. Note the pellet vario.
Photo by Vitaliy Aksyonov*



View from the Gallery. Photo by Dave Hitz



And when you're done, put it in your custom Cobra trailer. Vitaliy, Wojtek, and Kip helped to disassemble the T.21.

ANCIENT HISTORICAL DOCUMENT DISCOVERED

While thumbing through a copy of *New Soaring Pilot* (which is actually fairly old), **Alice** found tucked inside a copy of the December, 1990 issue of *Airworthy*, complete with Christmas party invitation insert and directions to the **Goodlette** house! You can find it under the archived *Airworthys* on the website or [here](#) .

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



I got tired of figuring out the keys. Green is Hangar 1, Pink is Hangar 2, Yellow is Hangar 3. No clue what the small key is for. Gas pump?



The 182 gang finally got the 1-26A assembled. Alice Palmer, Deb Ings, Jon Stark. Fingers crossed it will be airborne soon. Photo by Mark Palmer



*Runway progress
Aerial photography by Stan Bissell*



*Jamie Treat sets up to do a weight and balance
on Jon Stark's Phoebus, ONE.*



Mel Dahlberg and his wife Desna stopped by a couple of weeks ago, waiting for their son to pick Mel up. The Dahlbergs own the grass strip six NM SW of KAP that we've named Dahlberg Field. Mel says that gliders are more than welcome and they will be greeted with iced tea and lemonade!



A BIG EVENT of the month was the arrival of Jon Stark's replacement rotor blade for his Bell 47. Gary Baker directs. Photo by Jon Stark



John Gillis maneuvers Jon Stark's new rotor blade into the hangar.