

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



Volume 32 Number 11

November 2020

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

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

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

Facebook External Page: [BFSS Public Page](#)

Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Fall was here for a short time, a welcome relief from the heat and smoke of summer. But it had barely started when winter arrived in the form of cold and snow, during the last week of October. As we like to say in the West, “well, we needed the moisture,” which is so very true in our drought-plagued state. We’re keeping our fingers crossed that the snow is enough to beat back the terrible fires of the last couple of months.

With late fall, many are cutting back on their flying. As an instructor and Safety Officer, I’d like to urge everyone, including private owners, to keep flying and keep up their proficiency. The Blanik, ASK-21, Russia, and PW-5 are all available and if you haven’t flown them, maybe now is a good time for checkout.

Mark Palmer, Editor



Clay Thomas took this picture south of Salida looking south towards the Sangres. 9/13/20

## PRESIDENT’S MESSAGE by Bif Huss

Daylight Saving Time ends on November 1st and the days are definitely getting shorter.

November is a time when many pilots take their gliders off of insurance coverage and begin the process of working on those issues that were delayed during the soaring season. For me, even though I’m not flying much, November is a busy month. In addition to spending time getting my glider ready for next season, I spend time improving my soaring knowledge. I’d like to share with you the following outstanding sources to keep your head in the game during the short winter days:

### Books:

1. **The Soaring Engine** by G Dale, volumes one, two, and three. These are outstanding books covering basic and advanced soaring techniques and are quick reads. Volume three was just released this year. G Dale is one of the foremost CFGs in the world and is also a very accomplished competition pilot.
2. **Sky Full of Heat** by Sebastian Kawa. Kawa is a many-time World Gliding Champion. Section 2 of this book is an absolutely outstanding discussion on understanding the sky.
3. **Dancing with the Wind** by Jean-Marie Clement. Excellent book, especially pertinent to mountain flying.

**SSA Webinars:** If you haven't had a chance to listen to the SSA's webinar series, I highly recommend you give them a try. They are available in the SSA **Member Resources** section of the SSA website. They cover a wide array of topics. I just got back from a long drive and listened to numerous webinars on the way home. They are always very informative and entertaining.

**Websites:**

1. **clearnav.net:** review the manual for the ClearNav computers that are in our ASK-21.
2. **skysight.io:** look over the tutorial for the SkySight soaring weather forecasting program now available on the club's computer.
3. **Naviter.com:** take the time to familiarize yourself with Naviter's **SeeYou** program now available on the club's computer.

**Condor soaring flight simulator:** Vitaliy and Brian plan on hosting Condor nights during the off season. Condor is a great soaring simulator program and it's on the club's simulator. Hopefully you can join the fun!

Even though the cumulus clouds now show themselves infrequently, we are still flying at BFSS. I'd like to remind you that we are still submitting Ops Sheets and Tow Logs electronically via email to **Carrie**. She is not picking up this paperwork from the clubhouse drawer.

Finally, please take the time to review the new **BFSS Launch Procedures** that have been recently posted to the BFSS website. **Mark Palmer** and the Safety Committee have developed an outstanding procedure that will standardize our launch procedure and greatly enhance safety.

Have a great November!

Bif

## CALENDAR

### Board of Directors Meetings

**November 10, 2020 6:30 – 9:00**  
Via Zoom

**December 8, 2020 6:30 – 9:00**  
Via Zoom

### Downhill Dash Summer, 2021

## FLEET UPDATE

**ASK-21** – Backseat push-to-talk button repaired; airbrake handle alignment block being repaired

**2-33** – Restoration continues. See Alice's report below.

**AC-4C Russia** – Nothing to report

**PW-5** – Parachute repacked

**Blanik L-23** – Nothing to report

**Pawnee** – Towline replaced; plugs cleaned and timing checked

### FRIENDLY REMINDER

The winter snow season is here (one can hope). Please, **DO NOT** drive the golf carts on the grass. Driving on the grass could result in deep ruts and a lot of headaches for the club and airpark users.

## OPS DUTY CALENDAR

Here is the Ops Duty schedule for November and early December 2020:

Paluch, Henry	10/31/2020
Paluch, Zach	11/01/2020
Price, Brian	11/07/2020
Rolley, Dave	11/08/2020
Sherrard, Jeff	11/14/2020
Abbe, Joshua	11/15/2020
Tomanek, Wojciech	11/21/2020
Urschel, Pete	11/22/2020

OPEN	11/28/2020
OPEN	11/29/2020
Aksyonov, Vitaliy	12/05/2020
OPEN	12/06/2020

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

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

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

### QUOTE OF THE MONTH

"The thermals today were like broncos – you had to break them to use them!"

– Donald Hannon



*Jamie Treat turns final in his SS300 while Donald Hannon awaits his first Russia flight.*

### CONGRATULATIONS

**Bif Huss** – Was re-elected to the SSA Contest Rules Committee for another 4-year term.

### ACCOMPLISHMENTS

**Roen Luke** – B Badge

**Donald Hannon** – AC-4C Russia checkout and Silver Altitude leg

### THANK YOU!

Lots of work was completed on the clubhouse this month! Thank you all, and especially to **Becky Kinder** who organized it all!

**Brandon Kolk** – Power washed the exterior of the clubhouse

**Frank DeBacker**, with help from **Gary Baker** – Replaced a number of damaged siding panels



*Frank and Gary can relax. Panels are done!*

**Jeff Sherrard** – Followed up with primer and paint on the clubhouse



*Jeff primes and paints.*

**Carolyn Baker and Vicki Davis** – For sewing covers for the ASK-21 tail

**Vitaliy Aksyonov** – For installing new locks on the Russia trailer

**Vitaliy Aksyonov, Donald Hannon, Roen Luke, Alan Luke, Roland Laning, Mark Palmer** – For rigging the Russia after repairs

**John Gillis** – For work on the Russia trailer rear door; for meritorious work to fix Hangar 2 door; and for donating an iMac to the club

**Dave Rolley and Gary Baker** – For repairing the backseat PTT in the ASK and cleaning up the electrical wiring

**Becky Kinder** – For extra GOD duty and for arranging to have the PW-5 parachute repacked

**Andy Gerner** – For pulling weeds in front of Hangar 3

**Doug Curry and Bill Gerblick** – For work on the Pawnee plugs and timing

**Doug Curry** – For coming out to fix the jammed rudder pedal adjuster on the Blanik

**Bill Gerblick** – For replacing the towline on the Pawnee and for cleaning and filling all the batteries on the golf carts

**Scott Dimick** – For installing a new broom holder on the golf cart. It works great to remove rocks from the runway edges!

**Mike Westlake** – For installing new tiedowns

**Mike Westlake, Dave Rolley, and Becky Kinder** – For surveying the area in front of Hangars 1 and 2 to assess the drainage

**Kelly Airpark Association** – For the excellent work to smooth and grade the taxiways and E-W runway

## **VOLUNTEER NEEDED** by Becky Kinder

We need a talented volunteer dedicated to serving the club by owning the maintenance and repair of the golf carts. Anyone interested should contact me.

## **MOTHBALLS** by Becky Kinder

Our ASK returned to us at long last, at considerable expense. After spending a large sum for its return to service, it seems important to protect our club aircraft. The wing repair was largely due to rodent damage, so we needed mitigation. I—who actively avoid household chemicals as much as possible—was told that mothballs are an excellent mouse deterrent. (They're also a pretty good human deterrent, especially if one uses too many. Sorry—learning curve!)

Each club plane now has a plastic container with 1 to 3 mothballs that should be left in the cockpit at the conclusion of each flying day. There is also a sock with mothballs in it to go behind the tails of the Pawnee, the Blanik, and the ASK to deter mice from entering there. Please replace them as you store the aircraft. Repair from a mouse incursion takes many hours, time we'd rather spend flying our planes, not working on them! Thanks!



*Basic Mothball Installation*

## LANDOUT CALRISSIAN'S TOTALLY EXCELLENT ADVENTURE by John Gillis

**Dateline:** 9/13/2020

Having accomplished the elusive goal of Gold Badge the previous weekend, it was time for some low-stress flying.

**Task:** None.

**Forecast:** Good.

**Compadre:** Excellent.

**Steed:** Tanned, rested, and ready PIK20D with a full battery and half a tank of O2.

The only goal was to get into the mountains. The CU was inviting, but like the previous day, to jump I-25 and get through it required nerves of steel and an acceptance to land out.

**The Plan:** Head southwest over Green Roof towards Palmer Lake and connect with a convergence forming over the Palmer Divide. Off tow at 9400 ft, I climbed to 13K over Kelly, then headed SW. The lift over Kelly is almost always there. The previous day, I tried three times to get across I-25 and had to hightail it back. Today was different.

By the time I was crossing I-25, I was at 11K. I could still make it back to Kelly but with only 500 ft. Getting close to the turn-back point. Then bump. Got something; worked it to 15K. There was CU west of Palmer Lake over the Rampart Range and I knew I could hit it. Now was the call: go back to safety, or go west. Obviously, go west. I had Kelly, but I also had that CU teasing me into the Ramparts.

Once in and under the CU I had chosen, I was able bring it up to 17K and start connecting the clouds. South towards Pikes Peak. I followed the cloudbase to the south until it ended. I could have made the jump over Canon City and connect with the Wet Mountains, but this was a fun day. I turned back and played around the

summit of Pikes, I'm sure tantalizing the tourists with comments about that sailplane above them.

The cloud street had developed to the north and I dutifully headed that way. Over Devil's Head, I decided my day was complete. I was at 16K and had final glide to Kelly with 2500 ft. MC of 4, I chose to fly the speed the computer told me. Much faster than I normally would have.

I hit Kelly right at 2000 ft over my 1000-foot safety margin and with 2 hours of flight time. Time to land. Mission accomplished. Very pleasant and low-stress flight. And I put in the fastest time I ever did OLC because I flew the MC setting.

So much learning. So much enjoyment. What a wonderful sport.



### TREAT SUPER SOLUTION SS300

*[Probably the most active aircraft at KAP, after our Pawnee, is **Jamie Treat's** Super Solution SS300. We've all seen him departing early in the morning and heading to the acro box. I asked Jamie for some background on 7 Juliet Tango. Here's a quick summary of his build notes. Photos courtesy of Jamie. -Ed.]*

Jamie's black and red SS-300 Treat Super Solution was designed and built by Aircraft Restoration & Repair LLC, Jamie's company. The SS300 design is influenced by a number of aerobatic aircraft including the Pitts S1S, S1T,

S1-11B, S2b, Weeks Solution, Rhin's Phoenix, and others. The fuselage and tailfeathers are all 4130 steel tubing. The wings are classic Pitts design and built of wood. They have Douglas fir main spars and the ribs are glued with epoxy rather than nailed. Each wing panel has been lengthened by 10 inches to give an overall wingspan of 19' 3". Increasing the span enabled longer ailerons—they're 83 inches.



In order to keep the weight down, the SS300 does not have an electrical charging system; rather, it draws its power from a 12V Lithium battery. Instead of seats, Jamie uses slings. He has a custom 5-point Hooker Harness to keep him in one place.



The engine is a highly modified 300-hp fuel-injected Lycoming IO-540 driving a 3-bladed prop.

This is just a quick summary of Jamie's detailed build notes. If you have a chance, take a closeup look and admire the craftsmanship and detail that went into the SS300. Look—but don't touch!



## SMOKE AND GOLD by Mark Palmer

Sunday, September 6<sup>th</sup> dawned as it had the last few days—hot and smoky. As **Alice** and I drove down to Kelly that morning, it seemed the smoke from the Cameron Peak fire was already thicker than the day before. It did not seem promising.

Both RASP and SkySight had predicted a pretty good weekend, cloudless but good lift. I decided we needed to practice for a long flight anyway, so after assembling EF, our DG-300, I signed the declaration form that stated I was going to try a flight from Kelly to Seibert, CO and return, for 310K. Why not.

At 12:40 we were off and running. I launched a bit later than I wanted, having ending up staging behind **Dave Leonard, Clay Thomas, and John Gillis**. I popped off tow at 9500 feet. It took me a few moments but I finally got things centered and quickly climbed up to about 14,000.

The smoky haze looked particularly thick going east. No helpful clouds to mark the way. I ran into a wide band of heavy sink east of the field, but I had altitude and toughed it out. Over Aero Bear, I climbed again to 14,000. Just for the heck of it I punched in Limon on iGlide and it said I had Limon made with 2000 feet to spare. Really?

Well, we were planning on a long flight and possible landout. Alice had the trailer prepared. And I didn't really have an excuse to turn back. What the heck, I'll head out and if I get too low at Limon, I'll land and we'll practice retrieving.

Near Limon I found a thermal and climbed high again. Hmmmm....iGlide says I almost have Flagler made and Flagler is a nice town and airport just short of Seibert. So I continued on. The smoke did lighten up east of Limon and I could see Genoa and vaguely what I thought was Flagler. There were several bands of heavy sink, but each time there was lift on the other side.

Between Genoa and Flagler, I could see the private strip of Koch on the north side of I-70. Despite the brown landscape all around, Koch stood out plainly. So now I had another out. Another thermal and I found myself passing Flagler at about 11,000 feet. I thought I had plenty of altitude to run to Seibert and back out. However, halfway there I ran into another wide, strong band of sink and I was looking at 12 knots down. Yikes! As I tried to get through it I saw my altitude margin for Flagler shrink to nearly nothing. Reluctantly, I turned back west. It was so frustrating—Seibert was right there!

Partway back to Flagler I came out of the sink, and over a large, plowed field, I found another

boomer that took me up to 13,700 in only a few minutes. With enough altitude I turned back east, dove through the sink and rounded Seibert with plenty of margin. Halfway there! I never thought I'd get even this far.

So back west I headed, pretty much on the same track, figuring I'd make Alice's inevitable retrieve a bit easier. Turning west into the sun, the smoke and haze caused the visibility to go way down. I could barely see Genoa from Flagler and Limon was somewhere in the haze. Still I pressed on. Near Genoa I found another thermal and climbed back up and knew I had Limon made.



*Westbound from Flagler, looking towards Limon*

As I approached Limon, I got low enough that I tuned the AWOS. The winds were right down runway 34, so no worries there. Just as I was about to consider landing, I found a great thermal that carried me up to 14,500 feet. No choice but to make the last leap for home. I knew 14K wasn't enough to make it by itself but I had found something every time I needed it, so, take a sip of water and plunge on.

West of Limon the visibility became very bad. The straight line between Limon and KAP was bounded on the north by a thick wall of smoke. I decided to hedge my bet and slid south down

Highway 24 toward Matheson. That way I would have outs at Flying Cloud and Calhan.

More heavy sink and I found myself getting low near Matheson. Remembering Dave Rolley's advice, I selected Calhan in iGlide and found I could just make it. So I split the heading between Calhan and KAP and inched along. Communication with KAP and Echo Fox Ground had been spotty all this time but I finally made contact. I told Alice I wasn't sure I could make it but had Calhan in my pocket, so standby.

Thrashing around near Matheson I finally found something and got back up to about 12,500. I was right on the edge of the smoke wall. Whenever I came around to the north, the horizon disappeared and I could see the smoke roiling and boiling. 12,500 was not quite enough but I continued on.

I passed Simla, then up came Ramah. And wham! A big strong thermal, probably the best of the entire flight. I rolled into it and thermalled as well as I ever had. iGlide told me I had KAP made! But I didn't stop. I topped out about 16,000 and rolled out and headed for home!

Of course, after nearly three and half hours of fighting heavy sink in places, the final glide was all in lift. I climbed 500 feet flying straight ahead and after that it was mostly zero sink or 100 to 200 up. So I put the nose down. I passed Aero Bear and Stewart with plenty of altitude. Flying G appeared out of the haze. Looking directly ahead into the sun all I could see was smoke and dark and light patches of ground but iGlide gave me the heading home.

I passed over KAP about 10,500 and breathed a big sigh. I leisurely thermalled with **Raul Boerner** in DM as a companion just west of the field. After a bit, I opened the brakes, put the gear down, and did a long sweeping descent to set up for a landing.

I touched down about 3:25 PM, just short of 4 hours in the air. As I rolled to a stop I saw Alice

reach out to catch the left wingtip. It was only after I was completely stopped that I could relax and let myself celebrate. I'd done it!

I opened the canopy and Alice rushed up to hand me a beer. The ground crew got me off the runway to make room for Raul. I finally climbed out of the cockpit, unbelievably happy. The flight to Seibert and back was my longest distance flight ever. Despite cloudless skies and horrid smoke, I'd made my Gold Distance flight on my first attempt. Completing the flight completed my Gold Badge.

There are lots of people to thank for this: **Dave Rolley**, who kept encouraging me even when I was having bad days earlier in the season. **Dave Leonard**, whose quiet conversations in the shade of the hangar helped me make some important decisions. And most of all my Number One, **Alice**, who kept encouraging me and assuring me she'd be there to get me if I ever went down.

So Gold is done. Next up are my Diamond flights. I'm already planning for next year.



*After the Gold Rush—a Silver Bullet*



## RESURRECTING A PHOEBUS, PART II

by Jon Stark

Faithful readers of *Airworthy* will recall that I had resolved to restore my ancient bird to flying status after 29 years of ground-bound storage. The list of items addressed since the last installment reported here is not too long, assuming you are the sort who found the catalog of the Greek ships in the *Illiad* or the string of explanations of who begat whom in the Old Testament to be quick, exciting reading. Most items, in hindsight, are unsurprising for an aircraft of this antiquity. Their expense, however, proved to be a bit beyond my expectation, and the wisdom of investing far more in restoration than the net market value of the sailplane after completion adds yet one more reason to the well-known host of bases for questioning my sanity.

For those lacking endurance, you may skip this paragraph without causing offense. For the curious, all I had to do was: replace the tailwheel, replace the main tire and tube, obtain a very rare original equipment main wheel fender from Germany and install it, adjust the brake, adjust the gear doors, rebuild the altimeter (reading 350 feet low), replace the un-repairable airspeed indicator (reading 10-15% low), substitute a modern oxygen regulator for the classic A14 and all its plumbing and gauges, get the oxygen bottle hydro-tested, add safety clip attachments to the l'Hôtelier control fittings to satisfy an airworthiness directive, remove the prior (and dead) lead-acid battery and install a modern Li-ion unit, relocate and mount the audio vario unit, install a new radio in lieu of the no-longer-legal predecessor, install a Mode S transponder with antenna and ground plane, have the transponder installation tested (and an annual inspection endorsed in the logs), attach the trim lever to the controls so that it actually functioned (I wondered why long ago it always seemed so ineffective), bribe the SSA with \$25 to keep my official contest number "ONE" active, replace the trailer tires, and pay a king's ransom to the county for a valid trailer

registration and license plate. My trusty but aged parachute went back to the manufacturer for refreshing and recertification. A custom canopy cover was not essential for flight, but deemed prudent, so one of those was manufactured, too. As with most of my projects, I can only claim to have entirely *funded*, not entirely *performed*, all the work. The able hands and patience of A&I **Mark Buist** made this effort possible. All that and rather a lot of dusting and lubricating gave me a complete set of the components of a usable sailplane.

Two obvious difficulties remained. First, as visible in **Figure 1**, airworthy components are essential but the configuration of them must also be suitable for flight, and these plainly were not yet in that condition.



Figure 1

This is not a trivial issue for a Phoebe C. The wings are mounted high on the fuselage (SGS 2-33 style), with significant dihedral and a 17-meter span, meaning one must hold the tips very high during installation. And they are somewhat heavy. Well, very heavy. Okay, downright ponderous. Luckily, our club is full of ~~foolish~~ **GENEROUS** volunteers, who were willing to put their backs into the effort, some quite literally. **Figure 2** depicts that valiant effort in assembly.



Figure 2

To my great delight, all the bits eventually went together, and the team of workers appeared to survive without lasting injury, as shown in **Figure 3** below:



*Figure 3 – L to R: Donald Hannon, Jon Stark (kneeling), Jeff Sherrard, Mike Westlake, Mark Buist, Julie Kinder. Photo by Becky Kinder.*

The aircraft thereafter seemed poised for flight (**Figure 4**).



*Figure 4*

Of course, nothing is ever quite that easy, and the second obvious difficulty had to be addressed. The Phoebus has a lovely 17-meter span, and my hangar has a somewhat less than lovely 13.5-meter wide door (the interior bay spans a capacious 27 meters, offering plenty of room for storing the ship, but the opening is far less commodious). This provides an interesting challenge in getting the bird in and out.

To attack this problem, I obtained a jacking main wheel dolly and a pivoting wing wheel to permit spanwise rolling. With the addition of a towbar and a hitch on my faithful lawn tractor, plus some experimentation for the sliding, pivoting, and extracting process, the Phoebus greeted the sun again on September 6 for the first time in nearly three decades (**Figure 5**).



*Figure 5*

Later that same day, with thoughts of Lady Macbeth in mind (“screw your courage to the sticking place and we’ll not fail!”), I found myself on the runway behind the towplane and all set to go (**Figure 6**).



*Figure 6*

Would all go as hoped or planned? Tune in next month for the more-than-expectedly-exciting conclusion!

**FRIENDLY REMINDER:  
STOP BEFORE THE DROP!**

During the landing roll, assure that the glider’s wing does not scrape across the rocks on the runway edges. Before the wing drops, apply the wheel brake, but not so hard that you put the ship on its nose!  
“Stop before the drop!”

**N65840 TANKER 2-33 REFURB  
by Alice Palmer**

We have more great progress to report on 840 this month. If you haven’t stopped by Hangar 3 to see the wings, be sure and do so next time you’re at the club. **Jamie Treat** finished painting

color on wings, ailerons, and vertical tail surfaces. It's starting to look like a new ship!



*Right wing with color completed.  
Photo by Jamie Treat.*



*Ailerons, vertical stab, and rudder in color.  
Photo by Jamie Treat.*

Meanwhile, **Doug Curry**, with help from **Bill Gerblick**, sanded and put another coat of white on the fuselage in preparation for turning the fuselage and remaining tailfeathers over to Jamie to complete the painting in his heated paint booth.

As usual, many volunteers stepped up to shuttle wings, fuselage, and miscellaneous parts between our hangar and Jamie's paint booth to the west of our lot.



*Moving the wing. Photo by Doug Curry.*

Doug installed the main wheel to make the fuselage move much easier. Half a dozen brave and dedicated volunteers gathered on a bitter cold morning to make the fuselage move.



*The fuselage on its way to Jamie's paint booth.  
Photo by Mark Palmer.*



*White is done. Photo by Jamie Treat.*

The fuselage paint, including red and blue stripes, should be complete soon. Meanwhile, **Raul Boerner** and **Kyle Kendall** are helping me finish up the filling, sanding, and painting of the interior panels so we can start fitting them when the fuselage returns.

Doug is starting work on the Form 337s required to document all the work, and he's beginning to plan the assembly of wing components and other parts. We continue to get closer to completion!

Thank you to all the many folks who have helped in so many ways this month!

Doug Curry  
Jamie Treat  
Bill Gerblick  
Raul Boerner  
Gary Baker

Mark Palmer  
 Jon Stark  
 Kyle Kendall  
 Scott Dimick  
 Becky Kinder  
 Jeff Sherrard  
 John Gillis  
 Frank DeBacker

**SHIPS FOR SALE**

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

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



**FOR SALE:** Lak 17 AT  
 SN 163, 1070 hours, sustainer motor, excellent condition \$69,000. Contact [Clay Thomas](#).



**FOR SALE:** Ventus bT  
 Contact **Dave Rolley**, 303-809-2785



**PHOTOS**



*Doug: "Scalpel." Becky: "BP is falling...." Iain: "Clamping off...." Doug Curry conducts field repairs on the Blanik rudder cable adjustment, Becky Kinder and Iain Wayman assisting.*



*Our Lady of the Thermals*



*Ted Brewer's SNJ ready for departure*



*Busy day at Kelly International*



*John Gillis has added a 1948 Cessna 140 to his fleet. Please welcome Babe the Blue Ox (from Minnesota).*



*Thanks to KAPA, the newly re-groomed west taxiway. No more nasty rocks.*



*Jamie Treat marks the ailerons for color as John Gillis assists.*



*A new Russia pilot—Donald Hannon!*



*Gary Baker took this picture of the Pawnee and Pikes Peak with a lower-level fog bank hugging the Front Range while flying the ASK-21 with Dave Rolley*