

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



Volume 32 Number 10

October 2020

Club Web Page: SoarBFSS.org

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FROM THE EDITOR

Well, summer's gone. The days are longer and cooler, the lift not quite as grand as a few weeks before. Some of us are still getting in some great flights, but not nearly as long. Time to start planning for next year.

Early September featured lots of smoke, lots of high temperatures, but some great soaring. Besides the usual long OLC flights, the club also brought in two Gold Badges and a Silver Badge. We've had a great season for club badge accomplishments.

There has been lots of progress on our 2-33, 840, in the last few weeks, and there's a pinpoint of light at the end of the tunnel. **Alice** has a report below.

Airworthy has a some of great stories this month, including **Vitaliy's** Downhill Dash flight, **John Gillis's** Gold flight, and **Bif** at the Pre Worlds at Uvalde. They make great fall reading.

On a personal note, I finally got in a good long cross country flight. On the day **John Gillis** went west for his Gold distance, I went the other way, Seibert and return, to complete my Gold Badge. More on that next month.

Mark Palmer, Editor



End of Summer. Photo by Dave Leonard.

PRESIDENT'S MESSAGE by Bif Huss

September was a busy month for BFSS. Early in the month, at the invitation of the BFSS Safety Officer, **Mark Palmer**, we were visited by the Soaring Safety Foundation's **Burt Compton**. He observed the safety of our operation and gave us an enthusiastic thumbs up. Later in the month, with donations from KAP and BFSS, Kelly Airpark's **John Thomas** installed emergency response crash boxes at all of KAP's windsocks and outside of the BFSS clubhouse. The Elbert County Fire Department then conducted training in their use. These crash boxes are a great enhancement to the safety of flying here at KAP.

On the flying front, September was a very good month. We had many outstanding flights out of

KAP. In the Online Contest, OLC, which wrapped up the 2020 season in September, BFSS had the best showing in years. Especially encouraging are the number of new pilots submitting flights to the OLC this season. Pilots are also beginning to fly the new Proving Ground tasks, which are great fun and an outstanding XC training tool.

The 2-33 restoration team is making great progress. Early in the month, the fuselage was taken to **Doug Curry's** hangar to check the fit of the wing modification. Additionally, the painting of the wings has commenced. It's just a matter of time before we see the 2-33 back in the lineup!

The aspen leaves are starting to turn gold and the days are definitely getting shorter. The soaring season is starting to wind down, but we still have a few good soaring weeks ahead.

See you at cloudbase!

Bif



Bif rockin' the Rockies. 9/6/2020

CALENDAR

Board of Directors Meetings

October 13, 2020 6:30 – 9:00pm
Via Zoom

November 10, 2020 6:30 – 8:00pm
Via Zoom

Downhill Dash

Summer, 2021

FLEET UPDATE

ASK-21 – New canopy covers purchased to protect the ClearNav flight computers

2-33 – Restoration in progress. See Alice's report below.

AC-4C Russia – Nose repair by Kyle Kendall

PW-5 – Nothing to report

Blanik L-23 – Nothing to report

Pawnee – Nothing to report

FRIENDLY REMINDER

Fall is here. It's either dry or very wet, but in any case, 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 October and early November:

Leonard, Dave	10/03/2020
Luke, Roen	10/04/2020
Maki, Jeff	10/10/2020
DeBacker, Frank	10/11/2020
Mendonca, Patrick	10/17/2020
Peaslee, Gerald	10/18/2020
Palmer, Mark	10/24/2020
Palmer, Alice	10/25/2020
Paluch, Henry	10/31/2020
Paluch, Zach	11/01/2020
Price, Brian	11/07/2020
Rolley, Dave	11/08/2020

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.

ACCOMPLISHMENTS

Mark Palmer – Gold Distance and Gold Badge #2785

John Gillis – Silver Duration and Silver Badge #7164; Gold Distance and Gold Badge #2784

Joe Bankoff – Bronze Badge (completed in GA)

Gary Baker – Flight review via the WINGS program

Jon Stark – First flight of the Phoebus since the last century

THANK YOU!

Gary Baker, Stan Bissell, John Gillis, Patrick Mendonca and friend **Zia, Jon Stark, Scott Dimick, Chris Dunmall, Alice Palmer** – For Extra GOD duty on Fridays and Labor Day

Gary Baker – For purchasing new canopy covers for the ASK-21, and for just generally being there all the time to help on one project or another!

Frank DeBacker – For fixing the roll-up door in Hangar 3

Becky Kinder, Julie Kinder, and Mike Kinder – For arranging and hosting the BBQ for after Burt Compton's site survey

Becky Kinder and John Gillis – For cleaning the clubhouse before Burt Compton's visit

Alan Luke, Andy Gerner, and John Gillis – For assisting with the KAP runway crack sealing

Kyle Kendall – For work on the Russia nose

Bif Huss – For spraying for weeds

Mike Westlake and Becky Kinder – Locating and installing new tiedowns

Kyle Kendall, Kip McClain, Donald Hannon, Wojciech Tomanek, Becky Kinder, and Quay Snyder – For de-rigging the Russia prior to transport

Carolyn Baker – For making lunch for the 840 team

Burt Compton – For conducting the Soaring Safety Foundation site visit and providing suggestions to enhance our club safety culture

John Gillis – For setting up the club as a FlightAware Feeder

John Thomas – For collecting funds and putting together the KAP emergency boxes

TRAINING: WHO YOU GONNA CALL? by Raul Boerner, Chief CFI

BFSS Qualified Instructors – all training (ab initio, flight review, add-on rating, simulator, glider checkouts, badges, XC, solo supervision)

Quay Snyder, Stan Bissell, Jon Stark, Raul Boerner
(No GOD duty for approved instructors)

Student Solo Supervision

Quay Snyder, Stan Bissell, Jon Stark, Mark Palmer, Alice Palmer, John Mann, Raul Boerner

Flight Review

Quay Snyder, Stan Bissell, Jon Stark, Mark Palmer, Raul Boerner

Subject Matter Experts (SME)

Primary simulator instructor	Mark Palmer
Primary Russia instructor	Mark Palmer
Primary PW-5 instructor	Alice Palmer
Primary ASK-21 instructor	Quay Snyder
Primary L-23 instructor	Raul Boerner
Primary XC instructor	Dave Rolley
Primary badge instructor	Alice Palmer

SOARING SAFETY FOUNDATION VISIT by Mark Palmer

On September 12th, our long planned Soaring Safety Foundation Site Visit came together. The site visits are a free service from the SSF.

Burt Compton, SSF trustee and owner of Marfa Gliders, was the SSF observer. Burt's job was to observe our operations, make recommendations, and share experiences from other visits.

Overall, Burt was impressed with how we do things at BFSS. He did make some observations on the need to better clear the area before taking the runway. He also had some questions on the tow reel and the rather short length of the towline.

At the end of the day, Burt met with members, shared his observations on our operations, and then discussed some of the major issues in soaring accidents today. Some of those issues are:

- Glider pilots are “kiting” on takeoff (getting too high) and causing towpilot fatalities.
- Inflight fatalities are happening to experienced pilots more than low-time pilots.
- Many clubs are having to implement strategies to help aging pilots stay safe.
- Clubs also need strategies for intervention in cases where pilots resist safety issues.

Those are just a few of the issues Burt brought up. The Safety Officer will be discussing with the BFSS Board how to address some of these issues.

Finally, we capped off Burt's visit with a COVIDly correct BBQ. Thanks to **Becky, Julie, and Mike Kinder** for their work on that.

And thank you to Burt for sharing his insight and expertise.

“Anything we do in aviation for convenience only increases the risk.” – **Fritz Compton** (Burt's dad)



Burt Compton

NEAR MID-AIR GOT SOME ATTENTION by Mark Palmer

On September 19th, a club two-seater with two highly experienced pilots in the midst of a flight review and a highly experienced private owner came way too close for comfort, only narrowly missing each other near the field.

A number of factors were involved: the pilots in the club two-seater neglected to switch its transponder to ALT upon release from the towplane; the backseat pilot was heads down working a radio problem; and the private owner pilot did not have a reading on FLARM.

So what we do we take away from this? First, always keep your head on a swivel looking for traffic. Second, if you have one, make sure your glider has the transponder on ALT to make oneself visible to TRACON and others equipped with ADS-B and FLARM, and finally, never depend on FLARM to give you a complete

picture of traffic around you. Not all traffic is equipped to be visible on FLARM. Don't be dependent on it. FLARM should be a *secondary* instrument, not a primary one, and certainly does not replace keeping a sharp lookout.

Keep in mind that when our 2-33, 840, gets back on the flight line, it will not be transponder equipped, so it won't be visible on FLARM or sources such as FlightAware. Remember we're flying in a VFR environment and your primary defense is to keep a good visual scan.

PROVING GROUND LINK by Brian Price

Just a reminder – if you do the Proving Ground Racetrack, Task 2, or Task 3 and wish to submit a claim, the email address for your .igc file is blackforest@soaringtasks.com

DOWNHILL DASH DAY ONE by Vitaliy Aksyonov

This was my first participation in the Downhill Dash. I watched the weather for couple of days and forecast was very promising. I set a task to fly 300K for Gold Badge distance.

Then I came to the airfield. Forecast lacked one small thing...crazy smoke everywhere. There was one flight that morning and the pilot released at 8000 feet and immediately went to the ground. He said that visibility was very poor. From the ground it looked much better. I decided to be prepared. During competitions you always must be ready. I preflighted the glider, filled the oxygen bottle and declared a task for Gold distance. I was ready to go and just waited for my planned time to start.

Other pilots were very concerned about the smoke and some of them decided to stay on the ground in sake of safety. When the time came, I got my crew (**Joshua** and **Kip**) and we went to the runway. Last checks and I am ready to go!

A few moments later I was attached to the tow plane and we launched. Once we gained about 500 feet, I understood why the first glider went to the ground so quickly. Visibility was bad. But I looked to the ground and surroundings and decided that it is more than 5 miles and I may try to at least fly around the airport.

I released at 9000 feet and the towplane flew away. Unfortunately, there was not much lift despite the high temperature. I made a couple of turns above the rocks and found nothing. Time to go back. I headed west and was going to land. But just as I crossed runway, I found some bumps and tried to circle there. I was able to center a thermal and it was good. About +5 kts average. I got to 12,500 feet. Visibility was about 6 miles from my point of view. It was much worse when you looked into the sun, but better in other directions. Ground was visible. I announced conditions and decided to try fly to Elbert. I had enough altitude and I saw Elbert. That means that I may be back to Kelly safely. I headed to Elbert.

When I was there, I saw Kelly well. I made another announcement by radio. I was lower and decided to get back to Kelly. But I found another thermal. It was good and I got up to 14,500 feet in it. That was something I could work. My next point was Flying G. It is close to Elbert and I can easily make it. OK. Moving there.

I reached Flying G with enough altitude to make a next jump – to Aero Bear or Stewart. I flew there and reached it with enough altitude to make Calhan. I decided to move south because I didn't want to fly in such bad conditions too far without good landable fields. Closest to the east was Simla, but I had to find at least one thermal to make it. It was risky and I decided to go to Calhan.

On the way to Calhan I found some very weak lift. Luckily, wind was from the north and I drifted with that weak lift almost to the airfield. I looked to the map and found that I may reach

the next field – Tranquila. It was worth to try, especially considering that visibility was better than at the beginning of the flight.

In about 15 minutes I reached Tranquila. There was the next option – Cables Corners [*now called Ria —Ed.*]. But I was already low and saw the runway at Tranquila. I was not sure that I would reach the next strip at a safe altitude. I tried to find some lift around but found nothing. Decision made – landing here.

I flew around the field to see any obstacles. There was a powerline on the south and a slope to north (actually I didn't see it from the air). But the wind was strong enough and runway long enough to fit in landing north. Flew the pattern and slipped little bit after the powerlines to get lower and I am on the ground. I used only about 1/3 of all strip. I got out from the glider, texted my crew, and pushed the glider to the end of the runway. Put on the canopy cover and went to the road to look how we may take the glider out.

A couple of cars went by and one of them turned to the next lot. Then they turned back and came to me. They asked me if I was aware that I was trespassing? ☺ And had I called the sheriff about that? I wanted to tell them that I had landed on a published airfield but did not. I said that I am awaiting my crew and will get out soon.



Vitaliy with one member of his crew, Kip McClain. Not pictured—Joshua Abbe.

My crew arrived shortly. We quickly disassembled the glider and headed to Kelly. It was a nice trip and we were talking all the way back. When we got to Kelly, we assembled the glider, cleaned it, and put it back in the hangar.

Thanks a lot to everybody who made that happen. It was fun and I am looking forward to participating next year!

QUEST FOR GOLD or, How I Learned to Stop Worrying and Love the Badge by John Gillis

Late summer is usually a time for cool mornings and afternoon thunderstorms. This summer in typical 2020 fashion is a severe drought and smoke. At least the smoke is keeping the locust swarms away.

The morning of Sept 6th seemed to not be as smoky and the forecast looked possible to attempt my Gold Distance, a 300K declared route with two turnpoints. The mountains looked favorable if I could get into them. I've had about a 50% failure rate at jumping the gap into the Rampart Range. During my Silver Distance attempt, I did make that jump but nearly landed out at Perry Park in the heavy sink. The save from 800 feet AGL and subsequent climb to 18,000 MSL completed my Gold and Silver Altitude requirements.

Today I was only going for Gold Distance. I plotted a course to Deckers, then south down the Ramparts behind Pikes Peak towards the Wet Mountains. The next turnpoint was Westcliffe Towers on the top of Hardscrabble Pass. 312K planned. Paperwork submitted to the observer, and ready for launch.

First attempt at the Ramparts was a fail. Hit bingo altitude over the antenna farm. Back to Kelly. Climb again. Second attempt trying to connect to the Palmer Divide cloud street found me back at Kelly 20 minutes later. Climb again.

Third attempt was southwest. Biff and Clay had just made the jump and were reporting good conditions west of Palmer Lake. I push through, knowing the clouds were working just over the edge. I had USAFA and Perry Park made and was over the trees at 12,500 MSL. Boom, the clouds were working and I took the elevator to the top floor at 17,500 MSL.



Northwest to Deckers. It had taken me over an hour to finally get into the mountains; now it was time to cruise. The clouds gave enough lift to make quick work going the 20 miles to the turnpoint. Now south. The street was laying up near the east side of the Ramparts and I just followed it down over Cheesman Reservoir and

about 10 miles west of Pikes Peak. I was given advice to stay west of Canon City, lest the notorious sink. I flew directly over the gorge and back over the trees towards Greenhorn Peak, mostly between 14,500 and 17,500 MSL. I would only stop and turn to tank back up if I dipped below 15,000. A more seasoned pilot probably wouldn't have.

Once west of Cañon City, Kelly was no longer in glide range. A bit spooky, but the clouds were working and I had Fremont County made. The next waypoint was 35 miles south, and it felt like an eternity. I knew I had to round that to get my Gold distance. I flew a half mile past the waypoint and turned back north. The clouds coming back seemed better a little farther west of my southerly route. I still crossed directly over the gorge bridge and worked my way to the summit of Pikes Peak. Finally I had Kelly made even though I was on the other side of the Peak. Huge relief.

Clay was coming down the Front Range from the north as I passed just south of the summit. I saw him pass under me by a couple hundred feet. A nice cloud street had formed along the Palmer Divide. I was 4 hours into the flight. One hour more and I'd have my Gold Duration. I headed east about 10 miles, then north back to Kelly. That took 15 minutes. I arrived over Kelly at about 13,500 MSL and had 45 minutes to burn. That's when the smoke arrived.

Clay had already landed and **Bif** was raking up miles southeast. The lift was still good and I could stay high, but visibility was deteriorating. 30 minutes to go. Not much sightseeing. Just lingering.

My observer (**Alice Palmer**) radioed that she recommended I add 15 minutes to make sure I have a full 5 hours after release. Ugggh!

About that time, I get a low battery warning on my vario, which is also my IGC recorder. Must save the vario! Like Apollo 13, I started shutting down non-essential systems. I unplugged the

Oudie, turned off the transponder, and resisted transmitting on the radio. Keep the recorder recording! I finally reach the 5:15 mark, eyes watering from the smoke. *[Observer's note: Duration off tow was 5:06, so good thing he got some extra time!]*

I was now below 10,000 MSL and not getting oxygen. A quick spiral decent put me in the pattern and on the ground. During rollout, my FLARM went nuts. HEAD ON! It was **Bif** doing a low approach directly at me. Wing down, **Alice** greets me with a cold beer.

Post analysis showed I flew way too slow the entire flight. I took thermals that didn't work and passed ones that would have. I'm ok with that. I wasn't in a hurry.



Well earned beer for the conquering hero

EMERGENCY BOXES AT KAP by Mark Palmer

Last month, through the initiative and effort of KAP resident **John Thomas**, emergency boxes were placed around the Airpark.

John had initially sent out a request for donations to KAP residents only, but the word got to BFSS as well, and the club members enthusiastically supported the idea. We not only helped fund the initial three boxes to be placed at the windsocks, but there were enough funds for a fourth box, which is now placed outside the BFSS clubhouse.

The boxes contain equipment that can be used in the case of an aircraft emergency. Each 40-gallon box contains:

- 1 3-foot crowbar
- 1 5-pound Purple K fire extinguisher
- 2 airhorns, one in box, one in bag
- 2 trauma packs for bleeding
- 1 window breaking tool
- 2 pair safety glasses
- 1 rescue hatchet
- 1 seatbelt cutter
- 1 utility knife with hook blade
- 1 pair leather gauntlets
- 1 pair leather gloves
- 2 wool blankets
- 1 soft carry bag

With the exception of the crowbar, all items are in the soft carry bag. The blankets are strapped to the carry bag.

In addition, a 10-pound Purple K fire extinguisher is mounted to each windsock and one to the side of the BFSS clubhouse.



Contents of each emergency box

John put together each of the boxes and has stationed them at each windsock. After consulting with the club Safety Officer (me) and Buildings and Grounds Chairman (**Becky**) we stationed the fourth box on the northeast side of the clubhouse and mounted the 10-lb extinguisher above it.

Saturday, September 19th, KAP residents and BFSS members met near the clubhouse and listened as **Chief Brandon Homer** and **First Responder Alexyss Papi** reviewed the contents of the boxes and explained the use of the equipment. We finished off with the group checking out the club's Pawnee, **John Gillis's** Sonex, **Frank Niehus's** Cessna 182, and **Jamie Treat's** Treat Super Solution SS-300, to get an idea of where fuel shutoff, mag, and mixture switches might be located.



Emergency box and fire extinguisher on the northeast side of the BFSS clubhouse

Altogether a great concept and a great project. Thanks, **John**, for coming up with the idea and carrying it through. Thanks also to all KAP residents and BFSS members who contributed funds to the project This should do a lot to increase safety at KAP.

**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!"



Emergency box at the mid-field windsock

**UVALDE PRE-PRE-PRE WORLDS
by Bif Huss**

In mid-August, I took the opportunity to compete in the Uvalde "Pre-Pre-Pre Worlds" soaring contest. Due to the COVID-19 crisis, most of the soaring contests around the world have been cancelled. Uvalde, which has been awarded the 2024 World Gliding Championships, decided to host a limited non-sanctioned contest to begin the process of preparing for conducting the WGC. The contest was conducted with strict adherence to social distancing requirements. Pilot's meetings were held, but each pilot had his own table. Important contest communications were sent via text messages. The result was a contest that was conducted safely with no one contracting COVID-19.

The field was limited, with 10 pilots in the Open Class (18-meter gliders and higher) and 4 pilots in the Handicapped Class. Even though the field was small, it was by no means uncompetitive; of the Open Class pilots, there were 4 former National Champions. Also represented were

three of the most advanced gliders currently competing in World Competitions: the ASG-29, JS-3, and Ventus 3. Thus, it was a great chance to get top pilots and gliders together to practice in the outstanding Uvalde skies.

Uvalde is a great place to fly. The conditions on the ground are brutal. Temperatures averaged about 108 degrees on the launch grid and every living thing seems to have a thorn or stinger. In fact, you had to be careful staging gliders to the grid because the mesquite thorns were strong enough to puncture tires. The sky was another matter though. Almost every day we had outstanding cloud streets with 8 to 9 thousand foot cloudbases.



Uvalde Assembly Area

Except for the last day, tasks were Assigned Area Tasks that averaged 3 hours in length. I thought I was really ripping the task on the first day. I averaged only 9% turning in my Ventus 3M and had what I thought was a winning speed. I discovered that I wasn't even close! These guys were flying 10 to 15 knots faster, and even though they were circling at a much higher percentage than me, they blew me away. That was just what I needed to know however, and through the course of the week, I adjusted my racing technique and learned how to race the Ventus 3 competitively against the other new gliders.

On the last day, we flew a Grand Prix task. On a Grand Prix, all gliders start at the same time, which makes for very interesting pre-start tactics. The turnpoints were only 1/2 mile in diameter, so the gliders for the first half of the

race were bunched fairly closely together. This was a real race! Somehow, I managed to start with the gaggle and stayed with the pack through the first 2 turnpoints. On the third, I lucked out and found an 8-kt thermal and got away from most of the group. Boulder's **John Seaborn** in his beautiful Jonker's JS-3 blew us away, but I came in a respectable 2nd on the day.

The contest was a great learning experience for me and I continued to hone my racing technique in the Ventus 3. The capabilities of these new gliders are truly outstanding, and it's great fun learning what they can do.

If you're interested in improving your XC skills, I highly recommend trying a contest. The preparation is a lot of work, but I guarantee you'll learn a lot and probably have a great time!



Uvalde Launch Grid

N65840 TANKER 2-33 REFURB by Alice Palmer

We have great progress to report on our tanker project. **Doug Curry**, with help from more than a dozen BFSS volunteers, really put in the hours in September to get the wings ready for paint.

The first task was to complete the rear carry through spar repair. To do that, Doug needed to mate the fuselage with the wings to make sure everything lined up. With help from **Bill Gerblich** who donated tires and **Bif Huss** who shuttled the tires to town and back to get them mounted, the team got the old rusty 2-33

trailer just roadworthy enough to make it down to Doug's hangar with the fuselage.



*The 2-33 trailer lives! (Sort of.)
Photo by Bill Gerblick.*

Then a group of volunteers helped lift wings while Doug lined everything up and completed the work on the carry through spar.

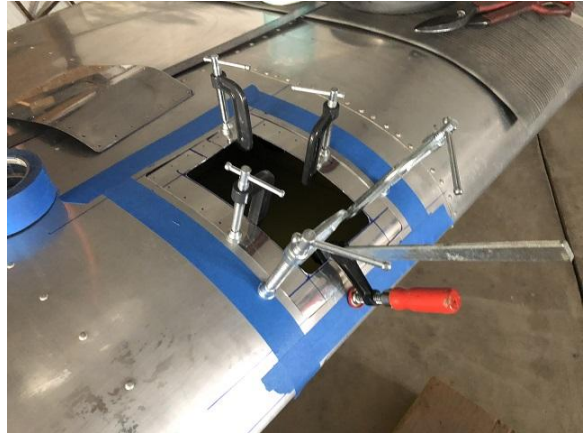


*Doug hoists the fuselage in preparation for mating the wings to fuselage.
Photo by John Gillis.*

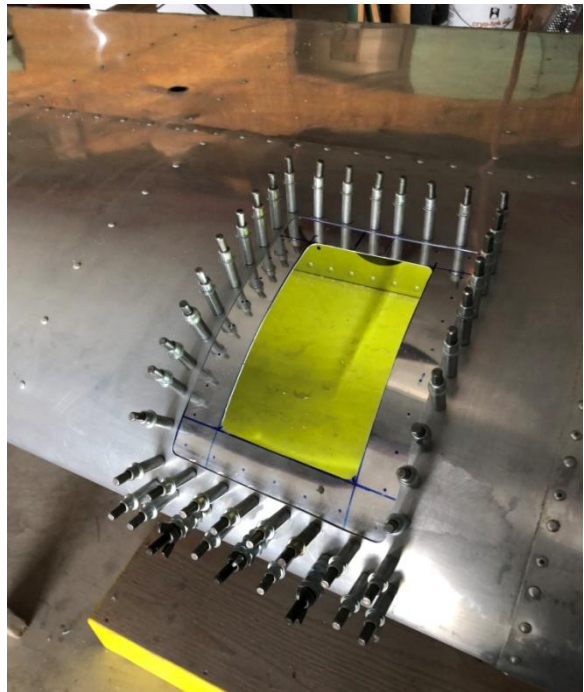


Doug finishes the carry through spar work while Val and Frank observe.

After taking the fuselage back to Hangar 3, it was time to tackle the last work on the wings. Volunteers first moved the left wing to the BFSS hangar and began final cleanup/removal of the remaining paint, then completed a two-part prep process to prepare the wing for primer. Meanwhile, Doug worked to install a sheet metal patch over some damaged areas of the right wing.



*Right wing patch inner plate
Photo by Doug Curry*



*Right wing patch before riveting
Photo by Doug Curry*

Many BFSS members participated in moving, cleaning, and prepping the wings, ailerons, and dive brakes, which took a couple of weeks and dozens of volunteer hours. **Gary Baker** and **Mark Palmer** made multiple trips all up and down the Front Range to get painting supplies...and more painting supplies!



Who are those masked men? Jon, Mark, and Gary prep the ailerons.



The second wing is ready for paint! Alice, Gary, and Frank celebrate. Photo by Mark Palmer.

While the volunteer team was prepping the wings, Doug, with help from **Frank DeBacker**, was busy in his hangar. The master fabricator was creating rotating wing stands to hold the wings during painting. When finished, they were industrial-grade creations.



*Beautifully crafted wing stands from the mind and welding torch of Doug Curry.
Photo by Doug Curry.*

All this hard prep work was needed to allow our neighbor and friend **Jamie Treat** to paint the wings. We moved the left wing into Jamie's paint booth in the hangar west of our lot. As *Airworthy* goes to press, Jamie is finishing color trim coats. Here's a picture of the wing with two coats of white:



Jamie's paint work, before color.

Many, many thanks to our IA mechanics and so many BFSS volunteers who made September's progress possible. Many of these people put in days of dedicated work to get this done. I can't thank all of you enough!

Doug Curry, IA
Jamie Treat, IA
Gary Baker
Frank DeBacker
Mark Palmer
Jon Stark
Scott Dimick
Bill Gerblich
Raul Boerner
Becky Kinder
Jeff Sherrard
Bif Huss
Val Dean
Mike Westlake
John Gillis
Chris Dunmall

Special thanks to **Carolyn Baker**, who provided a gourmet lunch for the volunteers on one of our work days. Thank you Carolyn!

Next month, we look forward to seeing the wings completed through color, along with continued work on the fuselage. There is still work remaining, but we're seeing a bright light at the end of the tunnel. Let's all keep our fingers crossed that our warm weather holds out through October.

MORE AIRFIELDS by Raul Boerner

Raul Boerner recently took a look at **Antelope Airpark** northwest of Eleven Mile Reservoir. This airfield is on the Denver Sectional. Here are some pictures Raul shared.



Looking East on Runway 08



Looking northeast, new blue hangar about 100 feet south of the west end of the runway



*West end of Runway 08, looking south.
RW 08 begins between the stacked tires and the blue hangar.*

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



KAP resident Dave Allen taxis his gorgeous 1934 Waco YKC on a smoky Colorado day.



*Becky and Julie Kinder share a mother/daughter bonding moment in the Blanik.
Photo by Stan Bissell.*



*The local Colorado Cattle Community eagerly awaits Landout Calrissian Gillis's next landing.
Photo by Raul Boerner.*



Gary Baker and Chris Dunmall getting some soaring time in 77



Believe it or not: Col. Andy Gerner, Commandant USAF Flight Test School (above) and Andy Gerner, crack seal specialist (below)



Jon Stark getting ready to take his Phoebe ONE on its first flight since the early 90s



Visiting aliens were very helpful on 840 this month



*Late Summer Snow
Photo by Dave Leonard*