

Airworthy

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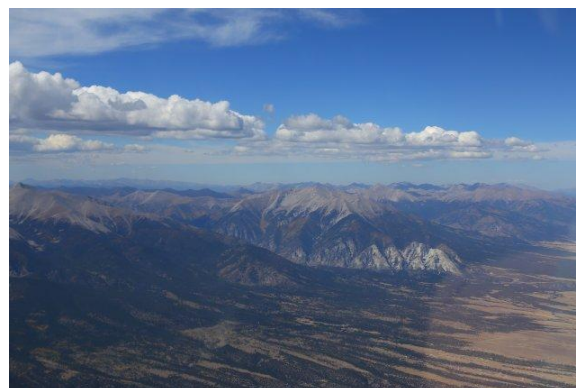
FROM THE EDITOR

September was a great soaring month overall, starting with the Labor Day weekend. Among the great flights was **Vitaliy Aksyonov's** Downhill Dash flight to Colby, KS. Last year he narrowly lost to **Kip McClain**. Not so this year. Along with the win came Gold distance and another Colorado State record.

With the changing of the seasons comes the winding down of the soaring season. Yet, Mother Nature continues to surprise—late September gave us several good soaring days. The last full weekend had several 18-meter pilots back in the mountains. **Dave Leonard** (ZL) made a long flight towards Blanca Peak, **Clay Thomas** (VH) and **Rick Culbertson** (FG) played along the Collegiates, and **Jeff Maki** (21) ventured out to Greenhorn Mountain and back. So, a good weekend.

But flying is not over. The calmer conditions of fall and winter will enable us to press ahead with flight instruction without those pesky glass guys getting in the way. **Stan, Alice, Jon, Vitaliy,** and **Doug** continue to work with their students. We had one new solo pilot in September. Once the ASW-19 joins the fleet, it's expected to generate a flurry of checkouts. Here's to Fall Flying!

Mark Palmer, Editor



Clay Thomas took this beautiful fall picture on 9/26 near Salida, looking northwest into the Collegiates.

PRESIDENT'S MESSAGE by Bif Huss

September turned out to be a great soaring month. We had several weekends where we set or tied daily records for tows given. On multiple occasions, we made over 23 tows in a day. Given BFSS's high altitude and the fact that some of our tows are to 13,000 feet (6000 feet AGL), this is quite an accomplishment and demonstrates how well club members pitch in to get people in the air! BFSS also had a great month on the Online Contest, (OLC), with **Dave Leonard, Lee Kuhlke, Clay Thomas, Vitaliy Aksyonov** and numerous others posting long flights. Finally, congratulations to Vitaliy for decisively winning the Downhill Dash in the BFSS Russia by flying to Colby, Kansas, the longest Downhill Dash flight in years.

In late August, the club membership voted to purchase **Joe Bankoff's** ASW-19. This beautiful glider will be an outstanding addition to the BFSS fleet. The ASW-19 is an easy-to-fly, true 40:1 glider. It will allow club members who don't own their own "glass ships" to experience the excellent cross country flying that the Black Forest flying site is world famous for. The ASW-19 is currently in California undergoing repairs and modifications, but we should see "Z3" added to the fleet sometime before the year is out.

Finally, I'd like to reiterate the process the club has adopted to perform maintenance on its aircraft. In the past, when a pilot encountered a glider maintenance issue, "squawk," or "gripe," any volunteer would step up and fix the glider. This volunteerism, while appreciated, often resulted in improper or no documentation, excessive down times and sometimes incorrect repairs.

BFSS's Maintenance Officer, **John Mann**, has generously stepped up to coordinate all BFSS aircraft repairs through the BFSS maintenance committee. It's essential that all aircraft repairs be coordinated through John or **Doug Curry**, our certified aircraft mechanic. If you discover an aircraft squawk that needs to be addressed, the proper procedure is to write it up in the notes section of your Ops sheet. If the squawk needs to be addressed immediately, as in the case of an airworthiness issue, call John or Doug and follow up with a detailed writeup via email.

If John or Doug can't be reached or another pilot will fly the aircraft during the day, debrief that pilot on the issue. If the aircraft is going to the hangar, place a note in the aircraft notifying the next pilot of the issue, especially if John or Doug determines that the aircraft can't be flown until the maintenance committee inspects the problem. Following this procedure will ensure that BFSS aircraft maintenance issues are corrected properly.

See you at Cloudbase!
Bif

CALENDAR

Board of Directors Meetings

October 12, 2021 6:30 – 9:00
Via Zoom

November 9, 2021 6:30 – 9:00
Via Zoom

BFSS Saturday Potluck Barbeque (after flying)
Will return in the spring of 2022

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

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

1-26 Championships and Low Performance Contest
May 10 – 19, 2022
Chilhowee Gliderport, Benton TN

Downhill Dash
Summer, 2022

FLEET UPDATE

We seem to have a rash of radio gremlins this month. Transmission problems have been reported in several ships and are being prioritized by the Maintenance Committee. Handheld radios are recommended until these issues are fixed.

ASK-21 – Radio transmission issues reported

2-33 – Radio transmission issues reported

AC-4C Russia – Minor gear issue resolved

PW-5 – Radio transmission issues reported

Blanik L-23 – 100-hour inspection completed

Pawnee – Nothing to report

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 reply from her, 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

Here is the Ops Duty schedule for October and early November:

| | |
|------------------|------------|
| Kolk, Brandon | 10/02/2021 |
| Kuhlke, Lee | 10/03/2021 |
| Leonard, Dave | 10/09/2021 |
| Luke, Roen | 10/10/2021 |
| Maki, Jeff | 10/16/2021 |
| McClain, Kip | 10/17/2021 |
| Palmer, Alice | 10/23/2021 |
| Palmer, Mark | 10/24/2021 |
| Paluch, Zach | 10/30/2021 |
| Paluch, Henry | 10/31/2021 |
| Mendoca, Patrick | 11/06/2021 |
| Price, Brian | 11/07/2021 |

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

Donald Hannon – Silver Distance to Flagler, CO to complete Silver Badge #7244

Vitaliy Aksyonov – Gold Distance and Colorado State 13.5-meter Free Distance record flight of 194.86 statute miles, from KAP to Colby, KS

Bill Patrick – B Badge and PW-5 checkout

Joshua Abbe – AC-4C Russia checkout ★

Donald Hannon – ASK-21 back seat checkout

Mike Kinder – First solo and A Badge



Mike Kinder is congratulated on his first solo by instructor Stan Bissell.

THANK YOU!

Rick Culbertson – Taking GOD duty on Labor Day and mowing

Nikola Gradinski – Extra GOD help on Sunday, September 5th, all the way from Carbondale!

Neighbors **Jim, Cindy, and Olivia Norman** – For the gift of a half-dozen pizzas on a busy Saturday! Thanks so much!

Dave Allen – For finding **Donald Hannon's** lost handheld radio in the common area grass. It was lost for a few weeks but still works!

Chris Dunmall, Gary Baker, Becky Kinder, Patrick Mendonca, John Gillis, Mark Buist, Stan Bissell, Kip McClain, Mark Palmer, Alice Palmer – For extra GOD duty

Ethan Hitz, Dave Hitz, Mike Kinder, Mark Palmer, and Alice Palmer – For weeding around the clubhouse and BFSS grounds

Mark Palmer – For building a hangar dolly for the Russia's tail and work on the Russia trailer

Becky Kinder, Frank DeBacker and Gary Baker – For clubhouse painting and ceiling sealing!

Frank DeBacker – For tractor maintenance, mowing, and weed whacking

Julie Kinder – For performing TLC (cleaning, waxing, etc.) on the PW-5

Joe Bankoff – For showing us how to rig and derig the ASW-19

Stan Bissell – For tow rope bullet repair

John Gillis and Joshua Abbe – For repair of the Hangar 3 door

Many people stepped forward to help this month. Apologies if we missed anyone!

WELCOME NEW MEMBERS!

Ethan Hitz – Ethan is a new student, flying with Stan Bissell. Welcome Ethan!



Zygmunt ("Ziggy") Tomanek – Ziggy is Wojciech's father. Welcome aboard!



FRIENDLY REMINDER

The fall dry season is here. Driving on the dry grass can damage it. Please, **DO NOT** drive the golf carts on the grass. Driving on the grass could result in deep ruts and a lot of headaches for the club and airpark users.

CONGRATULATIONS!

Andy Gerner placed third in the Intermediate Glider category at the International Aerobatic Committee championships in Salina, KS, September 20-24. All those high tows paid off!



Intermediate class winners, L to R, Andy Gerner (3rd) Fox, Shad Coulson (1st) Swift, Jared Bachman (2nd) DG-1000

KAP resident, president and towpilot **Alan Hoover** placed second in the Reno Air Races Biplane Silver category. He was flying a Pitts S1-E "Panther."



Alan Hoover in "Panther" at the Reno Air Races
Photo by Allen Hess

DOWNHILL DASH FINAL RESULTS

Well, the results are in and for the second consecutive year, the little AC-4C Russia N287E has kicked butt and taken names – and that's *before* the handicap was applied! Here are the results:

| | Pilot | | Dist NM | H Dist* |
|----|-------------------------|---------|---------|---------|
| 1. | Vitaliy Aksyonov | AC-4C | 169.3 | 198.1 |
| 2. | Donald Hannon | AC-4C | 73.6 | 86.1 |
| 3. | Mark Palmer | DG-300 | 73.6 | 69.8 |
| 4. | John Gillis | PIK-20D | 45.7 | 43.4 |
| 5. | Dave Rolley | ASH-26E | 45.7 | 39.5 |

Vitaliy's flight not only got him Gold distance but broke his own Colorado State 13.5-meter Free Distance record.

*handicapped distance

VAL B. DEAN, FINAL GLIDE – SEPTEMBER 2, 2021 by son Val Dean



Val B. Dean in his Salto, late 1980s

Many of you never knew my father as he quit flying about 15 years ago at the age of 82. Joining the Navy, he started flying at 17, and was a carrier-based fighter pilot during the war. He began flying gliders at the old Black Forest and was a founding member of the new club, helping move the clubhouse and hangars to Kelly. Those of you who did get to fly with him know how much he loved flying and hanging with the community of pilots. He owned and

flew a Salto (attached picture), an LS-6, and finally the ASH26E. He was known for his stick and rudder skills. Some of us used to get behind his takeoffs to see if his wheels ever wandered from the center line. They never did. Val's joy of flying, helping hand, and easy smile made him a valued friend and mentor. He was a true pilot's pilot. He will be missed.

At his firm request, and in lieu of a memorial service, there will be a wake at the family home on October 9th from 4:00 to 7:00 pm: Address: 280 S. High Street, Denver.

KELLY AIRPARK GRASS TEAM FALL REPORT by Jamie Treat

All,
The final weed walk was completed yesterday [9/18/21 -Ed.]. I would like to extend a thank you to the following for their continued support.

Mike & Julie Kadlubowski
Jim Norman
Dave and Jeanne Allen
Alice Palmer

We were very pleased with the little amount of weeds in the four quads. The mechanical means of pulling weeds with a little application of chemicals is working.

The rodent activity is well under control. Between the ZP treatments over the past few years and the introduction of the foxes (est. 5), hawks, and owls, nature is getting back to balance.

I will be updating the 2021/2022 planned activities shortly. Stay tuned.

JST
Jamie S. Treat, Grass Team Lead



*It never ends. Mark Palmer collecting Kochia.
Photo by Becky Kinder*

JOIN THE KAP GRASS TEAM! by Jamie Treat

The Kelly Airpark Board of Directors has re-formed a team of volunteers, led by **Jamie Treat**, to manage common area grass care. Maintaining a good stand of grass is challenging in our high desert environment, averaging only 14 inches of precipitation annually, but the benefits are many. From the inevitable runway excursion, to weed and erosion control, to alternate landing areas, the grass provides much more than a pleasant place to fly.

While BFSS is a Kelly Airpark Association member and grass team notices and activities are sent to BFSS, the grass team wants to invite individual BFSS members to email Jamie at jamietreat397@gmail.com to get on the grass team list. There is no obligation and members can participate in the grass care as much or as little as they like. In this way everyone who is interested can be aware of, and provide input on, what is being done in the common area.

DOWNHILL DASH 2021 by Vitaliy Aksyonov

Second day of Downhill Dash 2021. Good news that we had an option to choose one of three days on the long weekend. My choice— Monday. Weather forecast was the best for that day.

Before coming to the airport, I reviewed landable fields on my route and got a fresh forecast. It turned out that favorable winds are from the north and shift to west if I fly to the east from Kelly. Good soaring conditions were expected after Limon at the time when I should get there. Day was supposed to be blue, but tailwind should help me.

I arrived at Kelly early in the morning and met **Donald Hannon**, who was my crew for the day. He helped me prepare the glider and check everything from oxygen to drinking water and my flight recorder. Checking a fresh weather forecast confirms my decision to fly in east direction.

Frankly speaking, I was not so sure that I will fly further than Aero Bear, or maximum to Limon. Because of that I didn't even think about declaring my goal of 300 km for a new Colorado record. I thought if I can fly that far, that would be enough for my Gold distance as free distance.



*Vitaliy and 7E at Colby, KS 9/4/21
Photo by Donald Hannon*

I took off at 12:12 PM. "Good sign!" I thought. I released at 9300 ft and after a short wandering around found a good thermal, which brought me to 12,000 ft. I radioed to Donald that I'm

going to move east and switching to 123.5. We agreed that the next decision point is going to be Flying G.

Around Flying G I found a weak thermal but spent time to get some extra altitude to make sure that I can reach Aero Bear. Before that thermal I was around 3,000 ft AGL, but the computer showed that it's not enough to reach the next field at a safe altitude. I climbed around 1000 ft in that weak lift and when it was safe to move on and the lift weakened, I made another radio call to my crew saying that I would press on to Aero Bear.

It took me only 7 minutes to get there. The problem was that I didn't find any lift on this leg. It was not enough altitude to reach Simla (my next point), but it was plenty of altitude (3800 ft AGL) to try next leg. I left my go-to point on my computer pointing to Aero Bear and slowly moved forward. In about 5 miles in east direction, I found weak lift. I started to circle and got only 400 ft there. Simla was barely reachable, and I didn't want to waste time in that weak thermal. I "shifted the gears" to "lowest gear." Set MC to 3 but flew slower.

I was flying around 60 knots and constantly looking on the ground trying to find any triggers. At some point I got low. It was my lowest altitude during the whole flight. I was about 3 miles west from the town of Simla and only 1650 ft AGL. I had a couple of landable fields in mind. Then suddenly I found a good thermal. It was my save. I got some energy and moved further. After that thermal I reached the airfield east of Simla and circled there in a weak lift.

I was considering landing there. But I tried my technique again. Set the go-to point in the computer to Simla airfield and move on watching if I can make it back. And here I am in a moderate thermal watching a well for cattle on the ground and trails to that well. Looks like that area from Aero Bear to Simla often does not have very good conditions. I flew several

times there and always it was much lower than other places.

When I found the next thermal close to Matheson, it was enough altitude to safely reach Limon. I switched my flying computer to Limon and radioed Donald that he may move there.

I had a comfortable altitude around Limon (from 4000 ft to 6000 ft AGL) and when I reached Limon I told Donald that I'm going to try to fly to Flagler. It was the first long leg, but after Limon there are plenty of very flat harvested fields. And surface elevation is decreasing all the way to my final point.

Sometime later I found couple of good thermals. I had enough altitude to become "picky" even flying the Russia. I started to leave the thermals as soon as the average climb rate decreased to save time and increase average speed.

Between Genoa and Arriba, I hit the best thermal for the whole flight. It was strong, wide, and took me to 15,000 ft (9000 ft AGL). So, I even used oxygen during this flight! And very soon I was at Flagler, at almost 7000 ft AGL. "I'm heading to Burlington," I radioed to Donald. At that point the wind picked up to 11 to 15 knots and shifted to west-southwest, exactly as the forecast predicted!

When I reached Burlington (Kit Carson airport) I had 4000 ft AGL. Not bad, but the next leg is long and I needed more altitude. Thermals weren't that strong now and I shifted my gears down again. Donald was at the airport already, and I was going to land but tried to find some lift. At first, I found a very weak thermal. It was narrow and hard to center because of the wind. But once I got higher, it became wider, and now I had enough altitude to reach Goodland! "Sorry, Donald. We move further. Next point— Goodland!"

Next leg was simple with a couple of moderate thermals. I was indicating only 65 knots, but because of higher true airspeed and wind, my ground speed at some points was around 80 knots! Not bad.

Near Goodland the story repeats. But this time I was higher than near Burlington. I had about 6000 ft AGL and needed only 1400 ft to safely reach Colby. That's a chance to make my Gold distance leg! I found a weak thermal in the vicinity of Goodland airport, and it gave me the necessary energy! I radioed Donald again that he needs to move on.

It was a long but fun leg. I was flying straight. No thermals and air like glass. I was reading the VFR chart, listening for Colby's CTAF and ATIS. By the time I got there, the wind shifted from almost west to south. There was not too much traffic there, maybe two or three planes landed and took off.

Slowly moving there, I reached Colby! But I was too low for Gold leg altitude penalty. I spent another 15 minutes trying to find some lift to gain another 900 ft to be sure that I'm within the limits. And I found it! Weak, but consistent. I got that altitude and then landed safely in Colby airport (Shalz Field). Donald was already waiting for me there and he saw my landing, which is good for an official observer.



7E retrieve at Colby, KS. 9/4/21.

Photo by Donald Hannon



*The hangar at Colby, KS has seen better times.
Photo by Vitaliy Aksyonov*

We derigged the glider, put it into the trailer, and went to Colby for dinner. We had a delicious pizza and then drove back to Kelly. I want to thank everybody who made this happen. To **Donald** for supporting me and being my crew. To **Mark** and **Alice Palmer** for coordinating this contest and helping me with filling the badge and record applications. To **Kyle Kendall** for the tow. And to all other members for being such a great club!



*It's a long drive home from Colby.
Photo by Donald Hannon*

THE JOY OF GETTING AWAY by John Gillis

Standing in the queue, waiting my turn, I ponder my day.

Will I get away? Or will I suffer? I have done both. And just getting away doesn't mean you don't suffer. Not getting high enough to make the jump is suffering. You spend endless circles trying to get high enough to get away, but it never happens.

In the course of my 3 years as a glider pilot, I've learned a lot. Get high, stay high. Don't do the jump to the Ramparts low. Virga is not your

friend. Know your flight computer, trust it. Wear clean underwear in case of an accident.

Today, I rose. Off tow at 9300 ft MSL and took a thermal to 11K. It topped out, but the cloud just west said higher. It took me to 14K and a cloud west said higher. I'm now over Perry Park, still within easy glideslope back to Kelly. I went to 16K, and the clouds west pulled me towards them.

Crossing the Ramparts is a visceral experience. You are entering tiger country. No landing options. You check and re-check your computer. I have Perry Park made easy, I have Kelly made with 1000 feet even though I can't see it. But you press on, because those clouds pull you towards them.

Over Devil's Head, I still have Kelly made, but with a headwind. The clouds pull me south towards Pikes Peak. I'm flying my computer speed to fly at a MC of 2.5. Kelly is still in the computer for my destination and it starts to show I can't make it home. There's a cloud street back home, but I'll need to stop along the way to tank up. Since this flight was not intended for anything but to GET AWAY, I feel I met the goal and turn back home

I fly the speed the computer says I should. Under the clouds, noting every bump up and every sink down, I find myself below final glide somewhere over Monument. I can make it to Green Roofs easy, and there's a cloud over it. I head that way, get a bump, take it up 2000 ft to have final glide back to Kelly. Whew.

Plans change. I head east hoping to tag Calhan, then back home, but the clouds say no joy. Keeping my eye on final glide to Kelly, I go east until it says I have 1000 ft final glide to safety. I turn direct for Kelly. It's getting late and the lift is getting soft. I cross the field at 9K and notice another wanderer coming in to land. I linger in zero sink until he clears the runway, then make my approach. I got away. Mission accomplished.

PROVING GROUND UPDATE

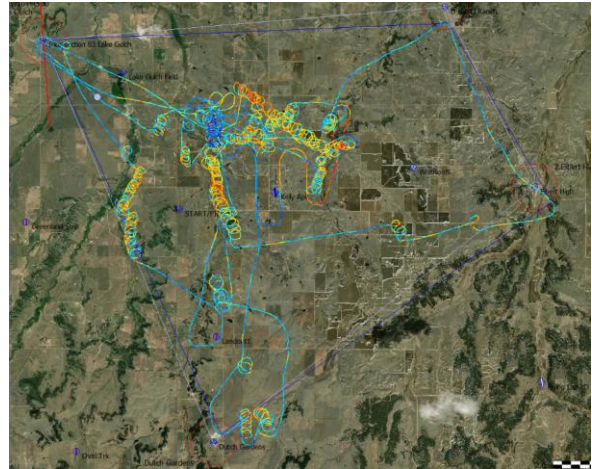
by Brian Price

Our Proving Ground courses have not seen much activity this year, at least as recorded on the boards in the clubhouse. Nonetheless, the three courses and online scoring BOT offer us less-experienced pilots a terrific learning asset, and I hope more folks will think about exploiting that resource on good soaring days this fall, and especially next spring.

The three courses offer everything from local practice to more challenging routes. On two recent Sundays, I flew the local Racetrack, 31 miles within about 5 miles of Kelly. The first was a sled ride, averaging over 44 kts. The second was a 2 ½ hour struggle, *averaging 13 kts*, including my handicap advantage (!). It is the latter I want to focus on, to encourage any doubtful learner to give it a try.

The Racetrack is a quadrilateral, with each turnpoint about 5 miles from Kelly. As long as you maintain 10,500 MSL (adjusting for any strong wind aloft), you never will be out of glide to Kelly in the ASK-21, PW-5, or Russia (or the private gliders).

That afternoon I found strong, but broken lift NE of the runway, and lingered there until I had lots of altitude. Then I flew to the start point over the intersection of Lake Gulch Road with Highway 83, and started the course at a comfortable altitude. The rest of the trip did not resemble a circle around Kelly, but rather a star-shaped path. From the start point toward Dutch Garden; linger near Kelly to regain height; proceed to Dutch Gardens; turn for Elbert and then have to return to a thermal near Kelly. Gain height again; fly Kelly to Elbert; Elbert to D Bar D; back nearly to Kelly; gain height; fly to the start point to conclude the 2 ½ hour ramble. It still counted. You will laugh out loud looking at my flight trace.



Brian's ramble around the racetrack

The point, clearly, is that we can build cross country experience and confidence on many afternoons, at almost no risk of landing out, and with the BOT to score our efforts. Furthermore, **Dave Rolley** remains willing to fly the course with you in the ASK-21—what an opportunity that presents!

The next step in skill and confidence building can be flying Triangle 2, which “cuts the apron strings” by reaching out to Perry Park, back to Calhan, returning to Kelly. Triangle 3 offers even more challenge, when a pilot is ready. By the way, it would not be meaningless for our experienced pilots to fly Triangle 3 and start posting their handicapped speed around the 103-mile course. There is good speed competition to be enjoyed!

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!”

JETA UPDATE by Raul Boerner

Many of you are aware that **Raul Boerner** is in line for an early delivery of a GP Gliders' GP 15 Jeta. While he patiently waits, Raul had an opportunity this month to take a close look at SN 001, which is owned by **Stephen Wade** and is based in Driggs, ID. Below is just a sampling of the photos Raul forwarded.



Jeta at rest



The Front Office



Love the winglet color!

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](#).



PHOTOS



More Colorado soaring history: Bill Prescott Sr. flies his Ka-6CR over the Front Range, circa 1968. Photo from Bill Prescott, Jr.



Andy Gerner "on the option" for 17, while the 2-33 awaits staging



*Joshua Abbe (right) confessed to parking the golf cart in a non-optimal spot, causing a Hangar 3 door roller to jump out of the track when opening the door. Here, he and John Gillis effect repairs. Pro tip: Don't park the golf cart right next to the hangar door.
Photo by Becky Kinder*



These kids! Patrick Mendonca snaps a selfie of himself and Julie Kinder in the Blanik.



*Dave Rolley derigs D2D at Limon Municipal Airport with help from Wojciech Tomanek and Brandon Kolk. 8/28/21
Photo by Brandon Kolk*



*View of Ambrosich
Photo by Patrick Mendonca*

SOME FALL COLORS



Clay Thomas took this picture of Bison Peak, 9/26/21.



Dave Leonard took this picture just north of Music Pass trailhead, looking south towards Blanca Peak in the rain, 9/26/21.



Jeff Maki took this photo of fall colors from the back side of Pikes Peak, 9/26/21.



*Bill Patrick and towpilot John Gillis the day Bill soloed the 2-33
Photo by Jon Stark*



*Val B. Dean launches from KAP in his Salto, circa late 1980s.
Photo by Mark Palmer*