

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



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

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

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## FROM THE EDITOR

This is a nice, full, fall issue of *Airworthy* for you. We have articles by **Bill Gerblick**, **Becky Kinder**, **Vitaliy Aksyonov**, and **Doug Houston**. **Alice** and I checked out Westcliffe for a close-up look at how usable it might be. **Stan Bissell** and **Kyle Kendall** have provided info on the KAPA practice areas.

The long, hot summer days appear to be over for the year. Time to put the shorts away and prepare for fall. Now's a good time get in a flight review. For our new students it's time to make some progress on training in anticipation of some great flying in the spring!

Be sure to do your cockpit preflight carefully! It's fall nesting time for little critters. Check out the picture and note further on.

Mark Palmer, Editor



*Kip McClain caught this picture of the launch line forming, Labor Day weekend, 9/2/22.*

## PRESIDENT'S MESSAGE by Bif Huss

Even though the soaring season is starting to wind down as the days get shorter, September is proving to be a consistent period of great flying in Colorado. BFSS members put up some great numbers on the Online Contest, OLC, in September with ZL posting several flights over 500K. Speaking of the OLC, this year's season ended on September 18<sup>th</sup>. BFSS continued to improve its standing as many new members are adding their flights to the board. This year saw 27 pilots post to the OLC, up from 22 in past years. As for individual performance, this year's BFSS OLC leader is once again **Dave Leonard**, ZL, with 19,339 points achieved in 36 flights. The BFSS OLC-Plus champion, which counts the best 6 flights of the year is **Bif Huss**, H7, with 4548 points. Longest flight of the year from BFSS: H7, 828 km on 8/12.

September also saw BFSS members in action at the Club Class Nationals held in Moriarty, NM. **Mitch Hudson**, AAA, served as the Contest Manager and competitor and I tried my hand as Contest Director for the first time. **Bill Gerblick** stepped in as well, proving instrumental as a member of the ground operations team.

Please remember to submit you operations sheets on time. The new JOT forms make this very easy. In fact, you can submit your sheet via your cell phone. BFSS not only uses this data to

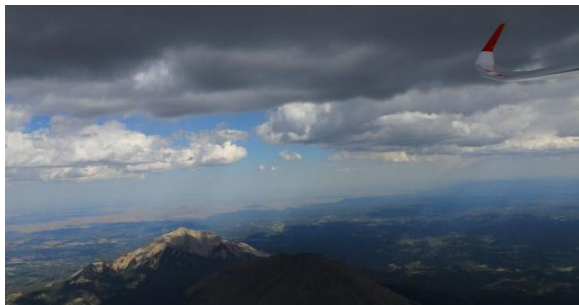
keep track of tow/aircraft use charges but also to update aircraft hours and maintenance. It is critical that these sheets are submitted expeditiously.

Our ASW-19, Z3, has returned to the lineup after completing its repairs in Moriarty. Also, **Doug Curry** is continuing to make good progress on the repair of the club's Blanik and rehab of our second towplane, 41Y.

Congratulations to our newest BFSS CFG **Brandon Kolk**. We're looking forward to seeing Brandon in the instructor rotation. Also congrats to **Mike Kinder** for passing his Private Pilot checkride.

BFSS welcomes new members **David Morgan** and **Michael Cho**. Please introduce yourself to them when you see them at the field. Finally, there is plenty of soaring left this season. Remember that unused "A" member funds revert to the club if not used by March 1 next year. If you have funds left, now is the time to fly those out.

See you at Cloudbase!  
Bif "H7"



*Clay Thomas running north under dark clouds while the Spanish Peaks are in the sun. 9/2/22*

## CALENDAR

### Board of Directors Meetings

**October 11, 2022 6:30 – 9:00**  
At the Clubhouse

**November 8, 2022 6:30 – 9:00**  
Via Zoom

### SSA Convention

**February 23 – 25, 2023**

Atlantis Hotel, Reno, NV

**(Flight Instructor Revalidation Clinic**

**February 21 – 22, 2023)**

### BFSS Saturday Potluck Barbeque

Will return in the spring

## FLEET UPDATE

**ASK-21 (77)** – Back seat microphone is garbled. Repairs are in work.

**2-33 (840)** – New skid plate installed

**Blanik L-23 (9BA)** – Work continuing

**PW-5 (1GM)** – Radio repair awaiting test flight to confirm fix. Electric vario under repair. NOTE: The PW is now being stored in the 3<sup>rd</sup> Hangar shop area where the Russia was parked.

**ASW-19 (Z3)** – Back on the line

**Pawnee (76S)** – Nothing to report

**Pawnee (41Y)** – Work continuing

### 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.



*Kip McClain over Devil's Head, 9/2/22*

## OPS DUTY CALENDAR

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

Sherrard, Jeff	09/30/2022
Culbertson, Rick	10/01/2022
Tomanek, Wojtek	10/02/2022
Dunmall, Chris	10/07/2022
Boerner, Raul	10/08/2022
Abbe, Joshua	10/09/2022
Kinder, Becky	10/14/2022
Buist, Mark	10/15/2022
Culbertson, Rick	10/16/2022
Kinder, Julie	10/21/2022
Dean, Val	10/22/2022
Dimick, Scott	10/23/2022
Gerner, Andy	10/29/2022
Hannon, Donald	10/30/2022
Hitz, Ethan	11/05/2022
Ings, Deborah/Amalia Silberer	11/06/2022

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

Every flying member (except tow pilots and instructors on a regular teaching schedule) is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua will pair you with someone who has experience. Please check this list carefully to see when you're on duty and if you're working with someone. **Reach out to Joshua if you feel you need to be paired with someone for more training. Be sure to go to the calendar page on the website and put yourself down in the Line Volunteer column for the day you're assigned.**

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him know so he is aware of the change. Include [Mark Palmer](#) so he can get it in *Airworthy!*

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

## ACCOMPLISHMENTS

**Mike Kinder** – Private Pilot Glider practical exam passed



*Instructor Stan Bissell, Mike Kinder, and DPE Elliot Crawford after Mike's checkride*

**Brandon Kolk** – CFI Glider practical exam passed



*Alice Palmer, Brandon Kolk and DPE Elliot Crawford after Brandon's CFI checkride*

**Berea Boerrigter** – Achieved a 93% on her Private Pilot Knowledge Test

**Donald Hannon** – ASW-19 checkout

**John Gillis** – Tow number 700

**Alice Palmer** – Received two awards from the SSA: *Most Active Instructor in Region 9 in the A,B,C, Bronze Program 2021*, and *3<sup>rd</sup> Place Most Active Instructor in America in the A, B, C and Bronze Program 2021*

## THANK YOU!

**Wojtek Tomanek, Donald Hannon, Becky Kinder, Dave Morgan, Julie Kinder, Stan Bissell, Brandon Kolk, Alice Palmer, and Mark Palmer** – For extra GOD duty

**Becky Kinder** – For mowing

**Donald Hannon, Alice Palmer, and Dave Morgan** – For weed pulling

**Frank DeBacker** – For clubhouse wiring and all sorts of behind-the-scenes stuff

**Stan Bissell and Mark Palmer** (and possibly others) – For cleaning up the rabbit's mess in the back seat of the ASK-21

**John Gillis** – For the hangar dolly for the PW-5

**Donald Hannon** – For being Grill Master at the September potluck

**Dave Rolley** – For radio work on the PW-5 and ASK-21

**Dave Allen** – For mowing the oats on the runway shoulders

**Jeanne Allen** – For providing awesomely delicious brownies for the potluck

**The Kinder Family** – For bringing the hamburgers and fixins for the potluck

**Brandon Kolk** – For providing additional laminated resources for the instructors

## WELCOME NEW MEMBERS!

(We hope to have pictures next month!)

**Dave Morgan** – Dave is a retired USAF C-130 pilot and Commercial glider pilot. He will start flying for recurrency in October, along with learning GOD duties.

**Mike Cho** – Mike is a beginner, looking forward to learning to fly gliders. He is currently a Pre-Member while he awaits an instructor slot. He is excited about getting out on the line and learning GOD duties in the meantime, and getting to know members.

### FRIENDLY REMINDER

The dry season is here. Please, DO NOT drive the golf carts on the grass. Driving on the dry grass can result in deep ruts and a lot of headaches for the club and Airpark users. Also, please be careful and avoid driving on the runway shoulders while the new grass is taking hold.

## BUREAUCRACY CORNER by Brian Price, Secretary

You can find the minutes of all meetings of the Board of Directors and membership on the members' Forum site, and that's the best way to keep up with our ruminations and actions. However, here are a few recent actions that may be of interest to you.

- Following the strict process in the Bylaws, we all voted on Saturday the 23rd to add a Safety Officer to the list of officers in the Bylaws. This addition was approved in a previous membership meeting, but it turned out we needed to repeat the process to precisely meet the Bylaws provision for amendments. Thanks to the



14 members who, with good humor, voted unanimously to approve the change. The food was really good too.

- Minor changes have been made in recent months to the Operations and Policy document, which you can find on the website. Several address the provisions of different membership categories. Another change establishes that the Board has to approve explicitly any change of member status. A final change affects member liability in a case where a club aircraft is damaged.
- The Russia was badly damaged this summer. The Board must come to the membership for a decision on the disposition of the remains, and we will make a recommendation at that time.
- The Board is working on a revision of the various non-voting member categories with a view to simplifying the long list of categories that have been created over the years. (The Board can create and modify non-voting categories, but not voting categories.)
- Lee Kuhlke is leading a long-range planning project to identify questions and options for the future of the club.

Thank you, and now, back to the fun stuff!

## FRED LIDINSKY FLIES WEST

*Airworthy* is sad to report that old Black Forest Gliderport and Colorado Soaring Association member **Fred Lidinsky** passed away in early September. Fred was an active glider pilot for many years. Later, he and a core of Black Forest pilots did quite a bit of back country flying and camping. In addition to soaring, Fred was an avid falconer. His red-tailed hawk was a frequent visitor to the old gliderport.

## FLYING MAGAZINE SOARING ARTICLE

*Flying* magazine just published a nice little article on soaring. You can find it online here: <https://www.flyingmag.com/soaring-comes-close-to-being-one-with-the-sky/>

## IT'S FALL NESTING SEASON by Mark Palmer

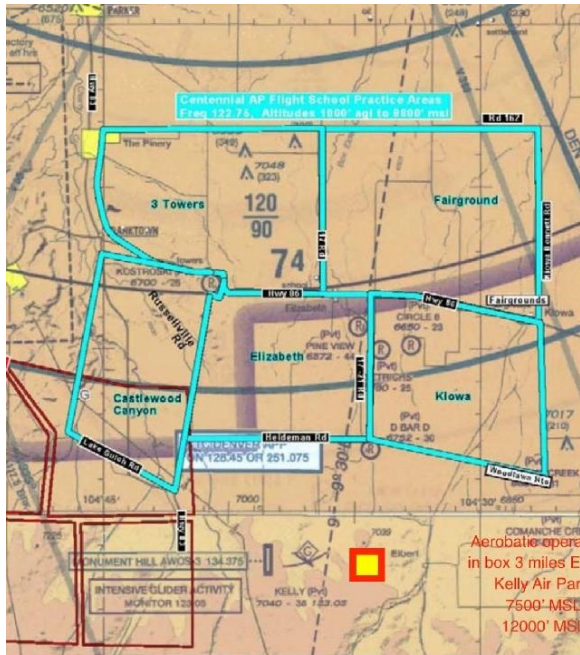
As you can see from the photo below, it's fall and all the little critters are beginning to hunker down for winter. Please check the interior of the club ships before you climb in. And please be sure to place a tray or container of moth balls in the cockpits at the end of the day. You may not like the smell of mothballs, but the alternative is worse!



*Preflight carefully! Back seat of the ASK-21 on a Sunday morning*

## FYI—CENTENNIAL AIRPORT PRACTICE AREAS

**Stan Bissell** and **Kyle Kendall** both supplied maps of the KAPA airport practice areas about the same time. Thank you both! Below is the map provided by Stan. Note that the practice areas extend from 1000 feet AGL to 9900 feet MSL. The flight school frequency is 122.75.



## SGS 1-26 NOW AVAILABLE ON CLUB SIMULATOR

**Mark and Alice Palmer** have purchased and donated the license key for the Schweizer 1-26. Why a 1-26, when the club doesn't have one? No, it isn't because the **Ings/Stark/Palmer** partnership has one! It's because the 1-26 gives a similar cockpit view and similar performance to the club's 2-33.

If you wish to be checked out to use the simulator, contact [Mark Palmer](#) and he'll get you a checkout. Great for training on those no-fly days!

## WESTCLIFFE GROUND TRUTH by Mark Palmer

At one time, Westcliffe (Silver West, C08) was a go-to soaring hotspot for the Front Range glider community. Several camps were held there over the years. At one time we had a camp with members from BFSS, High Flights, and CSA at the same time. Westcliffe was also visited as part of the 1993 Women Soaring Pilots Association Seminar. We did winch tows out of

there and that's where I had my highest wave flight (33,600 feet) in our 1-26E.



*Winning the BFSS 2-33, N17966, at Westcliffe*

But somewhere down the line, someone decided that the field needed a real runway and so a new 6900-foot asphalt runway was built. In doing so, they took out the old dirt runway and the wide grassy tiedown areas.

No one has really flown gliders there since the '90s probably, so since the new runway was built a lot of rumors about its usability have sprung up. This month, **Alice** and I went camping in the Wet Mountains and we spent part of a day checking out the airport for its suitability.



*Ramp area leading to Runway 13*

Apparently, the ramp and runway have just received a new chip seal coating as the runway looks brand new. The ramp area has tiedowns for only a few aircraft. There are around fifteen hangars now.

The taxiway to the runway has a very steep drop off on the south side where it meets the runway. The runway itself is 6954 feet x 55 feet. Elevation is 8200 feet. The shoulders are narrow on either side. There is a very small turnaround at the south end of runway 13/31.

There have been lots of talk of steep dropoffs on either side of the runway, but other than at the taxiway, I didn't see anything serious. There is a higher shoulder towards the south end of the runway but I didn't have a chance to look closely.



*Looking south down runway 13. Highway 69 is just visible on the right.*

The biggest concern is still how close the runway is to highway 69, and the vegetation. The shoulder is narrow. Then there is a barbed wire fence and then the road. As you can see from the pictures, there are high bushes between the runway and the road. No worries in a 15-meter ship, but with a 20-meter I could see losing your wingtip in the rabbitbrush.



*Highway 69 is very close on the west side.*

The lack of adequate shoulders would make moving a glider around difficult. If you had to land, you'd have to carefully push back to the ramp. Fortunately, I don't see SilverWest having much traffic.

The width of the runway and small shoulders would make landing a crosswind challenging, but there are no runway lights to worry about.

An alternative landing would be one of the former runways, which now serves as a taxiway access for nearby airpark hangars. It's grass and rough, but landable, I think. It runs NW/SE.

Bottom line: a usable landout site if needed. The days of holding glider camps there are long gone.



*Looking southeast towards the grass taxiway, just left of the hangars*



## FIVE DAYS AND A BIGGER SKY: THE 2022 WSPA SEMINAR AT CHILHOWEE GLIDER PORT

by Becky Kinder

As wonderful as our BFSS instructors are, they can't substitute for concentrated learning in new environments. The **Women's XC Camp** in Moriarty was my first such journey; the **1-26 Championships** at Chilhowee came next. The **WSPA Seminar** completes my case for travel as a means of growing in our sport. These experiences each give me a huge tool chest to mine. Sharing only the highlights might keep this shorter than the Gulag Archipelago.

Day 1: Foggy. We enjoyed a talk from **Karl Striedieck** on flying with birds while it burned off. My 4:30 flight in the 2-33 with **Sarah Arnold** looked likely to be brief, but the ridge began to work. We were up over an hour in weak ridge conditions. Three other gliders shared the area. I learned that ridge soaring requires incredible focus, new sight pictures, and is highly addictive. At day's end my sky felt bigger.



*On the ridge*

Day 2 conditions allowed me to attempt to wrap my head around the pattern with **Jason Arnold** in the 2-33. Chilhowee differs from Moriarty and Kelly: The gorgeous grass landing strip sits in the middle of a sod farm. Runway 3-21 sits next to a highway, but not parallel. Downwind entry begins at the far end

of its 2600-foot x 200-foot runway. (Strangely, nearby grass runways look grassy!) An evening session on unusual attitudes capped off a great day.

Day 3 began with a history of WSPA from **Frauke Elber**, a retired CFG and a font of knowledge about the history of soaring, and of women in soaring. Then I was off on a cloud street with **John Good** in his Duo Discus! After a wonderful dinner we heard **Karl Striedieck's** introduction to XC.

Day 4 was old home week: Blanik L-23 N262BA took me up with its owner, **Ed Pickens**. Goals met included improving thermalling and gaggling; we practiced saves. The annual WSPA meeting that night included a presentation on next year's Seminar in Germany by its hostess, **Uli Franz**. It looks amazing!



*Blanik time*

Day 5 didn't look promising. **Jason Arnold** and I took a high tow in the 2-32, mostly wishing for lift. We got some. The 2-32 reminds me of a classic Dodge Charger—a meaty glider that can move well—and we had to put the stick forward to stay legal. We cruised the length of the ridge north at 85, but returning south had to work back up to altitude. Jason added a tour of historical, aviation, and natural sites as we made our way back to 5000 feet. We could've stayed up longer, but both wanted his next student (**Julie Kinder**) to get a chance at that cloud street. We'd been up an hour and a half.



New friends and wonderful meals, outstanding instructors, refined techniques, lots of flying, and honest encouragement all made the **2022 WSPA Seminar** unforgettable. I can't thank those who made it possible enough!



*Julie with Jason Arnold*

## 500<sup>th</sup> FLIGHT AND 400 HOURS by Vitaliy Aksyonov

On September 5<sup>th</sup>, when I put my last flight in my logbook, I realized that it was 500<sup>th</sup> flight and in the same time I crossed 400 hours total time. I decided to share my flying history with club members.

I started to fly on hang gliders. First entry in my hang glider logbook is back in 2009. I used to fly five different types of hang gliders, from trainers to advanced models. I'd been flying them five years and my total time in those was around 30 hours (that is not included in my total time).



*Hang glider days*

During one of our camps, which was in Crimea, I visited a glider club and tried flying a glider. It was a Blanik L-13. I liked it very much. That said, when I got back home, I started to look for opportunities to join a glider club. There is a big one very close to Kiev. And I joined that club in 2015.



*Early Blanik days*

My first record in my glider logbook was in June of 2015. And that same year in August I soloed. A week later I had a nice local flight of one hour and 40 minutes long!

First 100K cross-country flight with an instructor happened next year in June. And on my birthday I had my 100<sup>th</sup> flight. It was a local flight about 1.5 hours long. A month later I had my first solo 100K XC flight.

During that time I found an opportunity to fly ultralight Aeroprakt A-22 and A-32 with my friend from the club. I had about 6 hours in it. Nice little airplane. Very easy to fly.

In August 2016 I was checked out on the Jantar Standard 2 (SZD-48). That was my last season in Ukraine because I moved to the US.

First thing I visited Meadow Lake and flew the 2-33 with an instructor there. Weather was bad and it was a very short one.

Then I was busy at work and moving my family here.



*Jantar*

In May 2018 I joined BFSS. My main instructor was **Ingo Kuenzel**. He taught me a lot. Most of that was local regulations and approaches to the learning process. I resolved in July. In August I started to fly the PW-5.

In November I got my private license. It took me 30 flights at BFSS. A couple of weeks later I was checked out on the ASK-21 in both seats.

In April 2019 I was checked out by **Mark Palmer** to fly the AC-4C Russia. This is still the top glider by time in my list. I have 78.7 hours with 43 flights in it. My 200<sup>th</sup> flight happened in September 2019. I flew with **Quay Snyder**.

On May 2020 I got my commercial license. Thank to **Raul Boerner** who worked with me on that.

A year later in May 2021 I got my CFI-G license. And again Raul Boerner helped me with that. Very fast I was checked out in the SGS-2-33 and soon got my first student—**Amalia Viveiros-Silberer**. It was very interesting experience. Not so easy at the beginning.

The same year me, **Bif Huss**, and **John Gillis** headed to California for the 20M Multiseat Nationals. It was a lot of very challenging but interesting flying.

My 300<sup>th</sup> flight was in September 2021 with Amalia in the 2-33.

400<sup>th</sup> flight was with **Quay Snyder** in January 2022 and that was his first flight of the year. We also worked on some WINGS activities.

Later that month I visited California again to pick up the ASW-19 from service, and at the same time I got my self-launch endorsement there. We were flying the ASG-32mi. Very nice glider.

Same month I was checked out to fly the ASW-19 and now I have all the club gliders in my list.

In May 2022 several pilots from our club went to Moriarty and I managed to accomplish my Diamond Goal (300K declared task).

And as I started my story, in September 2022 I crossed half of the thousand flights in a glider and 400 hours. And by this time I have flown on 15 different glider types.

I'm really happy that I joined this club. It's like a big family. Tons of expertise and support. Looking forward to a long and interesting career as a glider pilot and instructor.

*[And we are so glad you chose BFSS, Vitaliy!  
—Editor and Editorial Assistant]*

## **A VOLUNTEER'S VIEW OF THE 2022 CLUB CLASS NATIONALS** **by Bill Gerblich**

The last weekend of July, I was sitting in 76S, waiting at the end of the runway for the next round of gliders to start coming out so we could start towing operations for the afternoon. My phone rang, and as I was shut down and waiting, I answered. It was **Mitch Hudson**, Contest Manager for the 2022 Club Class Nationals, calling to inquire if our recently acquired second towplane would be flying in time to support towing at the Nationals the end of August. Sadly, I informed Mitch, 41Y would not be ready in time to support the contest. We talked further and I casually asked if he still

needed volunteers. He answered “Yes!” enthusiastically and said I was welcome to come down and help out.

I was not actually asking for myself but the seed was planted. (I had been thinking of going, off and on, for months beforehand.) Mid-August found my wife and I camping in Montana and I mentioned the Nationals to her. She encouraged me to go if I had any interest.

We were back in Colorado on August 26<sup>th</sup>. I towed again on the 28<sup>th</sup> and decided I really should go to the Nationals, so I grabbed my glider trailer and took it home. Got the van and trailer ready the morning of the 29<sup>th</sup> and hit the road by 1:30 pm.

The drive down to Moriarty, NM is actually quite stunning, once you get past the zoo-like traffic of Denver and Colorado Springs. Made it to Las Vegas, NM at dark, after seeing a stunning sunset, and a herd of elk that I would estimate numbered in the hundreds. (Wish I had taken a picture. Never seen a herd that large before).

I decided I wanted to see the last 90 miles in the daylight, so I pulled off at the next rest stop and crawled into bed for the night. Up early the 30<sup>th</sup> and took a back road **Mark Palmer** had mentioned to me, through central NM to Moriarty. It was like going back in time to old Mexico, very fun to do, once.



*Quebec Sierra reports for duty.*

Driving into Moriarty the last few miles on the Interstate, I was wondering if I had been a bit impulsive in going and not checking in more depth as to where I was going to park my van

for ten days, tie down my glider trailer, does the Nationals still need volunteers, etc. I was having doubts about my decision to come. Arrived at Moriarty Airport at 8:30 am and as I was driving in, **Bif Huss** walks out of his camper to his Jeep just as I roll past, so I stopped and said hi. Bif showed me where I could park and then took me to hook up with Mitch Hudson and meet his amazing wife **Kimmie**. My doubts were quickly put to rest. Yes the contest could still use volunteers, yes I could camp close to Bif, yes I could park my trailer on the apron and tie out my assembled glider next to it. I felt much better about coming. I had missed the 2 practice days and arrived on the morning of the first competition day. This might be fun! (Hold that thought).

Loose plan now in hand, tie down glider trailer, drive over to Contest Pilots meeting at the Southwest Soaring Museum. Museum is very cool, gliders everywhere and of every vintage. The meeting is upstairs, overlooking the floor of gliders. This is Contest Director Bif Huss’s first contest as Director (and main task setter). We meet **Gary**, main weatherman and also his first contest, and Mitch is the steady, practiced hand as Contest Manager.

We will all meet, every morning, for the 10 days of the contest. The meetings are very well run, very informative, and everyone is chomping at the bit to get out and back to their gliders when the meeting is over. The East/West runway is “ours” every day, shut down by NOTAM to all other traffic during the glider gridding and launching each day. I’m here to help, observe, and learn, so I meet **Paul**, Ground Ops Director, on the runway this first morning and get my assignment. I’m to shadow **Jerome** on the first day, learn his position and then replace him for the remainder of the contest starting on day two (and I thought I was just going to be running wings—wrong!).

Here is what I learned and then performed for the rest of the contest: Go to where the tow planes are parked and meet that day’s



towpilots. Brief all the towpilots on the hand signals I will be using today to direct them into position. Signal to tell them speed to taxi and when to hold for glider hookup, and then launch expectations.

We are launching 24 gliders using 5 towplanes (3 Pawnees, 1 CallAir and 1 tired Cessna 175) and the entire fleet must be launched in under one hour. What can go wrong? Amazingly, a lot can happen in those 40 minutes of excitement. (We managed to launch 24 gliders, every day, in under 40 minutes). And did I mention I'm standing in FRONT of the towplane, off to the side of the runway, giving the signals and then running into the grass so I don't get hit by the glider wing as it goes by? "Look out snakes, here I come!"



*Day One Launch Grid  
Photo by Bif Huss*

So, typical day looks like this: Pilots meeting at 9:30 am, back at the airport at 10:30 am, move my glider to the tiedown area close to the launch area, if I plan to fly today after the contest launch. All contest gliders on the runway and parked on their numbered disk by noon, all towplanes parked and tow ropes laid out, towpilots briefed by me. Sniffer gliders move to the front of the queue and we wait for Bif and Gary to give the word to launch the sniffers and then we wait and wait and wait.

Once the sniffers are seeing good climbs and can stay up, Bif gives the word to launch the fleet. Now the fun starts. Signal given to all

towplanes to start up, I direct red towplane in front of first glider and signal for a slow taxi. Behind him the rope runners are moving the rope like crazy ants to get the weak link to the front of the glider (without touching the rope with their hands) as fast as possible, and I'm responsible to stop the towplane at the exact moment the weak link arrives at the glider nose, from 200 feet away! Glider hooked up, weak link guy jumps up and sprints for the wingtip while the wing runner raises the other wing and gives me the signal to take out remaining slack, and if we do it perfectly, transition to takeoff signal just as the slack comes out. And I sprint off into the grass, never taking my eye off the glider wingtip as it whizzes by.



*Towplanes at the ready*

Piece of cake you think, what is so hard? I signal white towplane to pull in front of second glider, okay, white towplane is taxiing too fast, signal to slow down, weak link zooms past glider nose, signal quick stop to towplane, weak link retrieved and uh oh, this glider has a CG hook, slight delay to get under the glider and hook up, weak link gal jumps up and sprints for wingtip, wing runner lifts wingtip and gives me takeoff signal. I ignore because too much slack still in rope, I signal towpilot for slack out and then takeoff. (We all did get our act together as the days went on, but with different people playing towpilot and new volunteer wing runners some days, it took a few launches to get in sync).

Bottom line for me, I had to watch the towplane, the rope as it came to the glider, the wing runners' signals, and be ready to stop the

whole launch in an instant if I saw anything that did not look right. (Once, the glider pilot opened the canopy just as the wing runner gave me the takeoff signal. That caused my heart to skip a beat as I quickly gave the towplane the stop signal to halt the launch. Stuff happens, the wing runner did not see the canopy open but I had the overall view and could see it happening. This just bore out why a person in front of the towplane taking in the “big picture” proved to be a great idea of our GOD Paul!)

We usually had wing runners stationed at the next three gliders to go and they were raising the wing slightly as the rope went by at speed while we taxied the towplane to launch the next glider in line. Everyone needed nimble footwork on this runway. 37 minutes after launching the first glider, the last glider is airborne and all the runway volunteers walk off the runway to the apron and laugh at our mistakes and talk about what we can do better tomorrow.

The towplanes all land and taxi off, tow ropes are gathered, one towplane is parked for quick launch if we need a re-light of a contest glider. We wait to see if everyone is staying up and then we listen to the radio to hear Bif open the task and the race day has started! Then several of the volunteers go over to the FBO building where there is a giant screen TV on the wall displaying a map of the area. The day’s task is overlaid and a real-time display shows all the gliders in the contest out on course and we can see their altitude and airspeed. We grab chairs while Bif, Gary, and the local pilots explain the strategy being used by the pilots, and we watch the weather change in real-time, as it is also overlaid on the screen. What a great spectator sport glider racing has become!



*Launch line*

After several hours of this fun, several of us race back out to the runway and stand by in case a landing glider can’t clear the runway onto the high-speed apron. If not, we run out and push them off quickly. If it is a good day, everyone makes it back home. But for the unlucky pilots who land out, their crew hooks up the trailer and heads out to retrieve the pilot and glider. If the pilot came to the contest without crew, Kimmine, who was running the retrieve desk, would round up a willing volunteer and send them on their way to get the pilot’s vehicle, trailer, and go out on the road to pick up pilot and glider.

About 6:30 pm, pilots, crew, and volunteers would meet at Mitch and Kimmine’s hangar for beer and talk. Free beer every night supplied by the local brewery in a large refrigerated trailer and Bring Your Own Chair. Then we would split up and head to dinner in small groups or back to our campers.

Then do the whole thing again the next day! This volunteer had a blast. I got to talk to National-caliber pilots every day. Got to see racing strategy played out in real time on a big screen TV with expert commentary. Got to contribute my small part in making a National glider competition come off successfully. Got to have dinner with competitors and hear their strategies for that day’s race. And I got to fly my glider, 5 of the 10 days, in a new area and see the race finishes from the air on several of those days, and try my hand at flying the race task called for the day (well behind the racers, sadly).

The final takeaway for me is the large number of people it takes to pull off an event like the Club Class Nationals. While there were only 24 entrants, there were many folks behind the scenes, at least 18 to 20 of the competitors brought crew, the Contest Manager, Contest Director, weatherman, 5 towpilots each day, 6 to 10 runway volunteers hooking up gliders, running wings and directing towplanes, retrieve desk with multiple people each day, Airport

Manager watching over us, local pilots acting as sniffers, and club members getting us whatever we needed, ropes, O2, etc. (and Kimmine Hudson behind the scenes pulling it all together in the end!) I would definitely do this again.

## INSTRUCTOR OUTING

by Doug Houston

**Vitaliy** and I had the goal to get as much XC time in the ASK-21 to utilize and give me some soaring time on the ClearNav. Saturday 8/13, looked like we could try for Perry Park to Calhan where we would alternate flying and using the ClearNav on course.

We scratched at first with **Clay Thomas** in VH. Then we connected with stronger lift while going SW, then to Perry Park. Things looked promising as we turned back east. As we flew SE past Kelly towards Calhan it was a blue sky, the lift became very weak, and we had lots of sink. After a few attempts to climb we decided that any further attempt to Calhan would be a very scratchy endeavor with a possible landout.



*Over Perry Park looking south*

We headed back north to connect with lift and then decided to fly back to the Ramparts for a quick trip west again and set up a final glide back home. It was a fun time flying with Vitaliy, comparing decisions on the best air, speed to fly, coring the thermals for max climb, and using the ClearNav for decision making.

Oh...as a former XC pilot who used a sectional, vario climb averager, a McCready speed ring, best guess on winds aloft and a thumb wheel for glide calculations, the ClearNav is a very useful cockpit partner. Always insightful to get another instructor's perspective and learn from each other by flying together!



*Why is Vitaliy smiling? Picture by Doug Houston in the ASK-21, 8/13/22*

### FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does not drop into the soft shoulders along the new runway. Offset your rollout to one side so you can drop the wingtip wheel or skid on the pavement. And, "Stop before the drop!"

## SHIPS FOR SALE

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

**FOR SALE:** Want a project? Monerai fuselage. More pics and info available from **Rich Barclay**, KAP homeowner.





**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](#).



**FREE TO A GOOD HOME:** Older Logitech joystick and rudder pedals. Great for Condor! Contact [Ridge Moreland](#). Ridge is in Moriarty, NM.



**FOR SALE:** I am selling one of my Magnum Summit eBikes. This is a great bike, especially for use around KAP. It is less than 2 years old and only has 700 miles on it. The only reason I'm selling it is that my wife has decided she wants a cruiser instead of a mountain bike. You can find out more info on it at:

<https://magnumbikes.com/products/magnum-summit-27-5>

BFSS Discount: \$1600. Contact [Bif Huss](#)



## PHOTOS



*The weak links can sometimes cause problems on line retraction.*





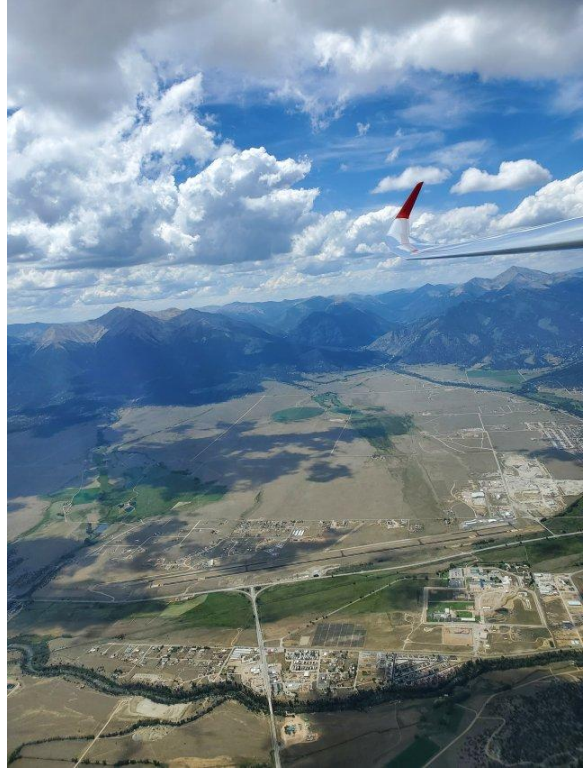
*Mark Palmer lends Deb Ings a helping hand pulling 182 out to the runway.  
Photo by Alex Nadein*



*Can you see why Alice Palmer wins the spot landing contest?*



*Bill Patrick and Alex Nadein install the new refrigerator in the clubhouse.  
Photo by Bill Gerblick*



*Clay Thomas took this photo of the Buena Vista Airport with the Collegiates in the background on a southbound run lately.*



*Donald Hannon completed his checkout in the ASW-19. Photo by Vitaliy Aksyonov*



*Tim Krantz is getting the hang of flying tow.  
Photo by Stan Bissell*





*Visitors Uli and Henry Franz helping Clay Thomas derig VH. Photo by Becky Kinder*



*Dreaming of the Rapture: John Gillis gets to fit-check Clay Thomas's JS3. John's JS should arrive next year.*



*Clay Thomas took this picture of Pikes Peak, 9/24/2022*



*Moriarty (OE0) from the Air  
Photo by Bill Gerblick*



*Quebec Sierra at the end of a Moriarty soaring day  
Photo by Bill Gerblick*



*A Chillhowee Sunset  
Photo by Becky Kinder*