

Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop
Elbert, CO 80106



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July 2024

Club Web Page: SoarBFSS.org

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FROM THE EDITOR

You're getting two issue of *Airworthy* in June. Because of the editor's travel schedule, the July issue is coming out early. Otherwise, it would be mid-July.

We're highlighting a couple of safety issues this time. Two articles, one by **Deb Ings** and one by **Mark Buist**, report on spoiler deployments on tow. This is a serious issue and thanks to the two of them for sharing their experiences so everyone can learn.

The Kelly Airpark Pancake Breakfast is Saturday, July 6th. Please come and meet our local neighbors. Even better, pitch in and help. See the article below.

Mark Palmer, Editor



Down before the storm. 6/16/24

PRESIDENT'S CORNER

by **Becky Kinder**

I once had the privilege of asking **Col. Fitzroy "Buck" Newsom** of the Tuskegee Airmen, "How do you handle a mistake?"

After a moment's serious consideration, he replied, "It depends on who made it. If it was someone else, be hard. If was you, be harder. Then you learn from it, and you move on."

Making a conspicuous mistake is hard to bounce back from. It's harder if it involves lots of money, harder yet if someone—the pilot or others—are uncertain whether unsafe practices are being addressed.

Never fear, within the BFSS they are.

Our Safety Officers, both old and new, are vigilant, as is our Instructor Cadre. They regularly address minor mishaps, along with the occasional near miss or other serious concern. In an effort to keep the focus on aviation, not the aviator, names are usually left out in safety reports, email advisories, and *Airworthy*. Safety reports are presented during regular Board meetings and are attached to the minutes in the Forum. The Board of Directors and instructors consider their content. The goal is to learn and improve flight/procedural safety, not to blame.

As club members, we have an obligation to speak when we see something unsafe. As individuals, we need to consider how to stimulate best practices among ourselves. Leading by example makes all the difference in whether someone becomes defensive or teachable. Noticing positive changes can open doors to the kinds of dialogue that encourage improvements. There is no substitute for a friendly mentor. Silence, whether awkward or intentional, can leave a pilot feeling isolated, unsure.

A good safety culture is a safe place for stories of near misses, of lessons learned. "It's not the mistake you make, it's what you do with it," as our own **Stan Bissell** points out. A pilot who errs but recognizes it and uses the chance to grow should be respected for it. The ability to own and share about mistakes is foundational to good aviation. Humility, a realistic self-assessment, contributes to The Right Stuff. Quiet confidence can be cultivated, and we should esteem it highly.

Raul Boerner is especially good to own his mistakes, turning them into fun stories that equip the listener to avoid dangerous mishaps. We have many advanced pilots in the club, and their experiences are an aviation treasure trove. When they speak up, we're all entertained and enriched.

There's a saying that "The FARs are written in blood." In other words, many flight regulations came about because someone was injured or killed. We learn, whether from trauma or by choice, as we examine and analyze events and conditions surrounding flight.

Transparency, being teachable, and learning together, can only add to the fun and joy of soaring.

Lift & blessings!

Becky

CALENDAR

Board of Directors Meetings

July 9 and 23, 2024 6:30 – 9:00

Via Zoom

August 13 and 27, 2024 6:30 – 9:00

Via Zoom

Women's Cross Country Camp

June 30 – July 5, 2024

Moriarty, NM

Kelly Airpark Pancake Breakfast

July 6, 2024, 7:00 AM – 11:00 AM

Women's Soaring Seminar

July 22 – 26, 2024

Yoder, KS

1-26 Championships

July 31 – August 8, 2024

Hamilton, TX

Downhill Dash

August 25 and 31, 2024

BFSS Saturday Potluck Barbeque (after flying)

July 20, 2024

SSA Convention

October 24 – 26, 2024

FIRC 22-23, 2024

Knoxville, TN

OPS SHEETS

Don't Forget: After you have finished flying, be sure to submit your flight information within 24 hours to [Carrie Commerford](#) via the flight ops app. After you submit your flight, if you do not receive a confirmation email, follow up with Carrie to confirm her receipt of the information. **Remember, submitting flight information is your responsibility!** Not only does it help keep the club finances in order, but this is how we track flight time for each club aircraft.

OPS DUTY CALENDAR

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

Franzmann, Mike	07/05/2024
Peterman, K/Jordan, N	07/06/2024
Rendos, Matt/McClain, Kip	07/07/2024
Kinder, Julie	07/12/2024
Rolley, Dave/Krantz, Levi	07/13/2024
Silberer, Amalia/Krantz, Tim	07/14/2024
Kinder, Rebecca	07/19/2024
Silberer, Zsolt/Kuhlke, Lee	07/20/2024
Tomanek, W/LaFollette, K	07/21/2024
Price, Brian	07/26/2024
Urschel, Pete/Leonard, Dave	07/27/2024
Van Law, Bill/Lewis, Lewie	07/28/2024

On weekends, the early GOD shift is 8:30 – 2:30 and the late shift 11:00 – 5:00.

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 **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

Quay Snyder – DPE renewal



Quay Snyder (r) completed his DPE renewal with Chris Lang, who is retiring from the FAA.

Donald Hannon – Flight review with WINGS with **Vitaliy Aksyonov**

Zsolt Silberer – WINGS credit flights with **Vitaliy Aksyonov**

Rutger Olsen – B Badge

Brian Price – First flight in his new Pegasus, 3 Charlie Alpha

Deb Ings – First flight in her 1-36, 4 November

Deb Ings – Completed checkout in Boeing 777

Bob Weien – Completed club recurrency

Deonna Neal – Completed club recurrency

THANK YOU!

Shari Hughes – For cleaning the clubhouse and installing more curtains

Donald Hannon – For cleaning the bathrooms

John Gillis, Mark Palmer – For mowing the lot

Vitaliy Aksyonov, Rutger Olsen, Todd Hahn –
For mowing and trimming

Doug Houston – For washing 76 Sierra

**Wojtek Tomanek, Alice Palmer, Shari Hughes
Becky Kinder, Chris Hiner, Dave Morgan,
Vitaliy Aksyonov** – For extra GOD duty

**Mark Palmer, Vitaliy Aksyonov, Dave Morgan,
Wojtek Tomanek, Quay Snyder** – For pulling
the sprouting kochia on the assembly area

Doug Curry and Bill Gerblick – For work on 41Y
and 76S

**Scott Dimick, John Gillis, Bill Gerblick,
Todd Hahn, Dave Morgan, Mark Palmer** – For
work to unload and begin the Hangar 3 door
installation

Harold Wood – For repairing the clubhouse
furnace

Wojtek Tomanek – For work on 840

Jon Stark – For completing new member field
checks

Dave Morgan – For completing GOD training for
new members

Clay Thomas and John Gillis – For stepping up
as tow pilots the weekend of June 22-23 after a
mixup in schedules

FRIENDLY REMINDER

The summer 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. Also, please be careful of the runway shoulders while the new grass is taking hold.

WELCOME NEW MEMBERS!

Deonna Neal is back! After a few years away, Deonna has returned to the club. She has a new job in the Ethics Office at the Air Force Academy. Can't wait to see her in the air!



Deonna Neal

Pierce Simpson is a new member and student. He will be flying with **Stan Bissell** and has already taken his first two training flights.



Pierce Simpson

Mike Merino is a new member, an airline and glider-rated pilot who hails from Salida. He's had his field check and we hope to see him flying with us very soon.



Mike Marino

Chris Stieber is a new member. He is a glider-rated United Airlines pilot. He's received his field check and we hope to see him flying soon.



Chris Stieber

KELLY AIR PARK PANCAKE BREAKFAST – HELP NEEDED!

The annual Kelly Airpark Pancake Breakfast is Saturday, July 6 from 0700 – 1100. Not only do many interesting and exotic aircraft fly in, but this is also open to all our neighbors surrounding the Airpark. In preparation, **Jim Norman** and KAP are asking for help. On Saturday the 29th there will be a FOD walk from 0800 – 0900. On the day of the event KAP could use help with everything from preparing food, cleaning up, and marshalling aircraft. To sign up use the Signup Genius link:

https://www.signupgenius.com/go/10C094EAF_A929A31-50091182-kap2024

This is a great chance to interact with our neighbors!

THE DOORS ARE HERE!

Friday June 7th was a big day. **John Gillis** had been tracking the package during the morning. Finally the big rig pulled in with a rather large package. The doors to Hangar 3 had arrived! Thanks to **John Gillis**, **Scott Dimick**, and **Mark Palmer** for unloading and storing them. Scott says the next step is to build the beam to hang them from.



John Gillis and Scott Dimick maneuver the big papckage.



John and Scott after getting the package stored

FAREWELL CHRIS AND SHARON!

Sunday, June 16 was **Chris Dunmall's** last flight (for a while) as a BFSS member. Chris and his wife **Sharon** are moving to Florida to be near family.

Chris is a long-time BFSS member, was past Treasurer for many years, and frequent Friday GOD. We'll miss you guys!



Patrick Mendonca and Chris Dunmall after a nice 2-hour flight. This was Chris's last flight as a BFSS member until he returns for a visit.

NEW LAUNCH LINE LOO VIDEOS

Bill Gerblich has completed his series of short videos on how to deploy, retrieve, clean, and dump the Launch Line Loo. Check out the videos on the member page under Members > Operations on the new club web page.

JOE BANKOFF PASSES

We are saddened to hear of the passing of BFSS member **Joe Bankoff**. Joe passed away peacefully at home on June 10th. Joe would fly with us in the summers and winter in Georgia where he lived most of the year. Joe sold his ASW-19, Z3, to the club. Fair winds, Joe! You will be missed by all of us.



Joe Bankoff

CONDOR 3 IN BETA TEST

The Condor Soaring folks posted the following photo on Facebook with the caption, "A picture is worth a thousand words. Condor 3 is in beta." The picture shows a glass ship in front of building cumulus and rain. How long beta testing will take is unknown, but let's hope not too long.



2024 WEGLIDE CHALLENGE FOR CROSS-COUNTRY LEARNERS

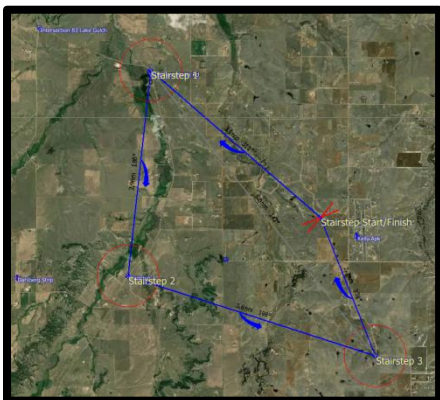
July 6 through August 11, 2024
by Brian Price and Dave Rolley

Are you up for a chance to practice cross-country, at a comfortable level of challenge, in a friendly club challenge next month?

Dave Rolley (cross-country lead) and **Brian Price** are calling our cross-country learners to join in a 6-week challenge on three Proving Ground tasks, **starting July 6 and ending August 11**. We'll post on WeGlide the best handicapped speed you achieve on a course any time during those 6 weeks – no worries about one or two bad weekends! We plan to segregate the handicapped scores by performance class of glider, but the scores will be less important than your learning opportunities.

Participation At this time, *the WeGlide Challenge is limited to private gliders*. We are not currently set up to retrieve the 2-33, the Blanik, or the ASK-21. Furthermore, the club cannot afford to risk these assets in a competitive framework. (This prohibition is under discussion and could be modified in part.)

What Tasks? To encourage fledgling cross-country pilots to stretch their wings, we created a new, very short Proving Ground task – the **Stairstep** – for close-in practice in many of the elements of a longer cross-country flight. The Stairstep is only 13.5 miles long, and is never more than 4 statute miles distant from Kelly.



Stairstep Task

The second task is the familiar **Race Track**, which is 29.6 miles long, but never more than 6 miles from Kelly. The third task, now re-named the **West Triangle**, is the second original Proving Ground task: Kelly West Start to Perry Park to Calhan to Kelly, 70.5 miles.

Each pilot decides the category or categories to fly in:

1. **Limited** – flying the Stairstep task. This will be best suited to the least experienced cross-country aspirants, and will provide excellent practice and build confidence.
2. **Intermediate** – flying the Race Track. We envision that pilots who are comfortable with flight planning and execution, and/or who are flying less-capable gliders, will challenge themselves to achieve good average speeds on that course.
3. **Performance** – flying the West Triangle. This task will be taken on by pilots who are comfortable flying out of glide range to Kelly, in appropriate gliders.

Anyone can do any or all of these tasks. Much more detail is coming to you by email, and we will be holding a pilot meeting to answer questions, provide resources, and kick off the challenge at **9:30 AM on July 6**, at the clubhouse – right after you fill up on pancakes at the **Norman's** hangar.

SPOILER ALERT by Deb Ings

“What does an error feel like? It feels really good because you don't know you are in the middle of committing one until it happens.”
~ Anon

How did my day start? I was excited to fly my new (to me) ship, a cherry example of a Schweizer 1-36 that I purchased from another club member a few months ago. I studied the flight manual, reviewed my notes from the cockpit checkout from the previous owner, and got to BFSS early to take my time with the plane and ready it for flight.

The day was hot and dry but I brought plenty of water. Prepping the Sprite went pretty smoothly and the GOD brought me out to the flight line with no issues. I accomplished my cockpit checks holding short of RWY 35. Club members helped the GOD get me positioned on the runway. Final checks went well, and I closed and locked the dive brakes, gave the thumbs up, waggled the tail, and executed what I thought was a very passable first takeoff.

It was super turbulent as soon as we were airborne, but I maintained position behind 76S pretty well on the way up. That is, until we hit some rocking-dirty air and I noticed I was making larger than normal control movements to stay in formation with the Pawnee. It was then I happened to look at my left wing and I saw it: the dive brakes were partially extended.

Horrified, I maintained aircraft control, eased the brakes closed, and released from tow. The lift was good. Great actually. But I spent two hours being aloft on a perfect Colorado day absorbing the fact that I could have caused a fatal accident on takeoff. And noting that the closed-and-locked position of the spoiler handle was rotated up...*not* down. I had misunderstood (or forgotten) an incredibly basic piece of instruction from the former owner regarding the proper "locked" position of the dive brake handle. The owner did a thorough checkout, so this was not his error. All mine.

My fragile hope was that the dive brakes had opened around the time I noticed it (2000 feet AGL). But no. A picture taken by one of my dear friends of my first "perfect" takeoff confirmed the dive brake was partially open. I was absolutely appalled.



Deb on takeoff

Thankfully no one was hurt and no one even noticed this, including the towpilot. But I noticed it and I fessed up to my friends...and now to all of you.

No matter our experience level, from ATP with many thousands of hours in a variety of aircraft, to student pilot, no one has a perfect flight and everyone makes mistakes. It's how we react in the aftermath that matters. One habit I have is making mental note of the threats I face on any given flight and prepare (review the flight manual of a new aircraft, arrive super-early at the airport to prepare the plane, bring plenty of water, do my own IMSAFE self-check to ensure I'm at my best to fly). While I had done a pretty good job of threat mitigation overall, I think once I got on the runway, I felt myself in the mental space of "rush." Not good.

To me the key ingredients to being a solid pilot include openness to learning, self-awareness, resilience, and integrity (owning up to mistakes without quibbling). I could have rationalized this whole thing away: "No one noticed, everyone makes mistakes...new plane...hot day." I could also go the other way and let my mistake drown me in self-doubt. That's also no fun, and not a rational response. This is where resilience kicks in. Resilience is the ability to bounce back from mistakes and move on. Own the mistake, wholly, and let it teach you to do better next time. A mistake doesn't define you as a person.

So what will I do better next time? I learned that I need to be more deliberate in my cockpit control check and slow down the takeoff process. Maybe if had taken just five extra seconds to scan the unfamiliar cockpit one more time I would have seen the mis-positioned spoiler handle.

One of my favorite books, *Fate is the Hunter*, reminds me to remain humble and respectful of aviation while also challenging myself to excel. A friend and fellow aviator years ago told me this: "Wear your white-belt in aviation—never stop learning." And here I am, decades

later. Still learning. Hope this article helps someone else.

SPOILER INCIDENT, VENTUS B 16.6 by Mark Buist

Another wonderful soaring incident—you never know what’s coming next.

Saturday, June 15th, I towed down to the line in the early afternoon. Winds were light and the takeoff was to the north. On takeoff I get a spoiler deployment about 50 feet in the air.

In the heat of the moment and a knee-jerk reaction in about two or three seconds I closed the spoilers and add elevator input to correct my low tow position. Fortunately, the Ventus reacts quickly with stick input and recovered quickly; if there had been any hesitation the next move would have been to release the tow. Was this the right reaction at the moment? Well, how quick can you make a judgment call?

I live another day for the next time.

As for the Ventus I fly, it’s 40 years old. You do your checks after assembly: there is a check for the flaps to check the gas strut for effectiveness; there is also one on the spoilers but no details on how to check it. There is the detent for the spoilers, and yes, I felt the detent, but how do you judge that pressure until you know what is correct? I have contacted Schempp-Hirth and will be ordering a new strut for the spoilers.

LIMON AND BACK: CUTTING THE STRINGS by Mark Palmer

All the week of May 13, the sky had looked great. It was a typical springtime Colorado sky—nice little puffy clouds stretching to the horizon in every direction. You could go east from Kelly quite a ways. The weather forecast for Friday, May 17 was much the same as the previous days. But knowing Colorado weather patterns, if

you got three days in a row of the same weather, you were lucky.

Nevertheless, I kept an eye on the forecasts and decided I was going to try to break some strings. **Alice** was out of town so I had to be a grown up and do all the rigging and prep by myself. I got to Kelly early and started to rig Echo Fox, our DG-300 (or “Foxy” as we call him). I had some issues getting the wings on but thanks to **Julie Kinder** and **John Gillis**, I got all that resolved and was ready to go by about 10:30.

Talking with Gillis and **Dave Leonard**, their plan was Goodland, KS and back. I decided to declare a more modest Limon and return – 94 NM round trip. Should be easy to accomplish. The flight also gave me a chance to work on setting tasks in the Oudie N IGC and using the Oudie itself. Previous flights with it had been frustrated by a slipping ball mount, leaving the device face down in my lap. Now the problem seemed to be resolved and I was eager to use it.



*Limon from the air
Photo by Kip McClain*

Dave Leonard and I towed down to the north end about 11:30. Dave launched ahead of me and then I was airborne about 12:07. Running into some strong lift on the north end of the field, I popped off at an unheard of (for me) 8300 feet.

The climb was slow, as they would be all day. The thermals were rough and scraggly and though there was strong lift there was also strong sink. I brought forth my one super power—the uncanny ability to turn the wrong way when encountering a thermal. This has long been a frustration for me and it continued on this flight. I wasted lots of time and altitude doing 270 degree turns to get back into the lift. The Oudie helped in this as the thermal helper kept track of how I was doing.

After finally climbing out to about 14,000 feet I headed off east. My experience has been there is strong sink between KAP and Elbert and it held true today. I pressed on beyond Elbert and found another climb up to about 14,000. I got as far as Aero Bear and again hit strong sink. I was still within range of Kelly according to the Oudie so I back tracked a few miles, found another climb and headed east again.

During the journey to Limon I worried I was taking too many climbs, but the heavy sink, sometimes 8 to 10 knots down, had me uneasy. There were a few wispies to help find the climbs. Those ended just west of Limon. My turnpoint was the east intersection and it was a long downhill slide from my last climb, to the turnpoint and back out again. At the low point I was down below 10,000 feet and I was starting to get out the frequencies for Limon AWOS and CTAF. But about two or three miles west of the state prison, I found a good one that got me back high.

Now looking west, the wispies were fewer and looking softer. I found a couple of climbs to keep me high, but there was a long blue stretch between Simla and Elbert. At my last high point, the Oudie chimed “*You’re on final glide!*” and I knew it was a liar. I had been running MacCready 3.5 during the flight and I should have dialed it up higher for my final glide leg.

My last high point was 15,700 feet between Simla and Ramah. On some days that would be enough to get me home. But not today. From

there it was all downhill. I watched the altitude needed to get home slip into the negative numbers. I got lower and lower. What clouds there were weren’t working. A few miles from Elbert I was down to 10,000 feet, about 3000 feet AGL.

So I brought up the training that we had pushed in the badge program for so long. “Train like you fight, fight like you train,” as **Bif** says. At 3000 feet AGL I started to maneuver towards landable terrain. Flying G was not too far away and there were wispies nearby so I moved in that direction.



Flying G Air Ranch

Down to 2000 feet I had pretty much decided Flying G was it. I circled overhead to look for obstructions. None that I could see. Okay, decision time.

I let **Bif** and **Stan** know on the radio that I may be going down at Flying G. At 1500 feet AGL the gear went down. I set up on the southwest side of the field, ready to set up a left downwind to the west. At 8300, the vario chirped.

It held at 2 knots for a few seconds. Okay, I was over my entry point and still had a bit of altitude. I decided to make two turns and if nothing happened, I’d land. After two turns I had gained back 150 feet. Okay, one or two more. The 2 knots went to 3. At 8500 feet I radioed Bif that I was trying to dig out and to hold on the retrieve. The slow climb continued. At 9000 feet I put the gear up, but I was still

next to Flying G so I still had it ready as the option.

The climb continued and got better, up to 5 knots. It took me 20 minutes to get to 12,000 feet. That was more than enough in theory to get me home, but I was overly cautious because of the heavy sink all day. I turned towards home and pushed it up to about 80 knots.

The final leg, of course, was anticlimactic. I barely lost any altitude and ended up over Kelly at about 11,000 feet. I cruised west to Highway 83, then south towards Dutch Gardens. The sink returned so I scuttled home. I was too fast and high in the pattern and the touchdown was faster and farther than I wanted but it was good enough and I was home. Nice to break the apron strings again.

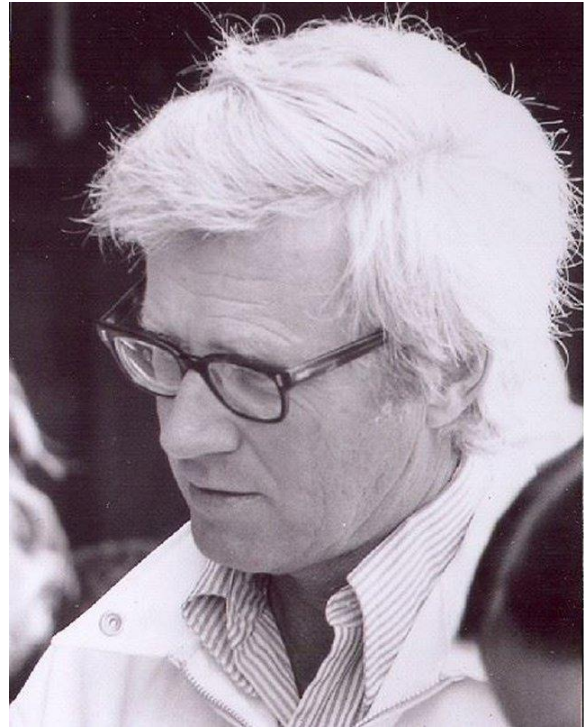


The flight on WeGlide

GOOD FINISH XX

Airworthy is sad to report that the giant of US soaring, **George Moffat**, passed away last Thursday, June 20, at the age of 97. With his signature call sign “XX,” he won two World Championships, 1970 in Marfa, TX and 1974 at Waikerie, Australia. He won US Nationals five times in Open, Standard, or 15-meter class.

He was the author of two soaring books: *Winning on the Wind* and *Winning II*. He was featured in the soaring films *The Sunship Game*, *Zulu Romeo: Good Start*, and *A Fine Week of Soaring*. He won numerous awards including the FAI Lillienthal Medal in 1977. His short story, “Starting at Chavenay, 1959” is *the* classic soaring story (and included in both of his books). An excellent summary of his career can be found on the National Soaring Museum website. Fair winds, XX.



George Moffat. Photo from the National Soaring Museum website

NEED A PROJECT?

The club’s mailbox on David C. Johnson Loop is literally hanging by a thread (yes, we have a mailbox; we also have a landline). It would make a wonderful project for someone to replace the rotted post and maybe even replace the mailbox. Just think – you could be featured in the thank you section of *Airworthy*!



SHIPS FOR SALE

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

FOR SALE: Ventus bT, \$45,000

Dave Rolley 303-809-2785



*Joshua Abbe and Mark Palmer in the ASK-21.
5/26/24.*

PHOTOS



Two Jonkers. Photo by Clay Thomas



Cadet Mia Gonzalez at Survival School. Here she is with a new friend...or maybe it's dinner.



Vitaliy Aksyonov doing a little trim work



Vitaliy caught this shot of a convergence line running east west. Donald Hannon is getting strapped into 9BA. 6/9/24



*Deb Ings in front of her new self-launcher, a Boeing 777.
Taken at Dulles by her Line Check Pilot*



It takes a village: Donald Hannon landed short of Runway 27 and needed a hand getting out.



Doug Houston uses a little down time to do some cleaning on 76S.



*Sunday's after-flying duties include emptying the Launch Line Loo. Here Kip McClain, Quay Snyder, Alice Palmer, and Donald Hannon undertake the chore.
Not shown: Wojtek Tomanek*



Aida Hughes running the convergence line with Stan Bissell, 6/16/24



Tim Krantz and Kathy Peterman bring 840 back to the hangar, with Alice Palmer in the cart.



It must be a couple of days before summer solstice. Alice Palmer tries to stay warm, 6/19/24



Gary Baker and Chris Dunmall enjoying a flight in the ASK-21



Jon Stark took his climbing gym friend, Steffani Liskey flying in 840. 6/21/24



Mia Gonzalez took her friend and fellow USAFA Cadet Novalie Marsh for a flight in 840. 6/21/24



Dave Morgan and friend after a flight in the ASK-21, Photo by Kathy Peterman



Rutger Olsen getting ready for a solo flight 6/16/24 Photo by Stan Bissell



Terri Gerner caught early morning preparations. Saturday 6/15/24



9BA on the ground as a storm approaches 6/15/24 Photo by Stan Bissell



Kip McClain west of Limon, heading home 6/23/24



John Gillis tows Jon Stark in 182. 6/23/24



Vitaliy Aksyonov running the convergence line in the ASK-21, 6/22/25