

# Airworthy

The Official Journal of the Black Forest Soaring Society

24566 David C. Johnson Loop  
Elbert, CO 80106



Volume 36 Number 5

May 2024

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

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

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

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

Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Spring soaring weather continues to elude us. Mother Nature has fallen into this pattern of rain, snow, or wind on Fridays, Saturdays, and Sundays. Some of the Long-Winged Boys (**Dave, Clay, Bif, John**) have managed some nice flights, but the really good days seem to come mid-week. Which makes us all jealous of Bif and John and their self-launch capability! Let's hope that May settles down a bit and we can get going.

We're going to start up the Third Saturday Potluck. The first one will be May 18<sup>th</sup>!

**SPECIAL NOTE:** Until we hear otherwise from KAP, Runway 08-26 is **CLOSED** east of the east taxiway. This is for construction on the east end.

Mark Palmer, Editor



*Bif approaching the Spanish Peaks 4/3/24*

## PRESIDENT'S CORNER

by Becky Kinder

Thank you for a great year! I'm grateful to have such a supportive membership! Serving as the BFSS President is always a big job, and this year presented some bonus challenges. Our membership often demonstrates the initiative, generosity, and kindness that makes the club a joy. There isn't room to individually thank each of you, but little acts have a way of adding up to a picture of excellence. It's hard to believe I've served for four years on the Board.

Our fuel issues are front and center now. This won't be solved by a simple phone call. There are few nearby suppliers, and none that we've found willing to deliver less than 10,000 gallons at a time. 30,000 gallons is a normal semi's capacity. We can only take 1500. Many small airports are located closer to other consumers and can combine their orders to allow the supplier the haul a full load. Powered aircraft can fly to fuel sources. Our towplanes can get to fuel, but it would reduce our efficiency and increase costs; it would be a considerable effort for our towpilots, and we always seem to need more qualified towpilots, especially in summer.

Regulations surrounding the transport and use of fuel must be understood and adhered to for our safety and viability. We have numerous

ideas, and have designated individuals to investigate them. Meanwhile, rationing our resources by confining tows to 2500 feet or less for anyone not close to a checkride might allow us to stretch our supply to the end of June. Anyone interested in helping locate new resources can contact me.

The doors for Hangar 3 has been ordered, the result of many hours' hard work by several knowledgeable members. Our neighbor, **Rich Barclay**, is kindly lending us the scaffolding necessary for its installation. We will need to pick it up from his home and assemble it. Delivery of the door might require rental of a forklift, although we hope to bypass that by requesting a drop gate delivery truck. A professional welder will be hired to fix the brackets. A small volunteer work crew will complete the job. The task is enormous. We nursed the old doors along for years for a reason.

Thank goodness for *Airworthy*. There's plenty going on, and as usual, **Mark** and **Alice Palmer** have it covered in these pages. Club business evolves quickly, so there will be more to learn at the Membership Meeting. Please attend or send your proxy. The club is only as good as we make it, and your voice matters.

Lift & blessings!  
Becky



*Three JS3s*  
Photo by Wojtek Tomanek

## 2024 ANNUAL MEMBERSHIP MEETING MAY 4 by Brian Price

Mark your calendar for 9:30 AM the morning of Saturday, May 4 for our 2024 Annual Membership Meeting. This year, we are planning to present several graphics that can bring everyone up to speed on where the club's money comes from, and where it is spent each year. We also plan a process to get your thoughts concerning the club's longer-term aspirations and opportunities for steady improvement. All members will be heard, and all questions addressed. We'll follow the meeting with another of our famous potluck lunches!

This year, we have three openings on the Board of Directors. Please give thought to placing your name in nomination, or the name of another willing member (candidates must be Regular members). New members as well as veteran members are encouraged to offer their talents and energy to our efforts to move BFSS forward. Please send your nominations or questions to Brian Price, Secretary, at [brianprice47@comcast.net](mailto:brianprice47@comcast.net).

## CALENDAR

### Board of Directors Meetings

**May 14 and 28, 2024, 6:30 – 9:00 pm**  
Via Zoom

**June 11 and 25, 2024, 6:30 – 9:00 pm**  
Via Zoom

### BFSS Annual Membership Meeting

**May 4<sup>th</sup>, 2024, 9:30 am**  
Elections and more, followed by a potluck

**BFSS Saturday Potluck Barbeque (after flying)**  
**May 18, 2024**

**Downhill Dash**  
**Summer, 2024**

**Women's Cross Country Camp**  
**June 30 – July 5, 2024**  
Moriarty, NM

**Kelly Airpark Annual Fly-In Pancake Breakfast**  
**July 6, 2024**  
7:00 to 11:00 am

**Women's Soaring Seminar**  
**July 22 – 26, 2024**  
Yoder, KS

**1-26 Championships**  
**July 31 – August 8, 2024**  
Hamilton, TX

**38<sup>TH</sup> WORLD GLIDING CHAMPIONSHIPS**  
**August 14 – September 1, 2024**  
Uvalde, TX

**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 May and early June. *[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	05/03/2024
McClain, Kip	05/04/2024
Hughes, Aida	05/05/2024

### DOUBLE WEEKEND COVERAGE BEGINS

Kinder, Julie	05/10/2024
Hughes, Cam/Abbe, Joshua	05/11/2024
Dimick, Scott/Boerrigter, Berea	05/12/2024

Kinder, Becky	05/17/2024
Krantz, Levi/Buist, Mark	05/18/2024
Krantz, Tim/Rendos, Matt	05/19/2024

Palmer, Alice	05/24/2024
Kinder, Mike/Crabb, David	05/25/2024
Kuhlke, Lee/ <b>OPEN</b>	05/26/2024
<b>OPEN/OPEN</b> (Memorial Day)	05/27/2024

Price, Brian	05/31/2024
LaFollette, Kevin/Dean, Val	06/01/2024
Maki, Jeff/Dimick, Scott	06/02/2024

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 **VOLUNTEERS NEEDED** 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

**Jeff Maki** – Completed a First Flight with **Jon Stark** and gained a WINGS flight activity credit

**Chris Dunmall** – Completed a WINGS flight with **Jon Stark**

**Dave Rolley** – Completed a First Flight and WINGS activity with **Raul Boerner**

**Donald Hannon** – Completed a First Flight with **Vitaliy Aksyonov**

**Mike Kinder** – Completed a First Flight with **Jon Stark** and a WINGS flight credit

**Patrick Mendonca, Berea Boerrigter, Rutger Olsen** – Completed First Flights with **Stan Bissell**

**Steve Johnson Youth Scholarship recipients: Patrick Mendonca, Levi Krantz, Zach Paluch, Amalia Viveiros-Silberer, and Mia Gonzalez** (who was also awarded the WSPA Glider Girl Scholarship)

**Mark Buist** – First flight in his Ventus B



*Mark Buist is all smiles after his first flight in his Ventus B.*

## THANK YOU!

**Todd Hahn and Mark Palmer** – For conducting the Spring Safety Meeting. Thank you all for attending!

**Chris Dunmall, Gary Baker, Wojtek Tomanek, Alice Palmer, Donald Hannon, Shari Hughes, Chris Hiner, Mark Palmer** – Extra GOD duty

**Harold Wood, Mike Kinder, Becky Kinder** – For repairing the clubhouse furnace and procuring parts. Harold made a couple of trips to get things working right! Much appreciated!

**Stan Bissell, Julie Kinder, Becky Kinder, Kyle Kendall** – For returning 2BA to Meadowlake

**Randy Rothe** – For leasing 2BA to BFSS while our own L-23 was down for repairs (see picture below)

**Becky Kinder** – For donating a new tea kettle

**Team Sunbird** – For donating an extra TE probe for 9BA

**Dave Rolley** – For adapting Team Sunbird's TE probe for the L-23

**John Gillis** – For donating his 500-gallon fuel tank, and to those who helped move it

**Mark Buist** – For repairing the brake on the L-13

**Colin Mead and Mark Palmer** – For removing the ASW-19 tailwheel and ordering replacements

**Vitaliy Aksyonov** – For installing the new ASW-19 tailwheel

**John Thomas** – For monthly KAP emergency box inspection

**Alice Palmer, Mark Palmer, Wojtek Tomanek and Jon Stark** – For replacing the skid on 840 (see pictures below)

**David Crabb and Gary Baker** – For installing the new fan with lights in the sim room



*David Crabb puts the finishing touches on the new light and fan in the sim room.*

*Photo by Gary Baker*

## WELCOME NEW MEMBERS!

**David Dykhoff** is a new club member. David flew with **Bif** in the Navy and owns a Jantar Standard SZD-48.



*Dave Dykhoff*

**Mike Marino** is a new member in the Limited category, waiting for instructor time to get recurrent. He is an airline pilot who already has a Commercial glider rating and looks forward to getting involved in the club. We hope to have a picture next month.

**Riley Kromer and Roxanne Kruse** are new Limited members from Metro State University. They will be pursuing add-on glider ratings when instructor training slots open up. We hope to have pictures in the next *Airworthy*.

### FRIENDLY REMINDER

Spring is here and with it wet, muddy conditions. 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.

## SAFETY MEETING WELL ATTENDED

The Spring Safety Meeting on Saturday, April 6 was well attended. Thanks to **Todd Hahn** and **Mark Palmer** for the presentation. Topics were prevention of kiting accidents, airspace, tow signal review, and open discussion. This was valuable time for our club, and we enjoyed the potluck social connection afterwards!



*Safety Meeting – the promise of food probably helped attendance!*

For those who missed the meeting, the slides and audio are available on the Members Only page of the BFSS website:

**2024 Safety Meeting**

[2024 Safety Meeting Audio \(mp3\)](#)

[2024 Safety Meeting Slides](#)

## HAPPY 50<sup>TH</sup> 840! by Alice Palmer

Our hard-working SGS 2-33A, N65840, is turning 50 years old on May 2! Our trusty trainer has been associated with the Black Forest glider operation for nearly its entire life. It was first owned by the commercial operation, Wave Flights, Inc., at the original Black Forest Gliderport. That's where some of our current club members first flew it in the mid-1970s.

When the original operation had to close down and the Black Forest Soaring Society was formed, BFSS bought 840 and a few of the other gliders and we flew them north to their new home, Kelly Airpark (then named Black Forest Gliderpark).

Thank you, N65840, for 7000+ hours of great service and for the thousands of new glider pilots you have trained (and more to come in the future)!



Happy Birthday 840!

AIRCRAFT DESCRIPTION		PLACE, ELEVATION, IN. 70	DATE MAY 2 1974
MANUFACTURER SCHWEIZER AIRCRAFT COPT	TYPE SGS 2-33A	SERIAL NO. 330	
LICENSE NO. N-65840	T.C. NO. GAEA		
DESCRIPTION 2 PCLM	DOPE OR RESIN TYPE Nitrate		
FINISHING NOTES	MFG'R Randolph Products Co.	NO. B4343E	
FABRIC TYPE	MFG'R "	NO. B9163	
PAINT White	MFG'R "	NO. W-1163-L	
TRIM Red	MFG'R "		
INTERIOR Norfolk Gray	WEIGHT EMPTY 611 lbs	WEIGHT LOADED 1040 lbs	
SEATING CAPACITY (COM INSTANT) Two	WING AREA 39.42 SQ. FT.	CONTROL AREA 39.19	SQ. FT. SPAN 51'0" LENGTH 25'9"
TIRES MAIN 22-6 Aircraft Type III, 4 PR.	BRAKES Cleveland # C7000		
OWNER	ADDRESS		
CITY	STATE		

840 logbook #1: May 2, 1974

## NEW SKID FOR 840

This week a team of four 2-33A aficionados replaced the aluminum skid and wear plate. Thank you to **Wojtek Tomanek, Mark Palmer, Jon Stark, and Alice Palmer** for the work, including the hunt for new hardware in Elizabeth and Castle Rock! 840 is now ready for more (soft) landings! ☺



Wojtek, Jon, Alice teaming up with Mark (photographer) to change the skid



## A SPECIAL GUEST FROM THE UK

Friday, April 12, we had a special visitor from the UK. From **Quay Snyder**: My guest was **Toni Flint**. She is the Senior Accident Investigator for the UK Aircraft Accident Investigation Board and a Human Factors Specialist. She had several hundred winch launches as an Air Cadet 20 years ago but had never done an aerotow. She flew twice and did the tows and the first landing flawlessly. We flew a 0.8 and a 1.0 giving her the two longest glider flights of her life.

Toni has invited me to speak about the role of mental health in aviation Safety Management Systems and aircraft accident causes to the International Society of Aviation Safety Inspectors for their annual conference in Lisbon in September.

Toni was out in COS for a conference at the Broadmoor for investigating space accidents, which is a new responsibility for her since the UK has a fledgling space program.

She reported she was impressed by the camaraderie, kindness, and cooperative nature of our club, with thanks to **Jon Stark** and **Gary Baker** in particular as they took good care of her when I was flying with **Wojtek Tomanek**. Of course the **Palmers** were their usual gracious selves.

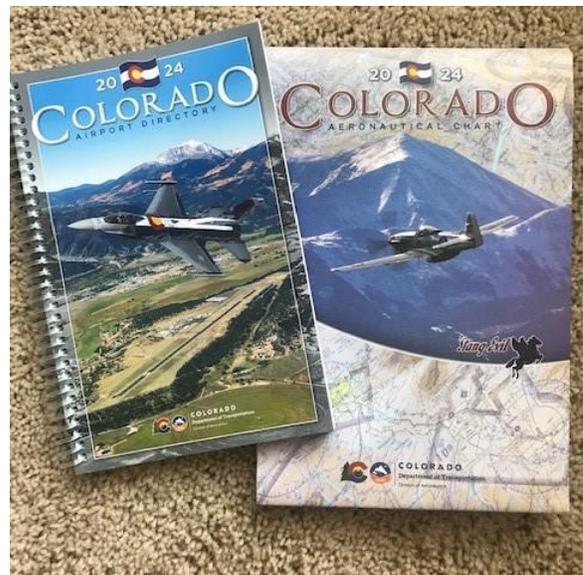


Quay with Toni Flint

## COLORADO AIRPORT DIRECTORY by Raul Boerner

FREE, at our clubhouse, **Kip McClain** has provided two great aviation reference documents: The *2024 Colorado Airport Directory* and the Colorado Aeronautical Chart. Kip works for the Colorado Division of Aeronautics and also overtime as one of our valuable BFSS Directors—double thanks to you, Kip!

My personal favorite section is the list of Colorado AWOS frequencies.



## POST-FLIGHT DEBRIEF by Todd Hahn, Safety Officer

Do you regularly conduct a post-flight debrief? A post-flight debrief is discussion and analysis that occurs after a flight in order to review and evaluate your flight. Mainly, it concentrates on your actions and decisions, in other words, what were your strengths . . . and what are your, ahem, areas for improvement? It also can look at the effectiveness of established procedures/checklists as well as interactions between you and other crew members, towpilots, and ground crew.

Put simply, a post-flight debrief matters because it can help with safety. It can help with your continued learning and skills improvement (flying skills, aeronautical decision making [ADM], communication, etc.). In the end, it can help with not only your safety, but your self-confidence.

A debriefing can be done alone or with your copilot, but it is best done with an instructor or a seasoned pilot as it helps with completeness and objectivity.

Here are some considerations for what to cover in a post-flight debrief:

- Review your flight objectives and if, and how, they were achieved/not achieved and what decisions or events led to the various results.
- Review each phase of flight: preparation, takeoff/tow, cruise, pattern, and landing. Did your flight preparation adequately prepare you for the challenges during the flight? Why or why not? What can you improve next time? Was there something that wasn't optimal on your pattern or landing that you may need to work on?
- Were there any deviations from expectations, rules, or procedures? Why?
- Analyze your ADM. This is important. Did any human biases play a role in your ADM?
- What kinds of pressures or stresses occurred during the flight and why?
- What are your lessons learned and what potential improvements could be made?
- Develop your follow-up plan as appropriate.

I recommend that you keep a written record of your post-flight debriefs. I keep one column in my electronic logbook spreadsheet for lessons learned and another column for action items, so I can periodically review what I need to work on the next time I fly.

I encourage you to regularly conduct a post-flight debrief. We can all become safer and better pilots as a result.

## ALPHA TEAM-FLYING TRAINING by Raul Boerner

No more turning, I'm getting dizzy! Is this all there is?

To soar beyond the Kelly "cone-of-return" is challenging and intimidating for glider pilots. Especially, when the only cross-country training they received was the required minimum to pass their certificate checkride.



Any club member can prepare for cross-country tasks by using team-flying tactics. Later on, advanced skills will require your own private glider—which can be made cheaper by partnering with fellow members. Prior, and if interested in flying further, consider this:

### Alpha Team-flying prerequisites:

- 1) Bronze Badge or higher, or **Dave Rolley's** XC seminars
- 2) Fly the Proving Grounds "Racetrack" task
- 3) Attend GlidePlan Zoom meeting (TBA for each task day)
- 4) Attend weather briefing Zoom meeting (TBA for each task day)
- 5) Use an approved glider for the Proving Grounds 2 task

Last season we had two wonderful training sessions—we called ourselves the Alpha Team. We agreed on rules of operation and stuck to them. Flying as a team builds confidence about flying faster, and making it home or being retrieved from an alternate safe place.

Having company is fun and rewarding. On your mark, get set, GO...by working on the prerequisites before this July.

### NEW ASW-19 PRE- and POST-FLIGHT CHECKLIST ITEM by Mark Palmer

On Friday, April 12, several of us noticed the ASW-19 making a funny sound on takeoff and then again on landing. A close inspection showed this:



*Looking up the tailwheel housing. You can see rocks have jammed the wheel*

And after removal, the tailwheel looked like this:



*This is the tailwheel after removal by Colin.*

The environment we have at Kelly can be very detrimental for things like landing gears and tailwheels. Obviously, what had happened is that the tailwheel picked up rocks at some point and jammed. Unable to move, the wheel became a skid. You can surmise this happened some time ago given the amount of wear.

So a new ASW-19 checklist item is to check the tailwheel before and after each flight. The easiest way to do this is while the ship is on the tailwheel dolly. If the wheel doesn't spin freely, then take a look (I used my iPhone) and remove any debris you find.

Thanks to **Colin Mead** for removing the tailwheel and mounting a temporary replacement and then ordering new wheels. **Vitaliy** installed one last weekend and there is a spare in the tool room.

### TAKING CARE OF YOUR GLIDER by Raul Boerner

“But I don't own a glider,” you think. Fact is, as a club member, you own a 2-33, L-23, ASK-21, ASW-19, and a Pawnee (and two golf carts, a clubhouse, three hangars, etc.). In addition to these assets, some members own their own aircraft. Who washes, vacuums, waxes, and puts air in the tires of these gliders?

What if our club buys another glider? Who does all of this work? Well, I'm busy taking care of my own glider, and I rarely fly the club ships, so you must be the one.

Fortunately, our Maintenance Chairman **Colin Mead** oversees us taking care of our assets. Yet as with the rest of us, he is an unpaid volunteer. Here is a list of yearly, semiannual and multiyear requirements:

- FAA Program Letter
- Condition inspection
- Transponder 91.217
- Aircraft Registration
- SSA glider Contest ID

Oxygen bottle hydrostatic test  
 FLARM Core  
 Parachute  
 Naviter Oudie N logger  
 FLARM Core logger  
 Cambridge 302 logger  
 LX-NAV Nano logger  
 TT-21 update  
 TC-20 update  
 LX-NAV ADI update  
 FLARM Core update  
 FLARMNET update  
 Butterfly update  
 LX-NAV Nano update  
 Naviter Oudie N update

When you show up to fly, and the glider is dirty and needs air in the tires, look for the pilot who is responsible—that person is more nearby than you may have thought. Also, if you vote for us to buy another, can we depend on you to be the maintenance captain for that glider?



## THANK YOU FOR YOUR SERVICE – 2BA RETURNS HOME

With our Blanik L-23 back on the line, it was time to return the L-13AC, 2BA, to its proper home. Thank you to **Randy Rothe** and the Soaring Eagles Foundation for letting us use 2BA for the last couple of years. We couldn't have delivered the ongoing training without it.



*During the time our L-23 was down, 2BA proved to be a workhorse for us. Photo by Becky Kinder*

On Tuesday, April 23<sup>rd</sup>, **Stan Bissell, Becky Kinder, Julie Kinder** and **Kyle Kendall** repositioned 2BA back home at Meadowlake.



*Julie Kinder sets up to land 2BA at Meadowlake, 4/23/24. Photo by Stan Bissell*

## JS3 FIRST IMPRESSIONS by John Gillis

In October 2021, I placed a deposit on my JS3 RES. 2.5 years later, I finally was able to fly her.

To say the least, I was a bit apprehensive about flying her out of CO15. High altitude, narrow runway, and spring conditions. I wanted to eliminate problems. I also wanted conditions that weren't going to be a pattern tow. I wanted to soar.

Finally, the cards aligned, I was available, the wind was within my limits, I had ground help, soaring conditions existed. I decided to assemble at the club and join the conga line to the launch. Instructed ground crew my needs. And they pushed me to the runway.



*John Gillis with JG, 4/12/24  
Photo by Kip McClain*

The self-launch was uneventful. Lots of eyes on me but she climbed like a homesick angel. The density altitude caused an overspeed on the prop, so I had to throttle down shortly after breaking ground. I orbited over Running Creek and found lift, shut the motor down and climbed up.

I headed west towards Perry Park, still getting acquainted with the LXNav computer. **Bif** had launched earlier and was over South Park which encouraged me to jump I-25 and head to Devil's Head. I connected to the clouds and headed south to Pikes Peak. Turning the peak I headed east where the rest of the long wings had gone. **Clay** and **Leonard** were in Kansas by then. I got just west of Limon before turning around because my drinking water had kinked and I already had done more than I intended. Landing was uneventful.

The flight was 2.5 hours, 124 miles, not remarkably fast. I will say the JS3 is a very well engineered aircraft. It's the most refined, well behaved airframe I have flown.



*John Gillis brings JG home*

## FOR SALE

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

**CAUTION! The following ad is rated PG. 😊 If you prefer G-rated content, you might want to skip down to a very nice Ventus bT on the next page....**

### FOR SALE: Oudie N IGC

A pilot is in his glider, old enough to know how to fix the problems that arise while soaring. He is also old enough to know how to fix the problems of not being able to "arise," so we assume he called his CFI and now has a prescription for an Oudie N, solving all the problems in his life.

You've reached the age where you've learned a thing or two. This is the age of knowing what needs to be done. So, why would you let something like thermal dysfunction get in your way? Isn't it time you talked to your CFI about the Oudie N? 20 million men already have. With every age comes responsibility. Ask your CFI if your heart is healthy enough for efficient, fun soaring. Do not buy an Oudie N if you take nitrates for chest pain as it may cause an unsafe drop in blood pressure, or you have an unreasonable fear of landing out. Side effects may include headache, flushing, upset stomach and abnormal vision, euphoric pleasure in centering a thermal within two turns. To avoid long-term pleasure, seek immediate help for a soaring flight lasting more than four hours. Stop using the Oudie N and call your CFI right away if you experience a sudden decrease altitude or loss of situational awareness. This is the age of taking action. Oudie N. Talk to your CFI. See if America's most prescribed soaring treatment is right for you.

Available right now for \$1000 and includes a thorough checkout. Contact JG at [fastj22@gmail.com](mailto:fastj22@gmail.com).

**FOR SALE: Ventus bT, \$45,000**  
**Dave Rolley 303-809-2785**



**PHOTOS**



*Bif on the Sangres, 4/3/24*



*Chris Hiner caught this shot of Jon Stark and Jeff Maki landing 77 on Sunday, April 20.*



*Walt Green, parachute rigger, working on the Kinders' parachute at his loft in Golden  
Photo by Becky Kinder*



*Cam Hughes and Stan Bissell running the virga line SE of Kelly, 4/26/24, Photo by Stan Bissell*



*Bif Huss and Mia Gonzalez in Bif's Duo, over the Front Range, 4/14/23*