

# Airworthy

The Official Journal of the Black Forest Soaring Society

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Elbert, CO 80106



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

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

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

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Kelly AWOS Cam: [Weather Cams](#)

## FROM THE EDITOR

Welcome to a big jumbo issue of *Airworthy*! Lots of things happened this last month – epic flights, landouts, and the Downhill Dash. It ought to be called the “Jumbo Landout Issue.”

The weather for the Downhill Dash really didn't cooperate this year—hot and smoky one day and cool and rainy the next. Nevertheless, on both days only our mighty AC-4C Russia (*Zoya the Destroya*\*) got away to complete flights. Congratulations to **Vitaliy Aksyonov** for winning Day 1 and to **Kip McClain** for winning Day 2 and taking the crown! Thank you to all the many people who volunteered to crew for pilots and to **Frank DeBacker** for being Retrieve Desk. You are what makes the Dash successful! I think everyone had fun whether their pilots got out on course or not, and that's mainly the point. Let's keep our fingers crossed for better conditions next year!

It was a good month. **Vitaliy Aksyonov** completed his Silver Badge and in the process set two Colorado State 13.5 meter records. **John Gillis** knocked off his Silver and Gold Altitude legs as well as Silver Distance. **Becky Kinder** passed her Private Pilot checkride. Lots of OLC miles logged too. Way to go gang!

**John Gillis** has a report on his flight and landout at Chaparral. **Brian Price** talks up the Proving

Ground. We have early Downhill Dash reports, and lots and lots of Thank You's.

COVID is still a pain, but I'm seeing an unintended consequence. With the use of Zoom, more club members are able to participate in Board meetings, special meetings, Proving Ground meetings, and more. It's making us a closer, more well informed club. Who would have thought?

The FAA, in collaboration with the Colorado Department of Transportation, have launched new webcams in Colorado, and Kelly Air Park has one of the first ones in the lower 48 (see the new link above in the masthead).



So kick back, pour yourself a tall cool one, and enjoy this jumbo issue!

Mark Palmer, Editor

\*Shameless pop culture reference to a character in the Netflix series *GLOW*

## PRESIDENT'S MESSAGE by Bif Huss

I'm writing this late because **Brian Price** and I just landed out at Calhan while attempting to fly the Proving Ground Task #2 that BFSS has adopted as the club's intro to XC training program. We were ripping the course up until we weren't!

After flying a 250K task over the Front Range, we decided to tag on the Proving Ground task because an outstanding cloudstreet led straight to the first turnpoint, Matheson. We were convinced that we would establish a new course record, the street was so good. We were doing a "right banana" (a term the Europeans use to describe a course that is offset from the direct line but curves to the right toward the turnpoint). Matheson was at the end of the banana, but the course to the second turnpoint, Calhan, was in the blue so we decided to climb under the cloudstreet to make sure we could glide into Calhan and then toward Kelly.

In spite of outstanding clouds, we couldn't find a climb. It appeared that stable air was pushing in from the south and killing the lift. We showed that we could still make it back to Kelly with 2000 feet to spare so we abandoned the task and turned for home. What we didn't notice during our long run to the east with no circling was that our outstanding cloudstreet was collapsing behind us. The sky between us and Kelly was now completely overcast with virga in most quadrants. Our 2000-foot cushion into Kelly rapidly declined to 0, then 500 below. Calhan was still in the sun and easily makeable so we made the tough but safe decision to divert there and try and find a climb. As we approached Calhan, the overcast also arrived. We were out of luck.

After a few minutes of desperate scratching we put the gear down and landed without incident. On the ground, we were lucky enough to get in touch with the day's tow pilot, **Clay Thomas**, and he was able to quickly come and give us an aerotow home.

Brian and I had a great time and I hope many of you will try the Proving Ground tasks. They are great fun and will improve your cross country skills. Just check the sky behind you from time to time!

See You at Cloudbase!

Bif "H7"



*Bif, Brian, H7 at Calhan. Photo by Clay Thomas.*

## CALENDAR

### Board of Directors Meetings

**September 8, 2020 6:30 – 8:45**  
VIA ZOOM

**October 13, 2020 6:30 – 8:45**  
Via ZOOM

### Soaring Safety Foundation Club Site Visit by Burt Compton

**Saturday, September 12**

All club members invited (see article below)

## FLEET UPDATE

**ASK-21** – Back on the line! Microair radio being sent in for repair. Swapped in 2-33 radio.

**2-33** – Under restoration. See Alice's report below.

**AC-4C Russia** – Nothing to report

**PW-5** – New wingtip wheel installed after one was lost.

**Blanik L-23** – Airworthiness Directive inspection completed by **Doug Curry**. No repairs required.

**Pawnee** – **Doug Curry** repaired the broken side window welds.

## OPS DUTY CALENDAR

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

McClain, Kip	09/05/2020
Houston, Doug	09/06/2020
Westlake, Michael	09/12/2020
Hannon, Donald	09/13/2020
Kinder, Rebecca	09/19/2020
Kinder, Julie	09/20/2020
Kuhlke, Lee	09/26/2020
<b>OPEN</b>	09/27/2020
Leonard, Dave	10/03/2020
Luke, Roen	10/04/2020

Every flying member who does not have other duties in the club, such as instructor or towpilot, is on the schedule for line duty. If you are either a pre-solo student or have never performed this duty, Joshua has paired you with someone who has experience. Please check this list carefully to see when you're on duty and if you're working with someone.

Remember, if you can't make your duty assignment, you must find a replacement. Once that is done, contact [Joshua Abbe](#) and let him know so he is aware of the change. Be sure to go to the calendar page on the website and put yourself down for the day you're assigned.

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

## THANK YOU!

So many thank yous this month! If we missed anyone we apologize. What a great club we have!

**Chris Dunmall, Scott Dimick, Patrick Mendonca** – For Friday GOD duty

**Dave Rolley and Mark Palmer** – Swapping out the ASK-21 radio

**Bill Gerblich** – Mowing

**Joshua Abbe** – Restoring the old bicycle in the hangar

**Brian Price** – Obtaining a second flywithCE position recorder for the club and work on the Proving Ground project. **Note:** Brian, in addition to his time to set this up and to serve as Proving Ground Coordinator, has purchased the Proving Ground package and the flywithCE as a donation to the club. THANK YOU BRIAN!

**Mike Kinder** – Vacuuming the clubhouse and help on the line

**Brandon Kolk** – Washing and returning cleaning towels for the club fleet

**John Gillis** – Fabricating new PW-5 wingtip wheels and cutting strips for 840 interior panels

**Frank DeBacker** – Downhill Dash Retrieve Desk

**Kyle Kendall** – Chasing down a repair station for the ASK-21 radio

**Doug Curry** – Pawnee and Blanik maintenance

**All Who Contributed** – KAP Emergency Kit Fund

**All Who Pulled Weeds in August**

**Hangar Door Repair Crew** (see below)



*Part of the hangar door repair crew – Dave Rolley, Mark Palmer, Alice Palmer, Donald Hannon. Not shown – Becky Kinder, Julie Kinder. Photo by Becky Kinder.*

## ACCOMPLISHMENTS

**Becky Kinder** – Private Pilot Glider!



*Instructor Stan Bissell, DPE Quay Snyder, Becky Kinder, Julie Kinder, and Chief CFI Raul Boerner after Becky's successful checkride*

**Vitaliy Aksyonov** – Silver Duration, Silver Badge, Colorado State 13.5-meter Free Distance and Colorado 13.5-meter 3-turnpoint Free Distance!

**John Gillis** – Silver Distance, Silver Altitude, Gold Altitude!

**Dave Leonard** – KAP to Taos Airport and back. Again!

**Dave Rolley, Dave Leonard, John Gillis and Brian Price** – Completed Flight Reviews through the WINGS program

### FRIENDLY REMINDER

The dry season is here. Driving on the dry grass will 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.

## REALLY, REALLY, REALLY DON'T DRIVE ON THE GRASS

by **Mark Palmer**

Every month we post our little notice (see above) about not driving the golf carts on the grass. Yet, it still happens. Especially in this time

of extreme drought, driving on the grass can cause serious, long-term damage. Below is a picture taken in August after it was reported that carts were on the grass.

So, please, please, don't drive on the grass. If you need to get back to the clubhouse and gliders are in the way, ask the gliders to turn enough for the cart to get pass without going onto the grass. It doesn't take much movement on the part of the gliders and it makes things easier for all of us. If a glider lands on the grass, it should always be pulled by hand to a taxiway or the runway. Don't use a cart to retrieve the glider on the grass.



*This is not a great picture, but you can see some of the damage incurred by driving the golf carts on the grass.*

## WELCOME NEW MEMBER!

Welcome to **Paul "Chappy" Franz**, current United pilot, retired Air Force pilot, and new member. He will soon start his glider transition with **Andy Gerner**.



*Paul "Chappy" Franz*

## SOARING SAFETY FOUNDATION SITE VISIT – SEPTEMBER 12

**Burt Compton** of the Soaring Safety Foundation will be making a site visit to BFSS on Saturday, September 12<sup>th</sup>. Discussions on the site visit began during the SSA Convention back in February. Burt, an SSF Trustee from Marfa, TX, will be coming by to view our operations and to talk about our safety culture. The SSF has completed over 100 site visits like this to improve soaring safety.

There will be a meeting on Saturday morning with Burt, the Board, flight instructors, towpilots, and any club members who want to participate. At the end of the day, Burt will conduct a roundtable discussion on what he has observed.

Even if you're not on the schedule that day, I would recommend you come out and attend. This can be a very informative and fun event. And if you haven't met Burt yet, here's a chance to meet the man, the legend. More details will follow by email.

## WANTED: SMALL PROJECT HELP by Becky Kinder

Is anyone willing to tackle small projects like this one at the back door of the clubhouse? We have the tile. If you have the will and skill, we'll help you find what you need to get it done! Please contact **Becky Kinder** via the membership list.

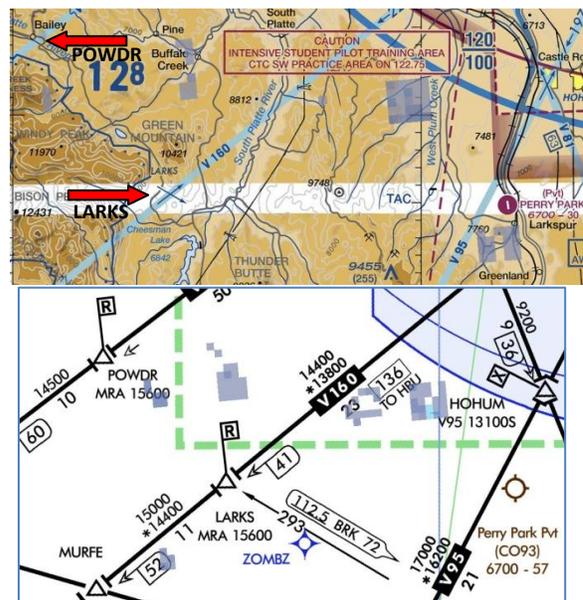


## AIRSPACE ISSUES by Mark Palmer, Club Safety Officer

Recently two issues with airspace cropped up with Denver Center. The first issue was gliders circling in the area of the southwest arrival gates to DIA.

In July, **Chris Dunmall** received a phone call from Denver Center. They were trying to get in touch with someone with the club. Apparently, there was a glider circling right at one of the arrival gates and they wanted to get it to move. Another time, Center spoke to one of the GODs asking again for gliders to be aware they were flying in the vicinity of the arrival gates. Both times, Center emphasized there was no violation—the gliders were VFR, below Class A, and outside Class B. But they were close enough to trigger three different near-miss reports.

So what are these arrival gates? The arrival gates west of us are flowing IFR traffic from the southwest and west into DIA. For the most part they are air carrier type traffic, although GA traffic uses them too. There are two intersections that we should be aware of: **LARKS** (shown on the sectional), which is between Green Mountain and Cheesman Lake, and **POWDR** (NOT shown on the sectional), which sits firmly over Bailey.



The second issue that came up with Denver Center was possible violations of the Class A airspace by gliders. Center spoke to a club member about several gliders that apparently had climbed through FL180, and at least one of those was tracked back to a landing at Kelly. This shows that they are watching carefully and we must be vigilant to ensure we stay well below the floor of the Class A airspace.

A number of pilots use 17,000 or 17,500 as their personal maximum climb altitude. Given the difference between pressure altitude reported by the transponder and the indicated altitude you see on your altimeter, it seems wise to give yourself a wide altitude buffer to ensure you don't inadvertently climb too high.

So what does this all mean? Certainly, as VFR pilots, we have the right to thermal near the intersection, but doing so raises concerns with Denver Center. We really need to remind ourselves that we fly in a vast, complex environment of which we are only a very small part. We love flying in the mountains and climbing high, but my advice is to transit the areas of concern quickly and to stay well below the floor of Class A airspace so we can continue to safely share the airspace with other traffic.

## **DOWNHILL DASH – DAY 1** **by Mark Palmer and Joshua Abbe**

*It was a hot, smoky day at Kelly on August 22, the first day of the Downhill Dash. Visibility was poor due to smoke from the Colorado and California fires. The smoke may well have affected the soaring weather.*



*Day 1 Pilot/Crew Meeting*

*Of the day's four entrants, only one, Team 7Echo (AC-4C Russia), with pilot **Vitaliy Aksyonov**, made it away. Vitaliy landed at Tranquila for a flight of 27.2 NM and a handicapped distance of 31.8 NM. Way to go Vitaliy!*



*Where, oh where, is my crew?  
The locals are getting restless....*

*Vitaliy struggled early but caught a good thermal over Elbert. His crackjack retrieve crew ("7 Echo Chase," **Kip McClain** and **Joshua Abbe**) were on the road right away. Early indications were for a landing at Calhan, but with enough altitude there, Vitaliy pressed on. After landing, Vitaliy was on the ground about an hour before his crew arrived. They disassembled and loaded in minutes. Well done! Now we have some ground truth on Tranquila.*

**Joshua Abbe** gives the true, behind-the-scenes story on Team 7 Echo:

Mark, thank you for your brief write up. If I may, however, I believe you failed to capture the character of the day.

See, Vitaliy woke up early, ready to lead Team 7Echo on a quest and adventure for the ages. Kip, fluent in many languages, and Joshua "He Who Laughs Loudly," were both eager, willing, and loyal participants for this elusive trophy quest. Fortune, we will find, favors the bold.

After preparing his noble steed, Vitaliy was with 7Echo and scanned the horizon with expert eye and with the confidence of his trusty retrieve crew. While other, more modest pilots, turned

their eyes and stares to the ground, Vitaliy confidently kept his chin high, eyes on the Sky, and declared boldly "Vee shall go now!"

With an efficient tow of only a few hundred feet, all eyes on the ground were upon "The One Who Moves Boldly" to see how long before this fool-hardy errand would soon be back on the ground, head held in shame. To ensure unity within Team 7Echo, Joshua "He Who Taunts Loudly" publicly questioned the resolve of the other teams.

Confidence of an early return throughout the airport soon turned to confusion and then disbelief as 7Echo, the ever courageous Vitaliy at the controls, began to circle. Slowly at first, feeling the air around him and making minor course corrections. Within moments the small and nimble 7Echo was at great dizzying heights, when Vitaliy made the decision to wade through soupy skies, deep into the murky unknown, in his quest for glory.

Kip and Joshua, ever present and not at all distracted, were racing after Vitaliy within (many) minutes and were off to a...uhhhh...fast start across hazardous and arduous terrain east of Kelly Airpark and into unknown and untraveled territories. Consulting many suspicious devices of electronic wizardry, Kip maintained navigation and communication duties while Joshua desperately tried not to exceed the velocity limits of local paths and towns. All team members of 7Echo were fighting through trials and tribulations, as each member needed to succeed for the sake of the team. Personal Courage and Honor would be necessary for the Glory of the team.

Many (one) hour later, a message was received by Kip indicating that Vitaliy required rescuing many, many distant miles away at the uncharted mythical location of Tranquilla. Despite the name, tranquil, it was not, as Vitaliy had to dispose of the aggressive locals while his retrieval crew were on their way. Kip, with his expert tracking eye, made seemingly random

course corrections that allowed the retrieve crew to arrive on site post haste. Once on scene, official documentation was carefully orchestrated before 7Echo was quickly and (even if I say so myself) expertly and efficiently prepared for return travels.

Upon returning, HEROICALLY! to the deserted airport, the faithful crew prepared 7Echo for the next hero to take the reins. Then, without fanfare, quietly and humbly, returned to their abodes to tell tale of the adventures that had transpired that very day.

And that, Mark, is the story of how Team 7Echo is now AT THE TOP OF THE LEADERBOARD OF THE DOWNHILL DASH!

Sincerely,

Joshua "He Who Types Loudly" Abbe



*Vitaliy Aksyonov and 7Echo at Tranquilla  
Photo by Joshua Abbe*

## **DOWNHILL DASH – DAY 2** **by Mark Palmer and Kip McClain**

*What a difference a week makes. Saturday, August 29<sup>th</sup> dawned cool with high overcast. The forecast was pessimistic for getting away before the sky blew up. Nevertheless, **Bill Gerblich** in **QS** and **Kip McClain** in 7Echo prepared to go. About 1:00 Bill launched but after a half hour or so of scratching about, landed back at the field.*

*Kip launched about 1:20 and promptly disappeared. Finally we heard the weak call to his crew to "Go Comanche" which raised some concern since Comanche is not a happy place to*

land. **Vitaliy** led the crew out and texted later that Kip was heading to Simla. Then...silence. Finally we got a text that Kip was down safely at Limon! Kip takes up the story:

Needless to say, the challenging conditions made for an adventurous flight. However, in spite of the dark wall of storm clouds pushing in from the west, I found the air to be more buoyant than predicted with enough thermals along the way to trick me into pushing further away. Strong, narrow thermals were marked with fleeting cloud streets, but the associated sink between them was not that strong, and I think that element was key to making it so far at relatively low altitudes.

The flight ended with a sweet landing on runway 16 at Limon in surprisingly smooth conditions but in the middle of some robust sky diving operations. I was kindly helped off the runway by a gentleman named **Ian Christie** and a nice German lady who is associated with the sky diving op. I didn't get her name, but she graciously brought me a post-flight beer after helping me park the ship on the ramp!

All in all I'm just surprised that we squeezed out 1.5 hours of soaring on a day that looked to be barely flyable! Huge thanks to **Vitaliy, Jacob, Josh,** and **Ian** for teaming up on this event this weekend and last. Of course, thanks also to **Mark** and **Alice Palmer, Frank Debacker,** and **Roland Laning** for making it all happen! It was great fun and I'm looking forward to doing this again sometime. Cheers!

Kip

## DOWNHILL DASH RESULTS by Mark Palmer

Day 1 – August 22, 2020

(Actual and handicapped distances shown.)

- |                     |           |               |
|---------------------|-----------|---------------|
| 1. Vitaliy Aksyonov | AC-4C     | 27.2 /31.8 NM |
| 2. Quay Snyder      | ASW-24    | DNF           |
| 3. Dave Rolley      | Ventus bt | DNF           |
| 4. Alice Palmer     | DG-300    | DNS           |

Day 2 – August 29, 2020

(Actual and handicapped distances shown.)

- |                  |           |               |
|------------------|-----------|---------------|
| 1. Kip McLain    | AC-4C     | 45.5 /53.2 NM |
| 2. Bill Gerblick | ASW-24    | DNF           |
| 3. Dave Rolley   | Ventus bt | DNS           |
| 4. Mark Palmer   | DG-300    | DNS           |

### CONGRATULATIONS TO KIP MCCLAIN— 2020 DOWNHILL DASH CHAMPION!



Kip at Limon



Way out here, Kip, in the sun at Limon, is enjoying a beer.

The Non-Flyers Back at Kelly

## TRIP REPORT, CHAPARRAL AIRSTRIP (CO18) by Curt Cole, Colorado Soaring Association

(Airworthy Senior Northern Colorado correspondent)

Saturday, August 1, 2020 I flew my Cessna 175, the “Western Meadowlark,” in to a pancake breakfast at **Chaparral Airstrip**. Chaparral is approximately 12 NM northeast of Kiowa, [23 NM northeast of KAP] just barely beyond the magenta 30-NM radius of the DEN Class B airspace. Here’s a link to the AirNav listing: <https://www.airnav.com/airport/CO18>.

Another, more descriptive link is on the Fly Colorado website: <http://flycolorado.org/index.php/airstrip-database/private-airports/chaparral-kiowa/?surveySuccess=1&qsid=1374449814#1374449814>.



From the Fly Colorado website

If intentionally dropping in, there is a link to a Liability Waiver as well. The Fly Colorado site has several other semi-backcountry airstrips listed also, but many are in the mountains and West Slope.

There is quite a bit of crown in the middle of the north-south runway 17/35, not entirely evident until down to pattern altitude, *i.e.*, uphill on both approach ends. Runway 11/29 is decidedly uphill to the east if landing 11, with a sharp dropoff on the west end. Although listed as

either 3900 feet or 4000 feet, the text of the Fly Colorado entry states that the north-south runway is perhaps a bit shorter. The 1800 feet listed for 11/29 “eyeballs” about right. There are yellow metal cones denoting the edges of the runway, listed as 60 feet/18 meters; I stepped off more like 70 feet between cones, so it could be a bit tight for 18-meter sailplanes, especially if not recently mowed. There is a shallow ditch/swale along much of the west side of runway 17/35, so be cautious if exiting or retrieving. A little work with Google Earth or similar map application could confirm these dimensions. There was a new windsock at the runway intersection, and the turf surface was fairly smooth, and freshly mowed. Although I didn’t see any significant rodent holes or the like, they have been noted previously. It’s always best to assume hidden obstructions on any non-hard surface runway, especially on the tiny tires some of our sailplanes wear (I was on fat tires). Since I flew in, I wasn’t paying close attention to the access road from the south.

The owner, **Orlo**, was very gracious and welcoming to guests, and the food and coffee was good. He plans to continue these on the first Saturday of every month “until the snow gets too deep.” It was good to catch up with some old friends, and meet some new ones. There is getting to be lots of interest in backcountry flying around here, lots of Skywagons, Cub variants, Huskies, and such in attendance, but also a couple of tricycle gear Cessnas.

I hope this may help fill in the growing database of outlanding sites. But why do they call these things “trip reports”? Heck, I didn’t even stumble 😊

## CHAPARRAL LANDOUT by John “Landout Calrissian” Gillis

**Chaparral** is a shrubland or heathland plant community found primarily in the U.S. state of California and in the northern portion of the Baja California Peninsula, Mexico. It is shaped

by a Mediterranean climate (mild, wet winters and hot dry summers) and wildfire, featuring summer-drought-tolerant plants with hard sclerophyllous evergreen leaves, as contrasted with the associated soft-leaved, drought-deciduous, scrub community of coastal sage scrub, found below the chaparral biome. The name comes from the Spanish word for scrub oak, *chaparro*.

To the northeast of Kelly Airpark, it is also an oasis of safety.

Dateline: August 9, 2020.

SkySight indicated a good day. Go west young man. And we did.

A flight of 3 gliders headed for tiger country. Devil's Head, Florissant, then a long glide east to Limon. 300K on the task.



*The Task*

2M [**John Gillis**, PIK-20D], 21 [**Jeff Maki**, ASW-27B], and DM [**Raul Boerner**, LS-6] launched. 2M first, climbed to 15K SW of the field as the others mustered. We joined over Devil's Head and ran the convergence line to Pikes Peak. A jog to the west to tap the Florissant waypoint, then back over the Peak and the plains.

Followed a cloud street to Matheson. 21 turned back due to an issue. DM continued to Limon. 2M, looking back at the virga line, went about halfway to Limon and then turned back.

2M had, the previous day, flown a bit too close to virga and experienced a 25-kt downdraft. Not fun. Avoid.

So 2M, looking at the wall of virga between Limon and Kelly, decided to try to round it to the north. I was at 15,000 and had Kelly made according to the computer. As I moved north, I realized the virga line extended in to the Bravo Airspace of DIA. Still high, I tried to make the corner. No joy. Right above the Bravo at 14K and Chaparral, and in sink, I turned tail and ran to clear Bravo below me. I head south, but in sink, that was not working. Clear of the Bravo and in continued sink, I punched up nearest landout on the OUDI.

Chaparral.

Bravo was 10K to 12K. I was at 9K. The lift had left.



*Google Map view of Chaparral*

Had it made to Chaparral. Scooted back under the Bravo searching for my airstrip. The OUDI said I was over it by about 1500 feet, but I could not see it. A couple of steep turns showed I was directly above it. Windsock. Nice. Wind out of the south. Two runways: one directly north/south, another 45 degrees off. Runway selected. Quick call to DM to say 2M is landing out. Response: "Someone will come get you." Two more orbits says this is my destiny. Gear down, turn final, full landing flaps, nail it.

What I didn't realize is that landing south is very much uphill and there's a lot of runway. I did a short field landing at the end of a long runway. 2M is down, all is well. I'm at the north end of a 4000-foot runway. The cell phone showed two bars of voice only, no 3G.

I reach to my SPOT and press the HELP. It was pre-programmed to tell those on my contact list that "My Ass Is In The Grass, Come Get Me." This left me a long walk to find help.

I called the wife. I did have voice signal, not data. Rest assured, she was not happy. *[And especially since you call her "the wife"! –Ed.]* She had been tracking me and saw my turn from Matheson and said to herself, "Oh he's got this."

Chaparral is an airport community like Kelly, but with only six lots, and none are aviators as far as I could tell. The runways were very nice: short grass on hard packed ground. Two homes are on opposite sides of the park. So I walked to the intersection of the runways and found a nice little FBO of a Tuff Shed with a sign welcoming me and giving me the phone of the "airport" manager. Called. Very nice gentleman (doesn't live there). He told me there's water in the shed and no gate to the runway and gave me the address. Also said he's never had a glider land there and to take a picture and send it to him.

Scanning the situation, I trek to the nearest house, to the southeast. It's probably a mile hike to get there, shouting "hello" as I approached them. Finally someone came out and greeted me. Lovely people. Allowed me to connect to their WIFI, and my phone came alive with comms. Turns out they just moved there the week before.

My life partner and soul mate *[That's better! –Ed.]* had already jumped in the official 2M ground support rig (hooked up and ready), and headed to BFSS to get guidance. She was met with a crew who had seen my SPOT message, bemused, and provided her a vector for my

recovery. Simultaneously, club member and stalker, **Jeff Sherrard**, who was tracking my flight on ADS-B, called me saying he'd be there to help and bring refreshments.

The stars were aligning. I had two teams vectoring to me plus a local family entertained by my landing and providing cold water. A glider on a very nice surface. Remaining sunlight to extract.



*Wisely, Deb Gillis is having nothing to do with the disassembly.*

Landing was 4 PM. The crew showed up around 6 PM. Glider was secured in the trailer by 6:30 PM. I was home by 7:30.

#### *Debrief.*

Having options is the key. I should have turned south instead of north when faced with the virga wall. More options—I had only one. My fear of virga also kept me from punching through it like 21 and DM did. DM nearly landed out too, but did a save on the other side.

That subscription you pay for your SPOT is worth it. It gave my wife a tight coordinate to come get my butt. She put it in Google Maps and it walked her from Kelly to the roads Way of Patience, to Way of Joy, to Way of Peace. I kid you not—those were the directions that she found too funny, and they improved her disposition at arrival.



*Jeff “Stalker” Sherrard, John “Landout” Gillis and Deb “Life Partner and Soul Mate” Gillis do the debrief.*

## THE PROVING GROUND IS CALLING YOU by Brian Price

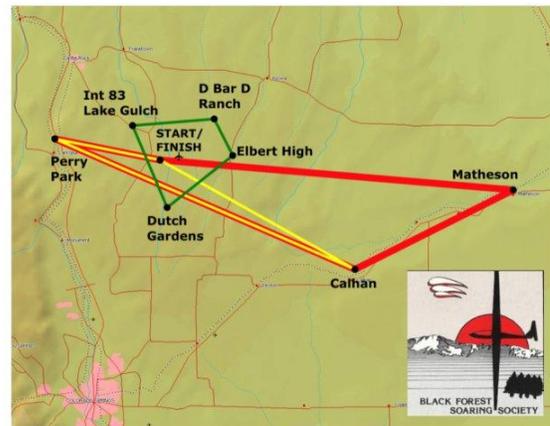
How do we less-experienced BFSS pilots transition to cross-country soaring, safely and by confident steps? Under the supervision of **Dave Rolley** and **Raul Boerner**, we are pulling together the club’s resources around the skeleton of The Proving Ground. The Proving Ground is a complete package from Canada, designed to help newer pilots bridge the gap from gliding locally to soaring cross country. The package provides three modest tasks, an online handicapping ‘bot, task sheets you can carry along, and magnetic achievement boards now posted in the clubhouse. We are setting up co-op crewing, mentoring, and training opportunities to take best advantage of the Proving Ground.

The Proving Ground is active in 21 Canadian clubs and (now) three U.S. clubs (check out <https://soaringtasks.com/stories/>).

Our first task is the “Racetrack,” which can be completed within a 16:1 glide of Kelly by maintaining 10,500 feet MSL; you can turn for home any time that decision point is reached. The second and third “Triangles” are 70 and 103 miles, purposely overlapping somewhat to build your familiarity with the routes. Landing places are never far away. One leg of Triangle 3 can qualify, other conditions being met, for Silver Distance. The minimal rules and reporting information are provided on the laminated Task Sheets, on the wall by the front door of the clubhouse.

**Dave Rolley**, **Lee Kuhlke**, and **Quay Snyder** will offer expert cross-country dual in the ASK-21, while **Bif Huss** is offering advanced mentoring in his Duo Discus under terms he described in *Airworthy* last month.

We have 10 to 12 enthusiastic learners who will be organizing and starting up in early September. Meanwhile, there is nothing to prevent you from flying the tasks—a variety of BFSS pilots have done so already. If you are interested in learning more, but have not connected with us, contact [Brian Price](#).



*Proving Ground Tasks*

## A TRAINING TALE by Clay Thomas

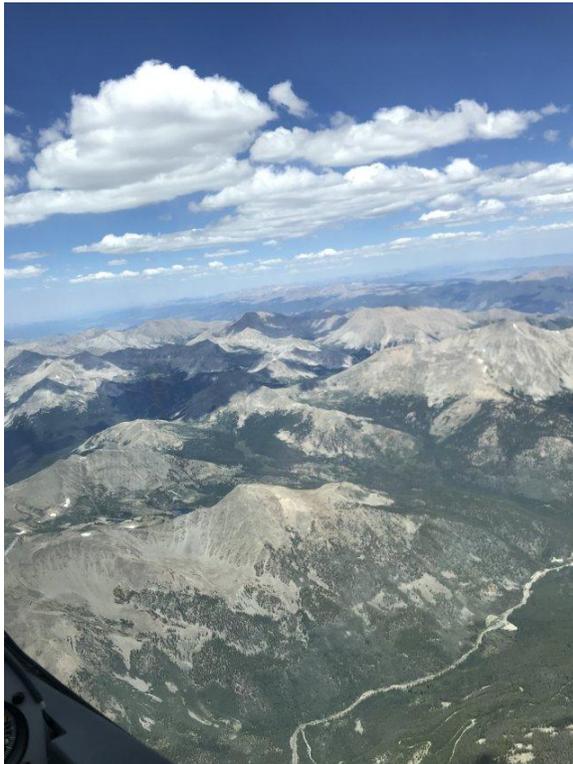
A friend recently completed training future Lufthansa pilots in Goodyear, Arizona, prior to starting her pilot training with a large

commercial airline. Most of these student pilots she was teaching were from Germany.

The training planes included two models, the Cirrus and Beech Bonanza. I asked my friend if any of her students had glider experience. She replied, "Oh yes, they scared me to death!" Surprised by her answer, I asked, "How did they scare you?" She exclaimed, "Every time I said they were a little high on final, they put the plane into a HUGE slip!

I laughed hysterically. After thinking about it, it made sense. First, I would say most pilots with glider experience tend to fly their landing patterns a bit higher. Secondly, glider pilots are taught to use the slip technique when needed, for glide path control.

She must have done a good job training these students because she is now a First Officer with United Airlines.



Clay Thomas took this epic photo of the mountains from his JS3

## UNSAFE AIRFIELD ALERT

by Raul Boerner

Comanche Creek airfield, SSE of Kiowa, is no longer useable. The owner died 15 years ago. The new owner is not maintaining the otherwise difficult property.

*[Ed. Note: This airfield is still charted on the sectional, which shows that you should try to get local knowledge of airfields around the area before you attempt to land there. We are planning additional safety discussions around the airfields topic soon.]*

## N65840 TANKER 2-33 REFURB

by Alice Palmer

Doug Curry, Bill Gerblich, and Patrick Mendonca spent more time attaching fittings and working on the wings this month. Doug is also working on the carry through spar repair.



Carry through spar work. Photo by Doug Curry.

Thanks to all who worked on our tanker this month!

Doug Curry  
Bill Gerblich  
Patrick Mendonca

### FRIENDLY REMINDER: STOP BEFORE THE DROP!

During the landing roll, assure that the glider's wing does not scrape across the rocks on the runway edges. Before the wing drops, apply the wheel brake, but not so hard that you put the ship on its nose!  
"Stop before the drop!"

## SHIPS FOR SALE

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

**FOR SALE:** 1/3 share in ASW-26E motorglider D2D. Based at KAP. If interested, contact [Gerald Peaslee](#).



**FOR SALE:** Lak 17 AT  
SN 163, 1070 hours, sustainer motor, excellent condition \$69,000. Contact [Clay Thomas](#).



**FOR SALE:** Ventus bT  
Contact **Dave Rolley**, 303-809-2785



## PHOTOS



*Kip McClain bought Gary Baker's ASW-20, WB.  
Kip poses with his new baby.*



*Among other things, Joshua Abbe restores bikes.  
He took the abandoned bicycle in Hangar 1,  
cleaned it up, replaced some parts and we now  
have backup field transportation.  
Don't ride it on the grass!*



*Team Quebec Sierra – Scott Dimick, Bill Gerblick,  
Quay Snyder*



*John Gillis, expert craftsman, applies vinyl wrap to the tail of the Palmer's trailer.  
Thank you John!*



*Bif and the flight line at the Uvalde Pre-Worlds  
(report from Bif next month)*



*A rare occurrence—Friday August 14,  
Dave Leonard failed to connect with anything  
and landed out at Cherry Creek and Steel Road.  
It was Dave's first landout in the ASW-29.  
Happily it was only 5 minutes away and a quick  
retrieve by four willing volunteers.*



*Coming soon....*



*Kip McClain, Mark Palmer, Dave Leonard, and  
Bill Gerblich after retrieving Dave.  
Photo by Alice Palmer*



*Not exactly the crowds mobbing Lindbergh at  
Paris, but this nice German lady presents  
Kip with a congratulatory beer  
upon arriving at Limon.*