

**LVVSA Meeting Minutes**  
**9 Nov 2019**

**Call to Order:** 1002 hours by Steve Payne. The meeting was held in the Jean Terminal building.

**Attendance:** Steve Payne, Bill Tisdale, Rob Brandt, Doug Bauer, Al Gough, Jim Madson, Terry VanNoy, Ben Eveland, Ray Logue, Greg Wichmann, John McCall, Ray Flee, Raz Blit, Terry Tripp, Adam Harrington, Luca Nerozzi, John Adair, Dalton Stradtman, Peter Redweik, James Staley

**Visitors:** None

**Membership:** as of 31 Oct 2019: 46 full members, 6 associate, 4 probationary, = 56 total

**Last Month's Minutes:** September's meeting minutes vote (October's meeting did not have quorum and wasn't able to accept Septembers' Meeting Minutes), Bill Tisdale motioned for acceptance, Al Gough 2<sup>nd</sup> the motion, motion passed by membership.

**New Full Member Vote:** Matthew Pellnitz (student of Jay McDaniel) was up for full membership vote in previous months, but have been postponed by the President. James Staley and Peter Redweik were up for vote this month, Nov 2019. Each gave a short introduction of themselves for those members who hadn't already met them. Bill Tisdale motioned for acceptance of both individuals as full members. Steve Payne 2<sup>nd</sup> the motion. The motion was unanimously passed by the members present. Congratulations and welcome to full LVVSA membership Peter and James!

**Treasurers Report:** (as of 31 Oct 2019)

**Banking:**

Checking	\$7,938.31
Savings:	<u>\$15,278.28</u>
<b>Total:</b>	<b>\$23,216.59</b>
Less Short Term Debt	\$10,333.83
Less Credit Card Balance	\$1,094.95
Plus Accounts Receivable	<u>\$143.60</u>
<b>Net Balance:</b>	<b>\$ 11,931.41</b>

**Short Term Debt (6 mon. outlook):**

Credit Accts (Over/Under)	\$10,190.23
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**Future Major Expenses:**

2020 Bond Payment – Mar 2020	\$ 5,250.00
Pawnee Engine Res @ 25/hr	\$ 5,000.00
Pawnee Fabric Rep @ 12/hr	\$2,400.00
200hr TSMOH	

**Maintenance Items:**

● **Pawnee:**

- Old Left Magneto needs a new housing, repaired and stored in the MX trailer. Phil LeRoy bought a new housing from Ebay and is determining how much work it will be to transfer the “inards” of the magneto to the new housing and getting it certified as our spare. After looking at this and examining electrical ignition options, Phil questions the wisdom on sinking more \$\$ into a replacement magneto vs investing in a new electronic ignition for the Pawnee which would cost approximately \$1500. The Board agreed and will discuss. (OPEN).
- Brake Lines in cockpit, Replace. Revisit with Dennis and plan to do at annual. (OPEN).

- o Rob Brandt reported that the left side rear canopy hinge pin is not secured with a diaper pin. It's currently air-worthy, but the pin that is there now needs to be replaced with a diaper pin. (OPEN)
- o Bill Tisdale reported that the pilot's seat is about due for recovering. We'll start looking for an opportunity to accomplish that repair this winter. (OPEN).
- **Gliders:**
  - o **Annals:** The 2-33 annual is due in December 2019. The 1-26 next January. The Pawnee next February and the Grob next April, Nugget's is April or May.
  - o **SGS 1-26: Phil LeRoy is Crew Chief**
    - Vertical fin, previous bondo repair along vertical leading edge has popped loose. (OPEN)
    - Brake is weak. Phil LeRoy has offered to work and fix the brake. It has been learned since this action item was opened that the brake will never be fully operational since the tire type can no longer be purchased. Consequently, the best manner to correct the lack of braking action is to install the hydraulic braking kit (the 2-33 was previously installed with this kit a few years ago) which a member has offered to purchase for the Club. Steve Payne will work with Phil LeRoy to decide the proper course of action (OPEN).
    - Cockpit has a lot of wind noise. Replace cockpit canopy seal (OPEN).
    - Phil is working a plan to re-fabric the 1-26 during the annual. We'll still need Club members to first remove the surface corrosion of the frame. Al Gough suggested replacing the wood longeron and possibly the control cables. More planning to follow (OPEN).
  - o **SGS 2-33:**
    - Annual completed 22 Dec 18. Glider is airworthy. Small list of write ups to complete (OPEN).
    - Canopy seals deteriorating, need new high-quality replacements (OPEN).
    - Replace aileron attachment bolts. Dennis ordered. (OPEN).
    - Wing repaint. Will have to wait till warmer weather. (OPEN)
    - Left forward arm rest, cracking. Investigate new from AZ Soaring. K&L Soaring may be a new supplier of parts. Parts are expensive and the Club doesn't have money. However, once the Club has a healthy MX fund, these would be a high priority item to purchase (OPEN).
    - Left aft interior arm rest has crack. Need to replace sooner than later. (OPEN).
    - Fabric patch repair near skid. Needs warmer weather. (OPEN).
    - Aft right leading edge rudder is dented due to rudder lock. Still air worthy (OPEN).
    - Canopy cable attachment fitting is wearing causing a sharp edge. Phil LeRoy is working to address this issue (OPEN).
    - The spring-steel tail wheel assembly is worn causing the tailwheel not to swivel. The current hockey puck is in need of replacement (OPEN). Phil LeRoy has offered to fix so the hockey puck tail wheel will swivel (OPEN).
    - The brake access inspection cover, plastic ring to hold the cover and protect fabric needs to be glued. Needs warmer weather to repair. (OPEN).
    - Dennis will make a plan to address all non-weather dependent MX actions listed above as soon as practical. But the 2-33 is airworthy otherwise. (OPEN).
    - Phil LeRoy reported last Saturday, 2 Nov, the altimeter was erratic. He pulled the altimeter and confirmed that it had failed. Thanks Phil! A new one was purchased this week and was installed immediately after the meeting. Doug Bauer signed off the installation. (CLOSED).
    - The Pitot tube cover is missing. The wind blew it away last weekend (OPEN).
    - The new rudder lock is not stiff enough and is not locking the rudder. Rob Brandt took the action to investigate (OPEN).

o **Grob 103:**

- Tape seals on ailerons. Seals were not installed at Annual. Dennis Ballew researched that the seals are optional and not mandatory equipment but all members felt it was better to have them, than not for reasons of handling quality. We'll proceed with getting them back on the Grob. (OPEN)
- Paint or color the canopy latch a bright color so as to draw attention to it not being secured. (OPEN).
- Bill Tisdale reported that there are a couple of gel-coat cracks starting to form on the nose and wing tips of the Grob. Jim Madson has made good progress working on these, but there are lots of little blemishes to repair. Glider is still air worthy even with all the work Jim is doing (OPEN).

o **LP-15 (Nugget): Steve Payne is Crew Chief**

- Nugget is back together and on the line. The following actions are in works.
- Electrical system needs fabrication and installation. (OPEN)
- Oxygen system needs installation. (OPEN)
- Vacuum and airspeed system need fabrication and installation. (OPEN)
- Both aileron trailing edges are de-bonding. Scott Graham will investigate. (OPEN)
- Gear door hinge is broken. Scott Graham is identifying a fix. (OPEN)
- Lap belt is missing. Needs to be found or replaced. (OPEN).
- Total Energy Probe is missing. Needs to be found or replaced. (OPEN)
- Total Energy Probe mounting tube is mounted incorrectly. Needs to be fixed. (OPEN)

o **SGS 2-32:**

- Steve Brown plans to order a Decker radio and install front and rear seat PTTs and a speaker box. Parts are in and awaiting warmer weather to install. (OPEN)
- Trim indicator cable needs replacement. Steve is having trouble finding the right cable to repair the trim indicator. (OPEN)
- Annual complete on 25 May. Glider needs new main and nose tires. Glider is not airworthy until complete. (OPEN).

● **FOO Radio(s), Cart and Misc:**

o **FOO Cart:**

- Left front tire has slow leak. Recently the tire hasn't had to be refilled. Someone must of repaired the tire....Thanks to whomever! (CLOSED).
- Jim Madson ordered a new switch for the F-R lever. Part was installed 3 Nov but appeared not to work in reverse. Jim working to get the F-R lever fully working. In the meantime, the cart safe and is operable in Forward direction only (OPEN).

● **Trailer Maintenance:**

- o The seal below the main entry door is failing. Rob Brandt offered to take a look (OPEN).
- o The main door hinge rod is working its way out of the hinge. It needs to be hammered back into the hinge holes. Completed 12 Oct. (CLOSED).

**Club Equipment Upgrades:** None.

**Safety Items:**

- Need a new Safety Officer! After the meeting, Al Gough approached Steve Payne and volunteered to be the Club's Safety Officer for 2020. Thanks Al! (CLOSED).

- Lake Bed day on 19 Oct: Was a big success safety-wise and enjoyment-wise. Thanks to all!
- Al Gough identified several safety concerns that he has recently observed during Club operations. All of these concerns were observed over the past couple of weeks. In discussion order they are...
  - Gliders being ground towed with too short of cable. This a safety concern because if a gust of wind were to occur and cause the glider to pivot more than 90°, damage to the glider and/or tow vehicle is highly likely, as well as any person standing in-between the glider and tow vehicle.
  - The “take up slack” step of the launch procedure was incorrectly conducted with personnel in-between the glider and tow plane. This is an UNSAFE practice as the glider and tow plane are connected and either a miss-communication or a wind gust could cause the individual in-between the aircraft to be run over or cut down by either glider or rope. All members are reminded to execute the “take up slack” launch step with absolutely nobody positioned in-between the glider and tow plane. If someone is in the way, do not connect the tow cable to the glider and/or suspend the launch process until the area between the glider and tow plane are clear of all personnel.
  - When pilots give their ready to launch “thumbs up” indication to the Wing Runner, they should do it with their non-flying hand. Inotherwords, the hand the pilots use to control the aircraft should be on the control stick. This is because the pilot should IMMEDIATELY be ready to fly the aircraft when the “thumbs up” signal is given.
  - As the FOO and assisting members are conducting glider operations, they should remove rocks and debris from the runway whenever any is found. This constant clearing of debris from the runway helps to keep our operations safe and damage free.
- Greg Wichmann reminded the members that any person attempting to approach the tow plane, first get the tow pilot’s attention and then allow the tow pilot to position the aircraft in a manner to facilitate a safe approach and then wait for the tow pilot’s signal for the individual to approach the aircraft.
- Ben Eveland expressed is thanks to members (specifically James Jackson) for assisting him with FOO duties on 2 Nov. It was a very busy day for launches (25 launches) and he was very appreciative of having the extra set of eyes, hands and brain cells to keep track of essential details. Also, he encouraged members at large to assist the FOO whenever possible, especially on busy tow days. The Board echoed that recommendation.

### **Old Business:**

- Crew Chief MX concept: We still need Crew Chiefs for the Grob and 2-33. In the future, if Dennis approaches you to be a Crew Chief, be prepared to answer in the affirmative! (OPEN)
- FOO Assignment: We haven’t had to start plugging folks into FOO duties because we’ve had good volunteers for the past 2 months. This decision is on hold month-to-month (OPEN).
- Port-a-Port hangar update. Rumor mill is the answer is “No”. Steve Payne contacted the Airport Manager and . (OPEN)
- Sustainment and Sortie Committee updates: Both committees are taking longer than was previously communicated to the membership. Key members are either out of country on previously scheduled vacations or have had health issues which has prevented investment of time. The Board will continue to monitor and report committee progress in January.

### **New Business:**

- As a result of this month's election, the 2020 LVVSA Board Officers are as follows;
  - President: Steve Payne
  - Vice President: Dennis Ballew
  - Secretary: Adam Harrington / George Caldwell \*\*
  - Treasurer: Rob Brandt

\*\* Although appreciative of the nomination, George declined to serve. Adam Harrington received the next most votes and therefore is the LVVSA Secretary (British Rules per Rob Brandt).

The installation of the above 2020 LVVSA Club Officers will occur at the January meeting.

- Steve Payne recognized Jim Madson's efforts to support solo-qualified student sorties on Sundays by being the required Ground CFI-G. Also, Steve Payne asked other CFI-G members who are not currently instructing students to be a Ground CFI-G in the future. This would greatly help our students to achieve their ratings in a timely manner and help the Club in many other ways. Al Gough asked how was the Ground CFI-G (and tow pilot for that matter) to know if a student was solo-qualified. After some discussion, it was determined that if a student was intending to fly solo without their instructor present, coordination first between the student and instructor would be required, followed by coordination between the instructor and Ground CFI-G so that everyone would be aware of the student's intent and approval to solo. Also, a member asked where the requirement for a Ground CFI-G had originated from. Bill Tisdale reminded the membership that the Ground CFI-G requirement originates from our insurance policy with Costello Insurance. A second member-at-large asked whether the ground instructor could be a CFI or must it always be a CFI-G. No one knew the answer and Rob Brandt took the action to inquire with Costello Insurance as to their answer (OPEN).
- Rob Brandt announced that he will close Calendar orders after this weekend and submit the complete Club order on Monday, 11 Nov. If interested in an SSA Calendar, please communicate your desires to Rob by Sunday, 10 Nov (CLOSED).

### **Calendar items:**

- Veteran's Day is Monday 11 Nov and Al Gough volunteered to tow if anyone was interested in soaring. Thanks Al!
- Christmas Party: 14 Dec. Location will be at Steve Payne's house. Time is TBD. More to follow (OPEN).
- New Year's Day: Get your "Good Luck" sortie!!

### **Misc items:**

- Today's Tow/FOO/Weather/NOTAMS/Ops:
  - Tow Pilot: Bill Tisdale
  - FOO: Ray Flee
  - Weather: Clear skies, light winds from the north, -3 at 4200'.
  - NOTAMS: None

**Motion to Adjourn:** 1<sup>st</sup> by Jim Madson, 2<sup>nd</sup> by Terry Tripp. Motion carried.

- Meeting terminated at 1048 hrs.