

LVVSA Meeting Minutes 11 Jan 2020

Call to Order: 1000 hours by Steve Payne. The meeting was held in the Jean Terminal building.

Attendance: Steve Payne, Bill Tisdale, Rob Brandt, Doug Bauer, Al Gough, Phil LeRoy, Scott Graham, Jay McDaniel, Terry VanNoy, Ben Eveland, Ray Logue, Greg Wichmann, Adam Harrington, Luca Nerozzi, John Adair, George Caldwell, Mike Steinhour, Peter Redweik, James Staley, Mary Movius, Tracy Carlson

Visitors: Darla (guest of Phil LeRoy) and Brandon Able (new member prospect)

Membership: as of 31 Dec 2019: 49 full members, 5 associate, 1 probationary, = 55 total

Last Month's Minutes: November's meeting minutes vote, Jay McDaniel motioned for acceptance, Bill Tisdale and George Caldwell 2nd 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 Jackson was up for full membership vote. James has been at the club multiple weekends and is very helpful during glider operations. Bill Tisdale motioned to accept James as a full member, Tracy Carlson 2nd the motion, motion passed by membership.

Treasurers Report: (as of 10 Jan 2020)

Banking:		Less Short Term Debt (O/S)	\$11,125.83
Checking	\$9,088.79	Less Credit Card Balance	\$268.74
Savings:	\$15,908.62	Plus Accounts Receivable	\$80.05
Total:	\$24,997.41	Less Bond Payment	\$5,250.00
		Less Engine Rsrv Fund (\$25/hr)	\$6,020.00
		Less Fabric Rsrv Fund (\$12/hr)	\$2,900.00
		Effective Net Balance:	\$ -487.11

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 (OPEN).
 - Brake Lines in cockpit, Replace. Revisit with Dennis and plan to do at annual. (OPEN).
 - 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)
 - 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).

- o 4 Jan 20, the Pawnee would not pass the run-up magneto test. After 1.5 days of troubleshooting, the problem was found to be a bad spark plug. Much thanks to Scott Graham, Bill Tisdale, Doug Bauer and Dalton Stradtman for their efforts and expertise in solving the problem. (CLOSED).

- **Gliders:**

- o **Annuals:** The 2-33 annual was completed last month. Next annual December 2020. The 1-26 annual is due at the end of this month. The Pawnee in February and the Grob in 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).
 - Re-fabric is still planned for during the annual. Al Gough suggested replacing the wood longeron and possibly the control cables. More planning to follow (OPEN).
- o **SGS 2-33:**
 - Annual completed 21 Dec 19. Glider is airworthy. Two write-ups needed to be fixed within a month. The first was the replacement of the nose skid and the second was the replacement of the rudder return springs. (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).
 - The Pitot tube cover is missing. The wind blew it away last weekend. Someone found it! (CLOSED).
 - The new rudder lock is not stiff enough and is not locking the rudder. Rob Brandt fixed. (CLOSED).

o **Grob 103:**

- Grob grounded due to landing incident on 1 Jan. Write-ups below on hold pending resolution of insurance claim. (OPEN).
- 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**

- Oxygen valve needs installation. Steve Payne installed. (CLOSED)
- Lap belt is missing. Steve Payne replaced lap belt and shoulder harness (CLOSED).
- Total Energy Probe is missing. Found! (CLOSED)
- Electrical system needs fabrication and 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)
- Total Energy Probe mounting tube is mounted incorrectly. Remounted and now requires finishing work (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:**

- Right rear tire has slow leak. (OPEN).
- Jim Madson 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).

Safety Items:

● A review of Grob Landing Incident on 1 Jan 20: Summary of Incident

A summary of the Grob landing incident was briefed to the membership. The incident occurred during the landing phase and close to the ground while correcting back to centerline after inadvertently drifting east of runway centerline. During the right bank to correct to centerline, the right wing tip struck the ground causing the aircraft to immediately yaw to the right and roll to the left resulting in the left wing tip striking the ground, followed immediately by the glider ground looping in a counterclockwise direction striking the tail

boom and main gear to the ground. Most importantly and thankfully, the occupants, Al Gough (pilot) and Rob Brandt (passenger) were completely uninjured. In the incident, the tail-boom was fractured as well as light wingtip damage on the right wing and noticeable damage to the left wing tip. Also the vertical stabilizer skin separated from the vertical stabilizer structure. An insurance claim has been started and an initial estimate has been received from Williams Soaring in northern California for \$25-\$30K. Terry Van Noy questions the validity of the estimate as Grob tail boom fractures have historically resulted in the aircraft being either cost prohibitive to repair or reduces the useful load to unacceptable levels. Consequently, the Board took the action to obtain 2 additional estimates one from Sky Sailing in Warner Springs, CA and a second from Paul Gaines in Kingman, AZ. Terry Van Noy also recommended that the Grob wings be “frequency tested” as that would be an indicator of any wing damage. Lastly, the Board took the action to make sure the salvage value of the avionics was properly considered. Al Gough encouraged all members to make sure they had an aircraft endorsement in their log book for every aircraft they fly. The aircraft endorsement was one of the first things that the insurance company wanted from the pilot.

- Pipeline Surveillance aircraft: The membership was briefed on two occurrences of a pipeline surveillance aircraft flying through the glider downwind at roughly 140-150 kts. The aircraft appears to be a Cessna 210. The first occurrence was about 2 months ago as the aircraft was flying from north to the south about 800’ above the railroad tracks east of the Jean airport. The second occurrence happened on 1 Jan as the pipeline aircraft traveled south to north 800’ high along the same railroad. In both occurrences, the pilot started making radio calls on the Jean CTAF approximately 6 miles from the airport. When queried on the radio by Glider Ops, the pilot rather aggressively stated he is “required to fly” in this manner questioning he would actually yield to glider traffic, as required by regulation. The membership acknowledged the information. James Staley asked if there was a way to find out ahead of time when aircraft pipeline inspections were scheduled. No one knew the answer and the Board took the action to attempt to find out.
- Al Gough highlighted a recent rope break incident between the Pawnee tow plane (Steve Payne) and the 1-26 (Jim Madson). It occurred on 1 Jan with the tow just 200’ feet short of a 3K tow. At 2800’ AGL, the 1-26 appeared to release from tow. But in fact, it was not a release, but a rope break. Communication between the 1-26, the Pawnee and Glider Ops determined that the full tow rope was still on the Pawnee leaving only the broken weak link ring on the 1-26. The 1-26 landed without further incident. It is suspected that the erosion of the plastic tube protecting the weak link rope resulted in the weak link break. The lesson for all members is to thoroughly inspect the weak link before hooking up for tow. If any part of the weak link is in question, have the FOO obtain another weak link. Departing on tow with a flawed weak link is unsafe, especially if it were to break anytime within the first 200’ of altitude.

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)
- Port-a-Port hangar update. Rumor mill is the answer is “No”. Steve Payne contacted the Airport Manager with no progress toward understanding the rationale behind the rumored answer (OPEN).
- It was asked at the last meeting whether the ground instructor could be a CFI or must it always be a CFI-G. Rob Brandt inquired with Costello Insurance and the answer was they needed to be a CFI-G (CLOSED).
- Sortie Committee Update: Sortie Committee Outbrief was presented to the membership. In summary, the attached Sortie Committee slides and their content were well received by the membership. The Sortie Committee’s recommendation highlights are as state:
 - Start using a scheduling system for gliders
 - Doing away with the Club’s training waiting list, going to Instructor of the Day CONOPs

- o Encourage member Soaring Badge progress in 2020
- o Have monthly socials as well as impromptu socials
- o Encourage adding new CFI-G's to the Club to cover 100% of all weekend days
- o Attempt to make Ground Instructors available for solo students
- o Start a Soaring Demo program
- o Start planning/researching for a new Club fleet

The Board would like to thank Anders Hurtig, Matt Baker and Dalton Stradtman for their time and effort in serving on the Sortie Committee. The out-brief recommendations will be very valuable to the Club's future success. Thank you all!

- The Sustainment Committee is targeting their committee out-brief for the February meeting.

New Business:

- LVSVA 2030: As a result of feedback the Board had received over the past few months and to kickoff the year 2020 on a positive note, the LVSVA 2030 Vision was introduced to the membership. The four briefing slides are attached to these minutes. The topics and ideas presented in the briefing were not binding to the Club, but were introduced to generate further input and discussion so that the LVSVA 2030 Vision could be developed in the coming year and then become a living concept and plan as the Club lives and grows (OPEN).

Calendar items:

- Spring Banquet: 14 Mar 20, possibly at the Palm's Casino at Dave Lessnick's facility.

Misc items:

- Today's Tow/FOO/Weather/NOTAMS/Ops:
 - o Tow Pilot: Greg Wichmann
 - o FOO: Ray Logue
 - Weather: Winds out of the north, 5-10 kts
 - o NOTAMS: None

Motion to Adjourn: 1st by Scott Grahm, 2nd by George Caldwell. Motion carried.

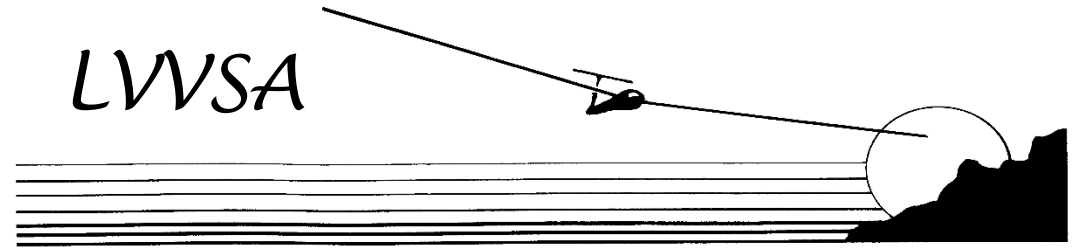
- Meeting adjourned at 1117 hrs.



Sortie Committee

11 Jan 20

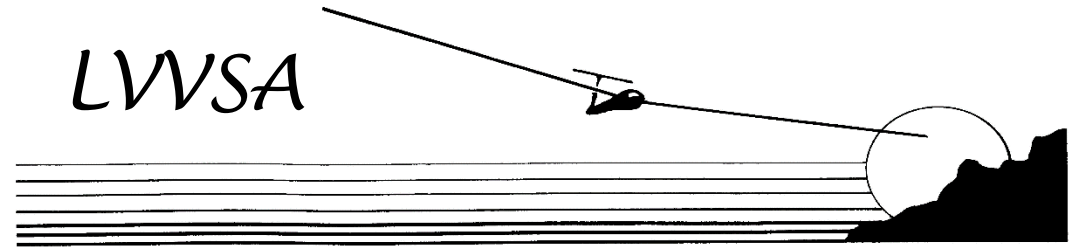
Commissioned to...



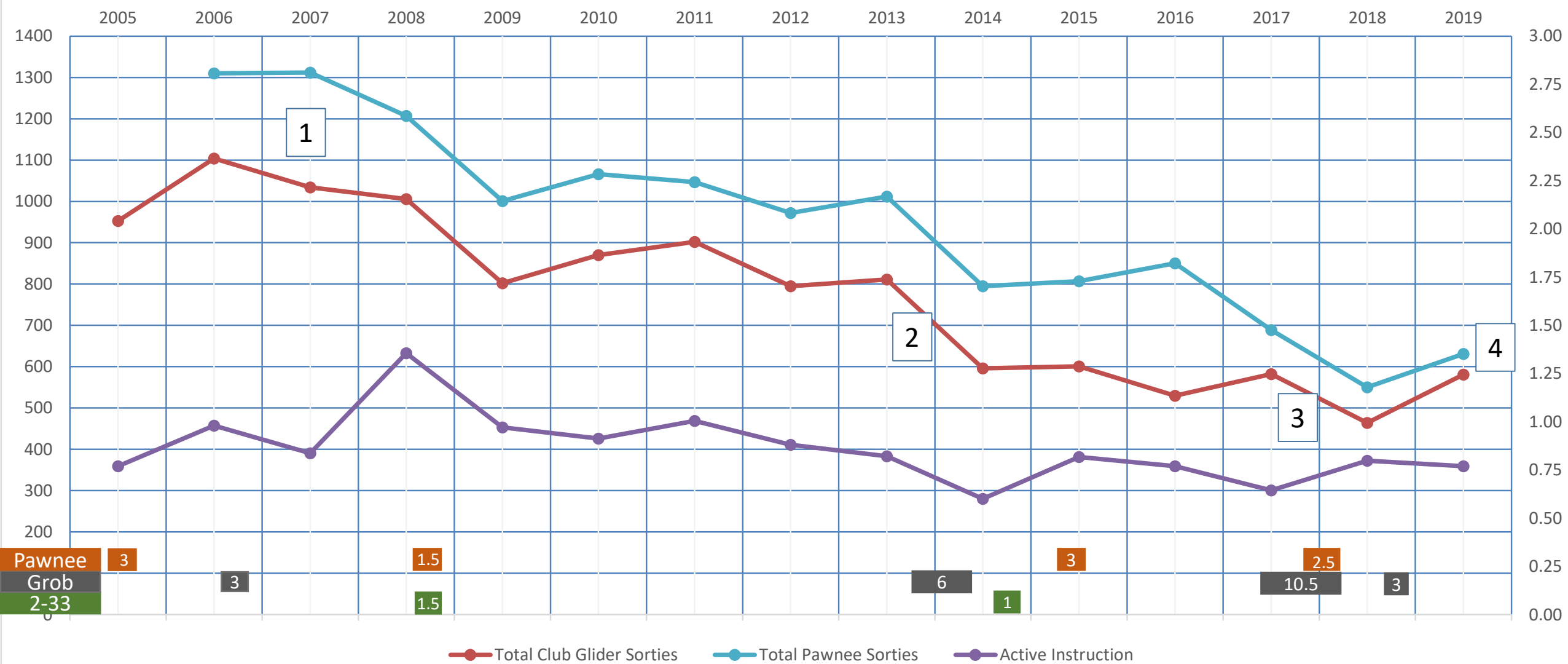
- Investigate the causes of the drop in LVVSA glider sortie rate from the peak years of 2006/2007.
- Generate options that might reverse or contribute to reversing the declining LVVSA sortie rate in future years.
- Prioritize and report the options in “bang-for-the-buck” order. Biggest bang first!
- Use all available resources, to include;
 - Interviews of past and present LVVSA members/Board members.
 - Current LVVSA Web site
 - Bill Tisdale to generate additional LVVSA data (if able)
 - Past and Present members who know about other clubs
 - Dennis Ballew (Minnesota)
 - Bill Tisdale (New Hampshire)
 - Danny Sorenson (Tuscon Glider Club)
 - Ken Sorenson SSA Board Member, 281.433.9021

Research Materials

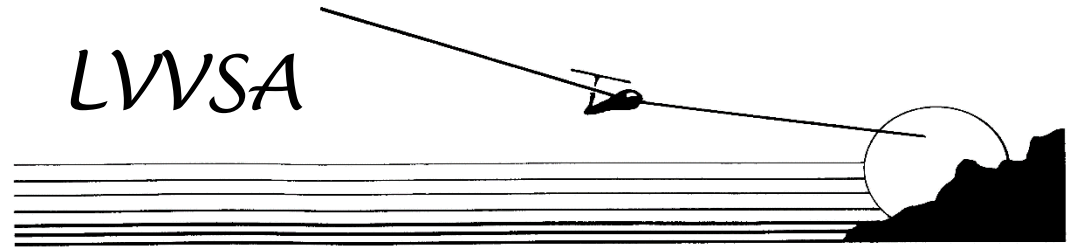
- Mounds of LVVSA data
 - FOO sheets data,
 - Meeting Minutes,
 - Annual Summaries
- Interviews
 - LVVSA Members at large
 - Ken Sorenson
 - Chris Schrader
 - Danny Sorenson (Tucson Club)
 - Dennis Ballew
 - Bill Tisdale
 - Jay McDaniel



LVVSA Sortie and Tow History 2005-2019



Causes



- A. Aircraft downtime i.e. multiple weekends in a row.
 - 1. Loss of 1 of 2 primary training aircraft for extended periods of time
 - a. Grob, one 6 month, one 10.5 month and one 3 month absence due to normal and safety MX.
 - b. Normal downtime on Pawnee due to expected MX
 - 1) 2.5 mon for engine overhaul – Dec 2017 to Feb 2019
 - 2) 3 mon for re-fabric – Mar to May 2016
- B. Small (but High Quality!) Instructor Core
 - 1. <100% coverage of all weekend days / year
- C. Instruction CONOPs: Dedicated Instructor/Student pairing
 - a. Started new student Waiting list – 10-14 months! Too long! Wiped out new member pipe line. No new blood.
 - b. Dis-proportionately increases students benefit at the Club's expense
- D. Member unwillingness to wait all day for a glider...unpredictable
- E. Limited Social Aspect – Existing members lose interest
- F. Lack of a progression path for Members
 - 1. Need more/better glider(s) to motivate member growth.
- G. Robust Demo program

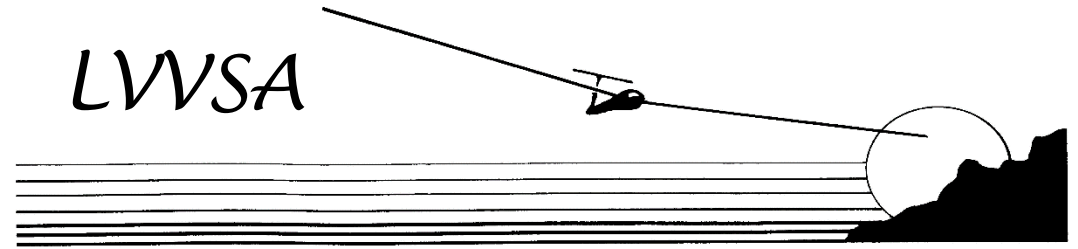
Causes		Options to Improve	
A	Aircraft Downtime i.e. multiple weekends in a row.	1	Eliminate Safety-related downtime.
		2	Hangar for MX - multiple benefits (lower MX \$\$, preserve fleet, provides social setting)
		3	Bigger fleet to absorb extended maintenance downtime of single aircraft
		4	Conduct weekday Ops to compensate for loss of "full fleet" weekends and bad/GREAT WX days.

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Scheduling System



Mail - Steven Payne - Outlook x Test Page | lvvsa x LVVSA Schedule x +

lvvsa2.org/lvvsorg_mrbs/day.php?year=2020&month=1&day=4&area=1&room=7

Apps Credit Card Process... Cayan Portal Sign-In Bookmarks New Tab MyIDCare - Sign In McCarran Intl Airpo... https://www.clarkco... https://www.clarkco...

LVVSA
Glider and Instructor Schedule

01/04/2020 Go to Help Resources Report Search: testuser Log off User list

Saturday 04 January 2020

<< Go To Day Before Go To Today Go To Day After >>

Time	G103_26F	Nugget_2NV	SGS_1-26_12S	SGS_2-33_923	RobBrandt-CFIG	ScottGraham-CFIG	BillTisdale-CFIG
08:00		Steve Payne					
08:30							
09:00							
09:30							
10:00							
10:30							
11:00			Steve Payne				
11:30							
12:00							
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External Internal

December 2019 January 2020 February 2020

Mon Tue Wed Thu Fri Sat Sun Mon Tue Wed Thu Fri Sat Sun Mon Tue Wed Thu Fri Sat Sun

2 3 4 5 6 7 8 6 7 8 9 10 11 12 3 4 5 6 7 8 9

9 10 11 12 13 14 15 13 14 15 16 17 18 19 10 11 12 13 14 15 16

16 17 18 19 20 21 22 20 21 22 23 24 25 26 17 18 19 20 21 22 23

23 24 25 26 27 28 29 27 28 29 30 31 25 26 24 25 26 27 28 29

30 31

View Day: Dec 29 | Dec 30 | Dec 31 | Jan 01 | Jan 02 | Jan 03 | Jan 04 | Jan 05 | Jan 06 | Jan 07 | Jan 08 | Jan 09 | Jan 10 | Jan 11

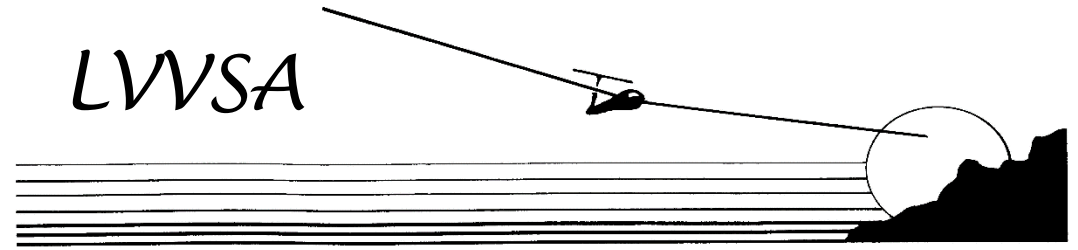
View Week: Dec 02 | Dec 09 | Dec 16 | Dec 23 | Dec 30 | Jan 06 | Jan 13 | Jan 20 | Jan 27

View Month: Nov 2019 | Dec 2019 | Jan 2020 | Feb 2020 | Mar 2020 | Apr 2020 | May 2020 | Jun 2020 | Jul 2020

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C	Instruction CONOPs: Instructor/Student Pairing	8	Do away with waiting list. Switch to Instructor-of-the-Day CONOPs.
D	Member unwillingness to wait all day for a glider	9	Use scheduling system for gliders and maybe instruction (if we have enough Instructors!)
E	Limited Social Aspect - Members lose interest	10	Better facilities (Club house, hangar, etc.)
		11	More gatherings and/or parties

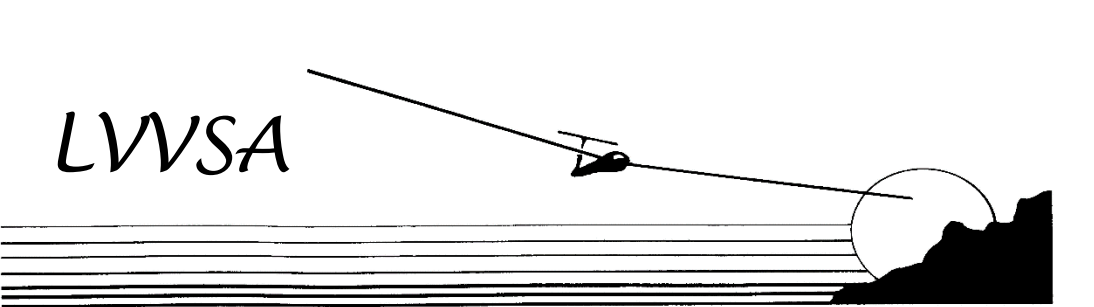
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F	Lack of a progression path for Members.	12	Create atmosphere of challenge, encouraging skill growth i.e. badges, cross-country, aerobatic, etc.
		13	Better/newer glider fleet to support skill growth and other benefits.

Recommendations



- Create a Club environment to experience Soaring!
 - Encourage and help fellow members to grow in skills and experiences,
 - Earn badges.
 - Have you ever landed out?
 - Ever been in Wave?
 - Ever gone cross-country?
 - Ever crewed?
 - Ever competed?
- Turn “No” answers into “Yes” answers in 2020!

Member	A	B	C	Bronze	Silver	Gold	Diamond Dist	Diamond Goal	Diamond Alt	1000K Diploma
VanNoy, Terry	X	X	X	X	X	X	X	X	X	
Carlson, Tracy	X	X	X		X	X	X	X	X	
Dvorchak, Shad	X	X	X		X	X	X	X		
Gough, Al			X	X	X	X	X	X	X	
Graham, Scott	X	X	X	X	X	X		X		
Madson, Jim			X	X	X	X	X	X	X	
Staniforth, Jim	X	X	X		X	X	X			X
Carlson, Greg	X	X	X		X	X		X		
Heffel, Dave	X	X	X		X	X			X	
Holden, Chuck	X	X	X	X	X	X				
McDaniel, Jay			X		X	X	X	X		
Redweik, Peter	X	X	X		X	X				
Spellacy, Jake	X	X	X		X	X				
Mensen, Justin	X	X	X		X					
Movius, Mary	X	X	X		X					
Staley, James	X	X	X	X						
Baker, Matt	X	X	X							
Blit, Raz	X	X	X							
Brandt, Rob					X	X		X		
Caldwell, George					X	X		X		
Eveland, Ben	X	X	X							
Flee, Ray	X	X	X							
Harrington, Adam	X	X	X							
Hurtig, Anders	X	X	X							
LeRoy, Phil	X	X	X							
Logue, Ray	X	X	X							
Stradtman, Dalton	X	X	X							
Tisdale, Bill					X	X		X		
Adair, John	X	X								
Lessnick, David	X	X								
Meriwether, Garret	X	X								
Porterfield, Bob	X	X								
Bauer, Doug			X							
Quereo, Mark	X									



Everyone should be encouraged to acquire ALL badges!

0

Ballew, Dennis
Barrett, Anne
Brown, Steve
Nerozzi, Luca
Payne, Steve
Peck, Gail
Rinne, Rob
Roland, Misti
Seese, Blake
Steinhour, Mike
Tripp, Terry
Wichman, Greg

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F	Lack of a progression path for Members.	12	Create atmosphere of challenge, encouraging skill growth i.e. badges, cross-country, aerobatic, etc.
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G	Asleep at the wheel!	14	Create a robust orientation/demo ride program

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C	Instruction CONOPs: Instructor/Student Pairing	8	Do away with waiting list. Switch to Instructor-of-the-Day CONOPs.
D	Member unwillingness to wait all day for a glider	9	Use scheduling system for gliders and maybe instruction (if we have enough Instructors!)
E	Limited Social Aspect - Members lose interest	10	Better facilities (Club house, hangar, etc.)
		11	More gatherings and/or parties
F	Lack of a progression path for Members.	12	Create atmosphere of challenge, encouraging skill growth i.e. badges, cross-country, aerobatic, etc.
		13	Better/newer glider fleet to support skill growth and other benefits.
G	Asleep at the wheel!	14	Create a robust orientation/demo ride program

14 Options to address sagging Sortie Rate

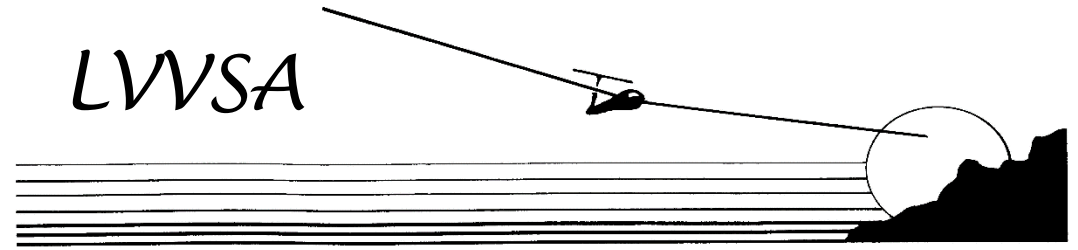
Causes		Options to Improve		Cost	
				Time	Money
A	Aircraft Downtime i.e. multiple weekends in a row.	1	Eliminate Safety-related downtime.	Low	Free
		2	Hangar for MX - multiple benefits (lower MX \$\$, preserve fleet, provides social setting)	High	\$\$
		3	Bigger fleet to absorb extended maintenance downtime of single aircraft	Med	\$\$
		4	Conduct weekday Ops to compensate for loss of "full fleet" weekends and bad/GREAT WX days.	Low	Free
B	Small (but High Quality) Instructor Corps	5	Campaign/Groom more Instructors - at least one Instructor every Saturday and Sunday	Low	Free
		6	Start charging for instruction	Low	Free
		7	Use Senior Instructor members as Ground Instructors	Low	Free
C	Instruction CONOPs: Instructor/Student Pairing	8	Do away with waiting list. Switch to Instructor-of-the-Day CONOPs.	Low	Free
D	Member unwillingness to wait all day for a glider	9	Use scheduling system for gliders and maybe instruction (if we have enough Instructors!)	Low	Free
E	Limited Social Aspect - Members lose interest	10	Better facilities (Club house, hangar, etc.)	High	\$\$
		11	More gatherings and/or parties	Low	\$100/mon
F	Lack of a progression path for Members.	12	Create atmosphere of challenge, encouraging skill growth i.e. badges, cross-country, aerobatic, etc.	Low	Free
		13	Better/newer glider fleet to support skill growth and other benefits.	Med	\$\$
G	Asleep at the wheel!	14	Create a robust orientation/demo ride program	Med	\$100/mon

Causes		Options to Improve		Cost		Benefit (Monthly Sorties)	Comment
				Time	Money		
A	Aircraft Downtime i.e. multiple weekends in a row.	1	Eliminate Safety-related downtime.	Low	Free		Only takes away sorties
		2	Hangar for MX - multiple benefits (lower MX \$\$, preserve fleet, provides social setting)	High	\$\$		Can't estimate
		3	Bigger fleet to absorb extended maintenance downtime of single aircraft	Med	\$\$		Can't estimate
		4	Conduct weekday Ops to compensate for loss of "full fleet" weekends and bad/GREAT WX days.	Low	Free	4	More positive "spin" for GREAT WX days.
B	Small (but High Quality) Instructor Corps	5	Campaign/Groom more Instructors - at least one Instructor every Saturday and Sunday	Low	Free	16	4 add'l sorties/week
		6	Start charging for instruction	Low	Free		Can't estimate
		7	Use Senior Instructor members as Ground Instructors	Low	Free	8	2 add'l sorties/week
C	Instruction CONOPs: Instructor/Student Pairing	8	Do away with waiting list. Switch to Instructor-of-the-Day CONOPs.	Low	Free	16	4 add'l sorties/week
D	Member unwillingness to wait all day for a glider	9	Use scheduling system for gliders and maybe instruction (if we have enough Instructors!)	Low	Free	4	1 add'l sortie/week
E	Limited Social Aspect - Members lose interest	10	Better facilities (Club house, hangar, etc.)	High	\$\$		Can't estimate
		11	More gatherings and/or parties	Low	\$100/mon	4	1 add'l sortie/week
F	Lack of a progression path for Members.	12	Create atmosphere of challenge, encouraging skill growth i.e. badges, cross-country, aerobatic, etc.	Low	Free	8	2 add'l sorties/week
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		13	Better/newer glider fleet to support skill growth and other benefits.	Med	\$\$		Can't estimate
G	Asleep at the wheel!	14	Create a robust orientation/demo ride program	Med	\$100/mon	4	1 add'l sortie/week
						64	Monthly Total
						768	Annual Total

Causes		Options to Improve		Cost		Benefit (Monthly Sorties)	Comment
				Time	Money		
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G	Asleep at the wheel!	14	Create a robust orientation/demo ride program	Med	\$100/mon	4	1 add'l sortie/week
						64	Monthly Total
						768	Annual Total
						631	2019 Total
						1399	Possible Goal

2020 Goal

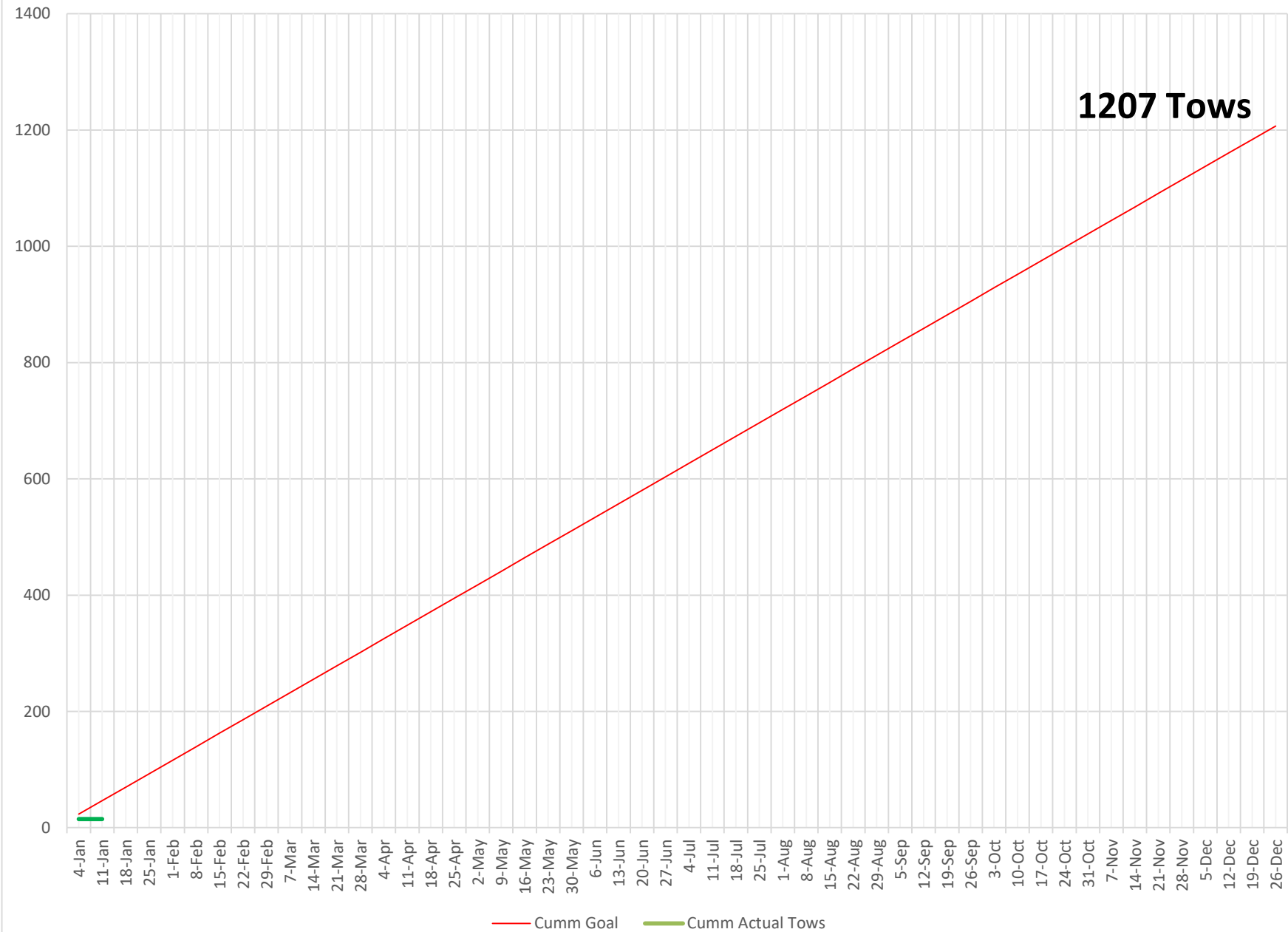


- Historical peak tow count was in 2007 @ 1312
 - Minus 25% of Grob sortie count = 105 during repair
 - $1312 - 105 = 1207$

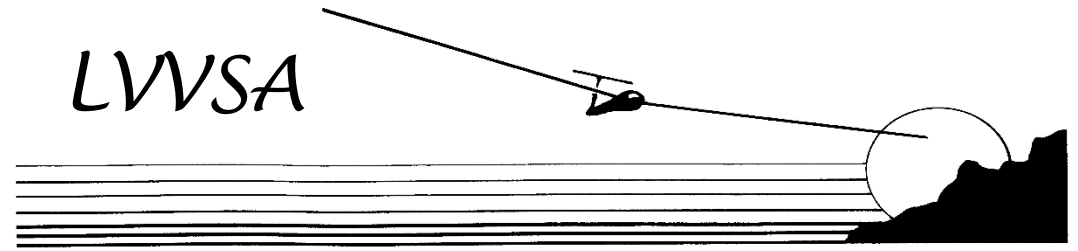
• **1207**that's our 2020 Goal!!

- 1207 annual tows / 52 weeks = 23.21, rounding up to 24 / weekend
 - Doesn't include New Years Day or Tonopah Safari mid-week tows

2020 LVVSA Tow Goal



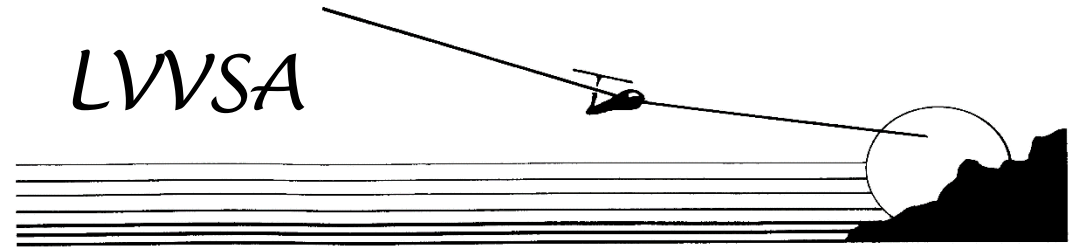
How are we going to do this?!



- Start using a scheduling system for gliders.
- Empty our waiting list!.....Get our student pipeline fully “primed” ASAP!
- Help members plan badge work for 2020.
- Have monthly socials. Some at the Club, others in town.
- Encourage new CFI-G’s. Pursue 100% weekend / year coverage.
- Use our members’ time wisely. Ground instructors available for solo
- Start a Soaring Demo program.
- Start planning/researching for a new fleet.

How are we going to do this?!

LVVSA Motto



We're going to **S**oar

We're going to be **S**afe

We're going to **S**upport

We're going to **S**ocialize

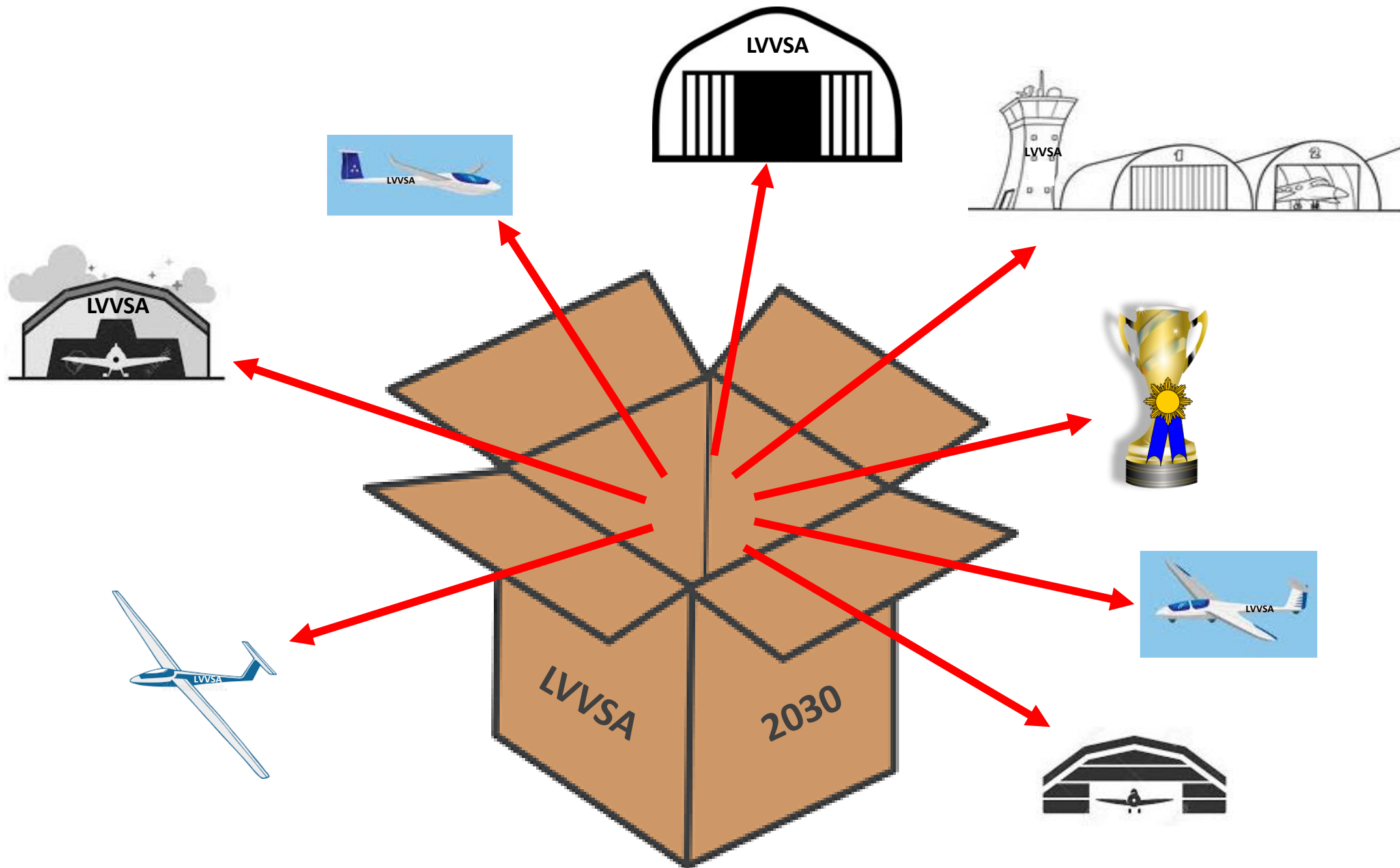


Vision 2030

11 January 2020

The Need for a Vision

- Jean airport could close as early as 2035.
 - McCarran traffic is busier than ever thought possible.
 - CCDoA's Ivanpah reliever airport planning and preparation is restarting.
 - Planning was on "life support" past 10+ years because of 2007/2008 real estate bubble burst.
 - Economic growth projections are very favorable.
 - 2035 is the current projected earliest opening for Ivanpah (always subject to change).
 - Ivanpah Class D airspace will likely CLOSE Jean airport.
- Increase LVVSA's promotion of recreational soaring and better educate the public regarding recreational soaring activities.
 - Increase the number of Glider pilots.....fewer gliders than hot air balloons in USA.
 - Start more aviation careers.



“LVVSA 2030”

- Hangar(s)!!
- New location or 2nd Campus
- Individual National Soaring Awards
- 200 member strong
- Top-of-the-line soaring fleet, Las Vegas style!
- Turbine/Jet tow planes!
- 3000+ sorties a year
- 30 new soaring pilots per year