

**LVVSA Meeting Minutes**  
**14 Sep 2019**

**Call to Order:** 1003 hours by Steve Payne. The meeting was held in the Jean Terminal building.

**Attendance:**

Steve Payne, Rob Brandt, Doug Bauer, Ray Logue, Terry Tripp, Bill Tisdale, Jay McDaniel, Dalton Stradtman, Matt Baker, Ray Flee, Dennis Ballew, Anders Hurtig, Jim Madson.

**Visitors:** Janet Stradtman (Dalton's Mom)

**Membership:** as of 31 Aug 2019: 45 full members, 6 associate, 5 probationary, = 56 total

**Last Month's Minutes:** There was no monthly meeting in July and there was not a quorum for the August meeting, therefore no meeting minutes for either month. Voting on the Jun 2019 minutes was accomplished. 1<sup>st</sup> to accept minutes was Bill Tisdale, 2<sup>nd</sup> Rob Brandt. Motion carried.

**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. Caleb Hone (student of Scott Graham) was up for vote in July 2019 but may not renew. The Board will discuss with Scott. James Staley and Peter Redweik are up for vote in Nov 2019. Anders Hurtig was up for vote in Aug 2019 but due to lack of quorum, was not voted on. Therefore, Anders (who was present at this month's meeting) was voted into full membership. 1<sup>st</sup> Dennis Ballew, 2<sup>nd</sup> Bill Tisdale and all members voted to extend Anders into full membership! Welcome Anders!

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

**Banking:**

Checking	\$12,549.09
Savings:	<u>\$9,276.67</u>
<b>Total:</b>	<b>\$21,825.76</b>
Less Short Term Debt	\$11,914.06
Less Credit Card Balance	\$1,012.46
Plus Accounts Receivable	<u>\$390.49</u>
<b>Net Balance:</b>	<b>\$ 9,289.73</b>

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

Credit Accts (Over/Under)	\$11,572.97
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**Future Major Expenses:**

2020 Bond Payment – Mar 2020	\$ 5,250.00
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**Maintenance Items:**

● **Pawnee:**

- After the June meeting safety discussion of a recent towing accident in South Carolina, the Club was anonymously donated the funds necessary to purchase a new TOST style tow hitch to replace the current Schwietzer style tow hitch. Bill Tisdale ordered the required \$2500 STC kit. A team of volunteers (Bill Tisdale, Doug Bauer, Dennis Ballew, Rob Brandt, Steve Payne, Raz Blit, Adam Harrington, Dalton Stradtman) completed the new tow hitch install (along with other much needed maintenance actions) on 28 and 31 July in Ray Logue's hangar at Henderson Executive Airport.

Thanks to all for their maintenance help, to Ray Logue for the use of his hangar and a very special thanks to our donor! The Club has a much safer towing operation! (CLOSED).

- o Left magneto failure on 23 Jun. A team of people (Doug Bauer, Bill Tisdale, Scott Graham, Luca Nerozzi) spent several hours investigating and troubleshooting before determining that the Left mag had failed. Scott Graham shipped the mag to the overhaul facility on Tuesday, 25 Jun. They received it on Wed, inspected, repaired and shipped it back out. It arrived at Bill's house on Thursday, Scott Graham picked it up from Bill and he and Doug Bauer installed the mag on the Pawnee on Friday, 27 Jun. The best news of all.....it was all covered under warranty except for the \$100 outbound shipping to the overhaul facility. Nice job by all! Thank you very much for your continued investment in the Club! (CLOSED).
- o Oil change due. Steve Payne completed on 14 Jun. (CLOSED).
- o Left forward canopy window hinge broke. Rob Brandt fixed the hinge on 28 July! Thanks Rob! (CLOSED)
- o Main tires are starting to wear. Main tires, tubes and brakes replaced on 28 Jul.(CLOSED).
- o The zerk fitting on the tailwheel needs replacing. Bill Tisdale completed on 28 Jul (CLOSED).
- o 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).
- o Brake Lines in cockpit, Replace. Revisit with Dennis. (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).
- o Bill Tisdale reported that he purchased new brake rotors so that we are ready to put the new rotors on the Pawnee when we have to reverse the main tires sometime this fall/winter. (CLOSED)

- **Gliders:**

- o **Annals:** Club annals are complete until December. The Nugget annual is complete, but there are several open write-ups which make it un-airworthy. The 2-33 annual is not due until December 2019. 1-26 next January. Pawnee next February. Grob next April.
- 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 was suggested that our 1-26 may have the wrong tire causing the brake to not work properly (OPEN).
  - Cockpit has a lot of wind noise. Replace cockpit canopy seal (OPEN).
  - The lease-back idea with Phil LeRoy wasn't going to logistically work. So Phil is going to talk to Al Gough about using his hangar as a make-shift paint booth (if you're reading this Al...surprise!) in the fall. We'll still need Club members to first remove the surface corrosion of the frame. 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).
- 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)
    - Right wing spoiler cap is taped. (OPEN)
    - Paint or color the canopy latch a bright color so as to draw attention to it not being secured. (OPEN).
    - Left wing gel-coat has cracks. Jim Madson is continuing to work, but the Grob is still airworthy. Jim is to the wet sanding stage and is essentially complete except for some cosmetic touches. (CLOSED).
    - Bill Tisdale reported that there are a couple of gel-coat cracks starting to form on the nose and wing tips of the Grob. They will need to get addressed soon. (OPEN).
- o **LP-15 (Nugget): Steve Payne is Crew Chief**
    - Electrical system needs fabrication and installation. (OPEN)
    - Oxygen 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)
    - Board has developed a plan to move the Nugget to Ray Logue's hangar for a short while to accomplish the electrical and static system repairs. The goal is to have the Nugget airworthy by Roach Lake Bed weekend. (CLOSED)
- 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 Radio: Steve Payne replaced the batteries of two FOO radios and the antenna of one radio. Ops checked them and returned them to service. (CLOSED).

- o FOO Cart: Left front tire has slow leak. The tire must be filled every time the cart is used. Al Gough suggested inspecting and possibly replacing the valve stem (OPEN).
- **Trailer Maintenance:** The seal below the main entry door is failing. Rob Brandt offered to take a look (OPEN).

**Club Equipment Upgrades:** None.

**Safety Items:**

- Need a new Safety Officer! (OPEN)
- Jay McDaniels shared his story of his and Robin's (Jay's wife) recent visit to a Soaring Club in Canada this past July. They inadvertently walked into a Wake that the Club was having for an instructor and student who were killed a couple of days earlier in mid-air with the tow plane. What started out as a friendly visit to a sister Club immediately turned into a somber occasion. The details of the mid-air are preliminary, but essentially after glider release, the glider and tow plane lost awareness of each's location and the aircraft collided resulting in the propeller of the tow plane severing the tail from the glider fuselage. The glider never recovered but the tow plane was able to land safely without more significant damage. This story led to Jay sharing to the current membership the LVVSA's mid-air a few years ago in which Jay was taking a student up for her first lesson in the 2-33. After release the tow plane did not immediately descend and both aircraft lost awareness of each other's location. A short time later, the tow plane crossed over the top of the 2-33 damaging the 2-33 rudder. While the 2-33's controllability was severely compromised, Jay was able to maintain control of the 2-33 enough to land safely at the Jean airport, as did the tow plane. The members present at today's meeting benefitted from the two towing mid-air incidents and affirmed the need that after glider release, the tow and glider must get and maintain separation and awareness of each other's location.
- Also, on the safety topic of avoiding distractions in the cockpit;
  - o As an update to the topic related to the Club's decision to install a Tost tow hook on the Pawnee, Steve Payne and Jay McDaniel shared that the recent towing incident in Virginia which resulted in the loss of a tow pilot and plane was caused by the glider "kiting" on the tow plane and due to the Schwizer-style tow hook on the tow plane, the tow pilot was unable to release the glider and was driven into the ground. The reason the glider kited on the tow plane was because the Instructor was busy adjusting a GoPro camera and didn't recognize that the student had kited the glider.
  - o Lastly, Bill Tisdale shared some early details of the recent powered aircraft accident at Henderson Executive Airport that indicate that an inadvertent door opening shortly after departure from Henderson may have distracted the pilot from flying the plane properly, causing him to either lose orientation or stalling the aircraft short of the runway during approach to land. Unfortunately, 2 individuals died in the crash.

Both of the above incidents were good reminders to the attending LVVSA members to avoid ALL distractions in the cockpit during critical phases of flight. Fly the plane first!

**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. However, we still plan to do this. (OPEN)

- Doug Bauer recommended that the Club look at extending the membership probation period to 1 year and that students pay 50% of instruction costs upfront. BTW: A bylaws change would be necessary to make these changes. The Board apologized to Doug that we haven't reviewed this suggesting yet, but we will. (OPEN)
- Port-a-Port hangar update. Rumor mill is the answer is "No". But, still waiting on written response. (OPEN)
- A member inquired about the past discussion of a cookout similar to last year's 30<sup>th</sup> Anniversary. During this meeting Jay McDaniel volunteered to organize a BBQ on Saturday, 28 Sep. Thank you Jay! (CLOSED)

### **New Business:**

- Matt Baker asked if a vinyl wrap was a feasible idea for a glider to protect the fiberglass from ultra-violet radiation damage. Although an interesting idea, Dennis Ballew was not aware of any STC'd or TSO'd product that would be allowed on fiberglass i.e. Grob aircraft. (CLOSED).
- As announced by the Board and announced to all LVVSA members in an email and "State of the Club" letter on 5 July (see attached letter), the September meeting would be a time to discuss, affirm and make recommended changes to the purpose of the LVVSA. This re-assessment of the Club's purpose was driven by the decline of the Club's sortie rate over the last few years and was intended to determine if the member's values or interests had changed. The logical thinking was that if the Club's values and/or interests had changed, the Club may need to change as well so that the Club's purpose would once again be in-line with the desires of the members. This reassessment of the Club's purpose seemed to the Board as an essential step before spending effort and resources toward reversing the declining sortie rate and setting the Club toward a more healthy footing. Steve Payne shared an 8-page slide deck (see attached Powerpoint slides) with the members present summarizing the feedback that was received by the Board and discussed among members during the months of July, August and early September. The Board gratefully appreciates everyone's feedback and information. Also, during this meeting, the members present were solicited for any additional feedback that may have not been captured in the 8-page slide presentation. Those additional feedback items are noted with handwritten notations on the attached slides. In the end, the feedback received at large and during the meeting was for the Club's purpose to remain unchanged, in other words the Club should remain a soaring club with training opportunities. Lastly, the Board asked for and received volunteers to staff two committees to start addressing the Club's deficiencies. The two committee's will take the next month to research and work on the subject problems and report back to the Club in the October meeting. Below are the two committees and the members who volunteered to work on them. Thank you gentlemen!
  - 1) Declining Sortie Rate: Anders Hurtig, Matt Baker and Dalton Stradtman
  - 2) Sustainment Committee: Doug Bauer, Terry Van Noy, Luca Nerozzi
- Bill Tisdale announced that nominations for Club Officers are due at next month's meeting i.e. October. The nominee's will then be voted on via electronic balloting prior to the November meeting, winners announced in the November meeting and then take office in January of the new year.

### **Calendar items:**

- Roach Lake Bed: 19-20 Oct 2019. Matt Baker offered to use his truck for auto tow. Thanks Matt!
- Christmas Party: 14 Dec. Location and time: TBD.

### **Misc items:**

- Today's Tow/FOO/Weather/NOTAMS/Ops:
  - Tow Pilot: Matt Baker

- o FOO: Ray Flee  
Weather: SW Wind, -3 to 7300'
- o NOTAMS: Aerobatic box is active.

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

- Meeting adjourned at 1105 hrs.

**LVVSA**  
**The State of the Club**  
**5 July 2019**

Members!

The purpose of this letter is to introduce a subject that has not gone unnoticed by anyone.....our flying is declining.....and therefore our income. Due to no small thanks to members and leadership from years and decades past, we have good data to show that membership has remained somewhat constant averaging 53 Regular and Diamond members since 2006 (for 2019 we are at 45 Regular and Diamond members), but our annual glider sorties have dropped from approx. 1300+ sorties in 2006/2007 to 464 sorties in 2018. All this to say that we are at a crossroads. Given our fleet size, the amount of income, active participation and other resources, our Club is at a threshold where we can no longer consistently support full weekends of soaring operations and/or maintain our aircraft fleet. Now.....we can make changes to patch our Clubs' situation by reducing fleet size, or assume debt to upgrade the fleet hoping to reduce maintenance costs and attract new members or.....you get the idea. But, I'd rather not patchwork solutions to problems that members don't care about. I'd rather have refreshed goals that reflect our current members' values so that a plan can be developed, vetted, and finally executed and managed with measurable indicators. In all honesty, this may be an exercise that changes little in the way of the Clubs' purpose or vision. But the fact that we go through this exercise helps to ground, reaffirm and unite our members to achieve common goals versus inheriting a purpose that may not reflect the values of our current members.

Now an exercise such as this could have the tendency to drag out and possibly even be contentious. I'm not interested in either methodology. The Board would rather like to take the summer to encourage members to openly socialize the topic, discuss ideas, discuss information, research, compare etc. Things like....Do we want to be a club that only accepts rated glider pilots? Or do we want to continue generating glider pilots? Are we a club for one day every weekend, or two days every other weekend? What does it really take to own/maintain an aircraft? Are we only a soaring club....or do we want powered aircraft? Are we to be all "business" or are we to have a social dimension? For starters and as a reminder....the Preamble of our By-Laws succinctly and simply states "The purpose of the Club is to promote recreational soaring and educate the public regarding recreational soaring activities".

I'm not sure our Club has ever gone through an exercise to reaffirm itself as the purpose and vision established by the founding members seems to have carried us through decades of flying.....until now. Is that a problem? Or a normal progression of life for an organization such as ours. Who knows and who cares. All the Board knows is that since the peak years of 2006/2007, the Club appears to be evaporating, sortie-wise and financially even though membership numbers seemed to have remained somewhat constant.

So my request to you is to take the summer to "chair fly" ideas and discuss with each other. Then I'd like to use the monthly meeting on 14 Sep to itemize, reaffirm and document our Clubs' purpose, goals, vision. Once completed with that exercise, the Board will evaluate whether Bi-Law changes are necessary and begin working with the membership to generate plans to support our refreshed vision. Hopefully by the Christmas Party, we'll be headed in a direction of sustainability, and hopefully growth that is right for LVVSA members.

On behalf of the Board, thank you for your time and passion for soaring!

Steve Payne  
2019 LVVSA President

# The Purpose of the LVVSA

14 Sep 19



# Background

- Annual sorties dropping as compared to previous year.
- Sunday sorties dropping to 1 or 0.
- Jay McDaniel stated “we might need to suspend Sunday Ops”
  - Other’s noticed too.
  - Wasn’t sure what to do about it.
- Board wondered if there had been a shift in member values.
- “State of the Club” letter to all members to determine members’ values/desire for the Club.

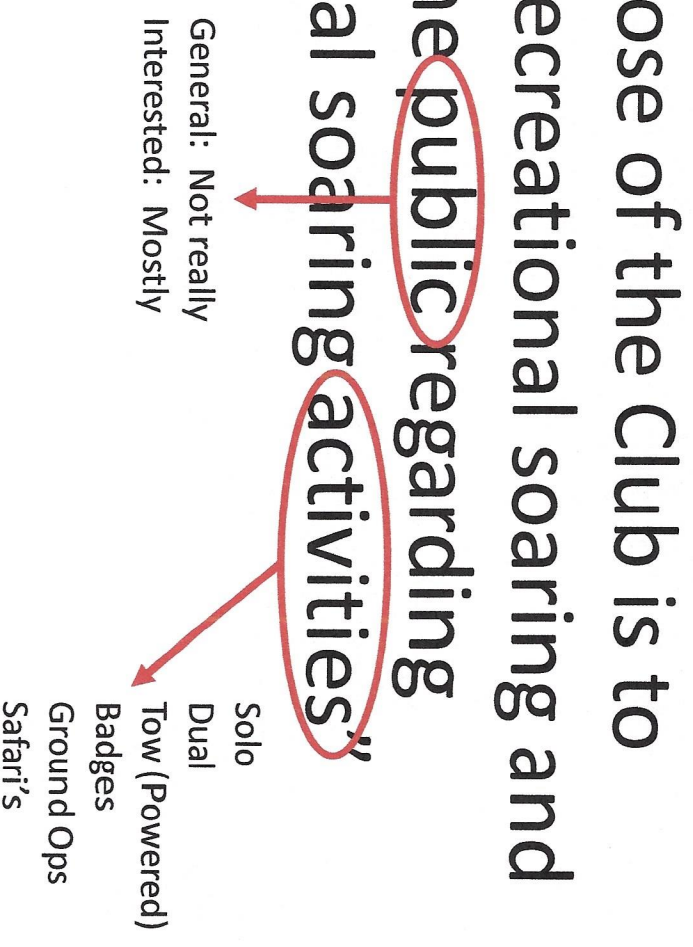
# By-laws Preamble

Passive: Web Page,

Club house & gliders @ OL7,  
SSA Directory,  
shirts, jackets

Active: Training (Primary, Add-on)  
Past – Airshows, flyers

Training  
FAA Safety  
meetings/briefings  
Monthly Meetings



# Feedback Received

- Stay a Soaring Club
- Wave classes
- Cross-country classes
- Tiered Charges
  - 2-seat aircraft are charged at a higher rate than single seat aircraft.
- Sub-group Club Entities
- Nicer Gliders
- Aerobatic gliders and training
- Move the Club to another location (Pahrump, Sandy Valley, Beatty, new BLM land)
- More social.....better facilities
- A Vision!
  - Initial Club inertia lasted 25+ years, but now a reset may be necessary.

- LAMBADA DINNER MAYBE INTERESTED IN DOING JOINT TRAINING. FLYING
- OPEN HOUSE TO INVITE OTHER CLUBS
  - TO AUTO-TOOL WEEKENDS
  - NEULIS AIRMAN
  - HIGH SCHOOLS
  - HAVE PAMPHLETS/FLYERS

# Vision: Non-Tangibles

- Safe Operations.
- Fly and manage Club operations to a high standard, not the least common denominator.
- Climate of Fun!
- Fulfilling and enjoyable social networks.
- Climate of support and initiative.
  - See a need, fix it!.....it's everybody's Club.
  - Respect everyone's time.....don't assume someone else will address it.
  - Gentlemen's challenge...show others you care about the Club.
  - Invest more than you take.
  - Everyone work one-day per month/job and then soar 1-2 days per month for Fun!
- Proactively visible to the public.
- Core Values!
  - Safety (Fly to Fly another day!)
  - Soar! (Fly, Fly, Fly!)
  - Support (Instruct, Tow, Operations, Maintenance, Organized activities)
  - Social....have FUN!

# Vision: Tangibles

- Sustainable (or growing!) annual operations? *OPERATIVE COVER ESSENTIAL FIX COSTS, REPAIR/MAINT. AND EVENTUAL REPLACEMENT.*
- New glider pilots every year.
  - Start aviation careers!
- Regional and National glider pilot awards/recognition.
- Nice Club house.
- Nice aircraft.
- Part or Full-time administrative assistant/bookkeeper.
- ADD MENCH OPERATIONS TO THE CLUB

# Commission 2 Short Term Committees

- Declining Sortie Rate
  - Causes?
  - Can it be reversed?
  - Ways to reverse.
  - Recommendations.
- Sustainment
  - Can we afford to exist without a single sortie?
  - How do we invest in the future?
  - Recommendations
- One month duration
- Report to Members at October meeting.



# Closing

- So far...this is a lot words...which represents a lot of time.
- We don't want to overextend on our members time, but use it wisely to attain a new vision.
- Pick committees