

LVVSA Meeting Minutes 8 Aug 2020

Call to Order: 0842 hours by Steve Payne. The meeting was held at the Club Trailer due to the GoJump skydiving operations taking over the Jean Terminal. Also, the County wants to charge \$100 for the use of the Henderson Executive Airport conference room. Lastly, Zoom was used for those members who could not attend in person.

Visitors: Lisa Staley (wife of Deuce).

Member Attendance: Scott Graham, Rob Brandt, Dennis Ballew, Steve Payne, Adam Harrington, James Staley, Matt Baker, Dalton Stradtman, Chuck Holden, Phil LeRoy, Brandon Abel, Luca Nerrozi. Via Zoom: Jay McDaniel, Greg Wichmann, Doug Bauer, Peter Redweik.

Last Month's Minutes: June's meeting minutes, Rob Brandt moved to accept, Matt Baker 2nd, motion passed.

Membership: as of 31 Jul 2020: 37 Full members, 9 Associate, 2 Probationary = 48 Total

New Probationary Members: New probationary members Austin Lambert and John Dobbins, Welcome!

New Full Member Vote: None this month.

Soaring Awards

Gold Badge			
Badge#	Date	Name	City, State
2783	7/18/2020	Anders Hurtig	Las Vegas, NV
2782	7/15/2020	Thomas W. Holloran	Show Low, AZ
2781	7/8/2020	Armand Charbonneau	Longmont, CO
2780	6/21/2020	Stephen Layton	Lovington, NM
2779	6/11/2020	Mark Donnelly	Goodyear, AZ
Silver Badge			
Badge#	Date	Name	City, State
7159	7/25/2020	Dennis Ballew	Las Vegas, NV
7158	8/1/2020	Tyler F. Hockenberry	Lovington, NM
7157	7/12/2020	Dalton M. Stradtman	Henderson, NV
7156	7/19/2020	Aditya Anne	Round Rock, TX
7155	7/18/2020	Anders Hurtig	Las Vegas, NV
7154	6/6/2020	Timothy Clark	Wilmington, NC
7153	7/3/2020	Thomas B Ward	Sterling, VA
7152	6/22/2020	Trever Perkins	La Luz, NM
7151	6/13/2020	Edgar C White Jr	High Point, NC

Personal Records:

Dave Lessnick – just under 900 km!

Anders Hurtig – Also did 536 km and 555 km flights.

Ramy Yanetz – 5 flights in a row 1000-1100 km, FAI out and back to Idaho

CONGRATULATIONS Anders, Dalton, Dennis and Dave!....and Ramy!

Member News: Doug Bauer is home and fully recovered. Yay! We're glad you have recovered Doug!

Aircraft Assignments

Glider Support Teams				
1-26	2-33	2-32	LP-15 2NV	LP-15 9V
Adair, John	Baker	Ballew	Bauer	Brandt
Carlson, Tracy	Caldwell	Brown	Hurtig	Flee
Gough	Graham	Carlson, Greg	McDaniel	Jackson
LeRoy	Logue	Harrington	Payne	Meriwether
Movius	Rinne	Madson	Peck	Nerozzi
Redweik	Steinhour	Roland	Staley	Quero
Stradtman	Van Noy	Wichmann		

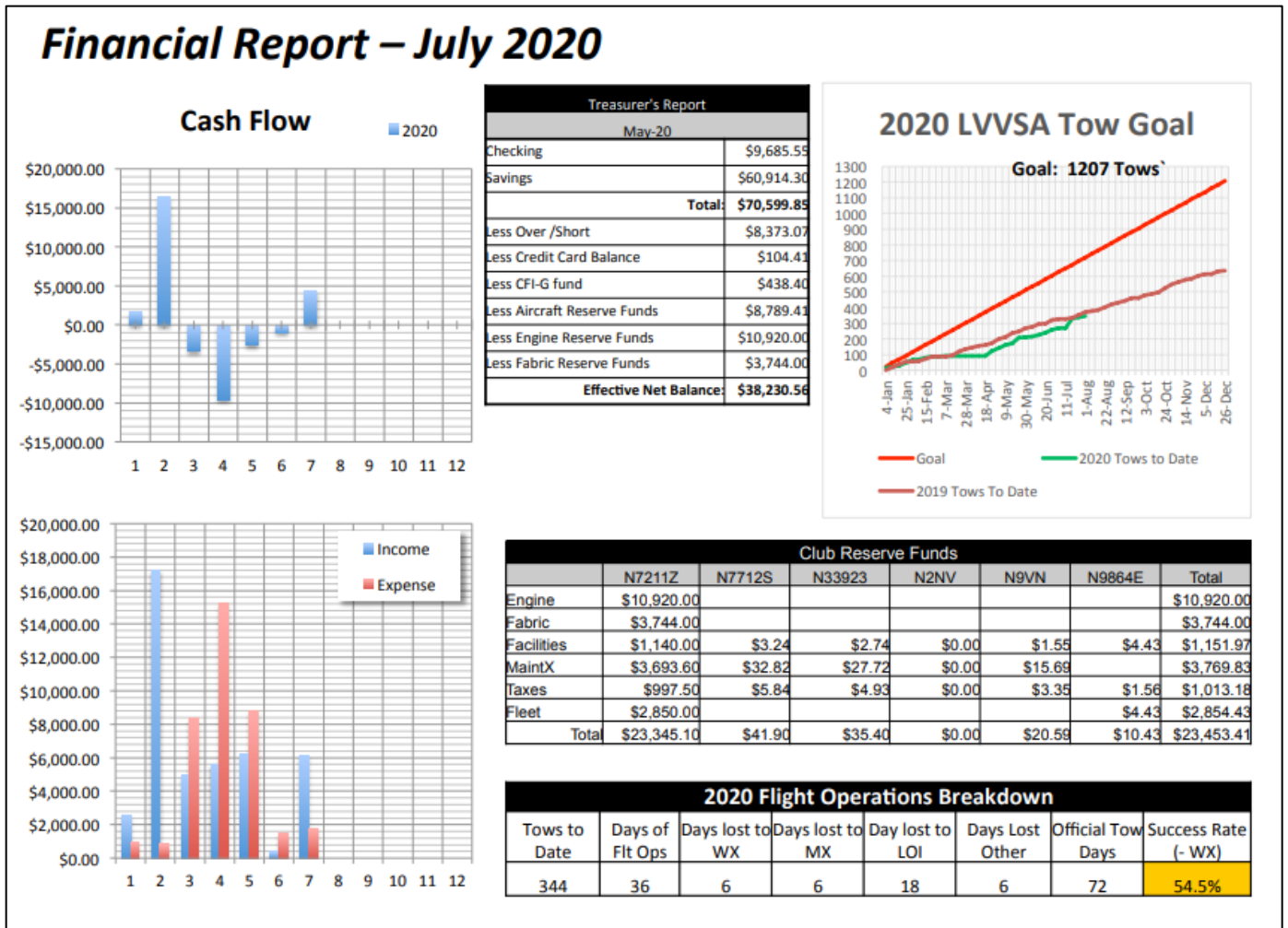
Key Club Jobs

Since our June meeting, we've added Misty Roland as the Facebook POC, Peter Redweik as the Facilities POC, Rob Rinne has the Demo Program Lead with Brandon Abel, Terry Van Noy and Steve Brown as committee members. Lastly, Deuce Staley and Anders Hurtig agreed to be the SSA Badge experts to help members understand the in's and out's of earning SSA Badges. Thanks to all!

Club Jobs		
	Functional Points of Contact (POC)	Pilot
1	Scheduler (FOO, IOD, Tow)	McDaniel
2	Safety Officer	Gough
3	Facilities POC	Redweik
4	MX Trailer POC	Bauer
5	Events POC (Auto Tow, Safari's)	
6	Wing Runner POC	
7	Facebook Page POC	Roland
8	Web Page POC	McDaniel
9	FOO POC	McDaniel
10	Social POC	
11	Cross Country POC	
12	Awards POC	Staley/Hurtig
13	Demo Chief	Rinne
14	Demo Pilot 1	
15	Demo Pilot 2	Abel, Van Noy and Brown
16	Demo Briefer 1	
17	Demo Briefer 2	
18	President	Payne
19	Vice-President	Ballew
20	Secretary	Harrington
21	Treasurer	Brandt
22	Chief Pilot	Graham
23	2-33 Crew Chief	
24	1-26 Crew Chief	LeRoy
25	9V Crew Chief	Nerozzi
26	Nugget Crew Chief	Payne

27	Flight Instructor Day 1 (Chief)	Graham
28	Flight Instructor Day 2	
29	Flight Instructor Day 3	
30	Flight Instructor Day 4	
31	Flight Instructor Day 5	
32	Flight Instructor Day 6	
33	Flight Instructor Day 7	
34	Flight Instructor Day 8	Brandt
35	Flight Instructor Day 9	McDaniel
36	Ground Instructor Day 1	Graham
37	Ground Instructor Day 2	
38	Ground Instructor Day 3	
39	Ground Instructor Day 4	
40	Ground Instructor Day 5	
41	Ground Instructor Day 6	
42	Ground Instructor Day 7	
43	Ground Instructor Day 8	Brandt
44	Ground Instructor Day 9	McDaniel
45	Tow Pilot Day 1 (Chief)	Graham
46	Tow Pilot Day 2	Brandt
47	Tow Pilot Day 3	Baker
48	Tow Pilot Day 4	Gough
49	Tow Pilot Day 5	Wichmann
50	Tow Pilot Day 6	Payne
51	Tow Pilot Day 7	Abel
52	Tow Pilot Day 8	
53	Tow Pilot Day 9	
54	A&P	Bauer
55	A&P	LeRoy
56	A&P, IA	Ballew
57	A&P	Graham

Treasurer's Report and Flight Ops Metric Data: (as of 31 Jul 2020)



Secretary's Report: Adam reported that he's ready to make the initial order of LVVSA merchandise, so everyone get your orders into Adam within 2 weeks using the Google Forms link that he mailed everyone. He'll make the initial order shortly thereafter. Below are screen shots of the Google Forms order form.

Maintenance Items:

- **Annuals:**

- 2-33: Due in December 2020
- Pawnee: Due in April 2021
- 2-32: Due in May 2021
- 2NV: Due in May 2021 (Condition Inspection)
- 9V: Due in May 2021 (Condition Inspection)
- 1-26: Due in June 2021

- **Pawnee:**

- Old Left Magneto needs a new housing, repaired and stored in the MX trailer. This issue needs a decision. The Club has been busy with many maintenance tasks during the COVID-19 shutdown but we need to focus on this item and make a decision. More to follow. (OPEN).
- Needs an oil, oil filter and air filter change. (OPEN).
- Right canopy plexiglass is getting foggy again. (OPEN).
- Several safety items have been identified. Greg Wichmann has offered to “Birdog” the changes which will require a little more work than normal maintenance. They include:
 - Moving the tow line release to a more “Pilot Accessible” location. (OPEN).
 - Moving/getting rid of the tow log box. (OPEN).
 - Fixing the left rear-view mirror. (OPEN).
 - Adding a stall horn to the existing stall light. (OPEN).

- **Gliders:**

- **SGS 1-26: Phil LeRoy is Crew Chief**

- Tweety is Operational!
- Dalton Stradtman suggested that Tweety needs a pitot tube cover (OPEN).
- James “Deuce” Staley highlighted that recent charger overheating issues were likely caused by the wrong battery being charged on the wrong charger. Specifically, the 14V Nugget charger was used to charge Club batteries which was causing the overheating problem. Club members were cautioned to make sure they were using the right charger/battery combination. Dennis Ballew took the action to review the batteries and charging stations to ensure compatibility. (OPEN).

- **SGS 2-33:**

- Brake need servicing. (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 tail wheel not to swivel. The decision has been made to switch the entire assembly to a fixed tail wheel assembly which will fix this issue. (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).
- **LP-15 (Nugget): Steve Payne is Crew Chief**
 - Condition Inspection complete, get well items include...
 - Canopy unsafe, needs replacing. (OPEN).
 - Electrical system needs fabrication and installation. (OPEN)
 - Vacuum and airspeed system need fabrication and installation. (OPEN)
 - Total Energy Probe remounted and now requires finishing work (OPEN).
- **LP-15 (9V): Luca Nerozzi is Crew Chief**
 - Making plan to address crack in forward canopy.
 - Making plan to address dent in left leading edge.
- **SGS 2-32: Steve Brown is Crew Chief**
 - Steve Brown plans to order a Decker radio and install front and rear seat PTTs and a speaker box. Steve has coordinated with Maddog to investigate what's needed to install the new radio. (OPEN)
 - Trim indicator cable needs replacement. May be able to use bicycle brake cable. Still investigating. (OPEN)
- **FOO Radio(s), Cart and Misc:**
- **Trailer Maintenance:**
 - The seal below the main entry door is failing. Rob Brandt offered to take a look (OPEN).
 - CCDoA business will be discussed in Old Business.

Flight Operations:

- **Tonopah Safari:**
 - Successful deployment and Safari!!! Great time was had by all! Analysis showed that the glider operations (mainly due to Pawnee ferry expenses) lost about \$774.43. Not unexpected due to the Club's new fiscal scrutiny and discipline. But we did much better fiscally than in years past because of our recent fiscal discipline! ☺
 - Lesson Learned #1 for the future: Determine a "Landing Fee" to cover Pawnee ferry expenses, donation to Mark Peterson at Tonopah and incidentals such as ice, water, etc. that are used by the community. Landing Fee would likely be in the \$75-\$100 range depending on the number of participants.
 - Lesson Learned #2: Publish on the web site the club glider rental rates, operational information and deployment planning checklist prior to the Safari.

Safety Items:

- o **Safety discussion was primed using the below slides. Specific discussion included:**
 - Kiting Incident: Incident occurred in June and involved Mary Movius in her Pic 20 and Rob Brandt as the tow pilot. Dennis Ballew suggested notifying the SSA of the kiting incident and lessons learned, to include tow pilot reducing power as a possible action to regain tow plane pitch control. Also Greg Wichmann suggested “Kiting Recognition and Recovery Training” among the club tow plane pilots, citing inexperience with kiting incidents. Jay McDaniel highlighted that CG hooks (which was used during this launch) are a known contributing factor to kiting incidents. Rob Brandt accepted the SSA and local training action items and will follow up. (OPEN).
 - Slack Line Incident: Incident occurred at Tonopah Safari and involved Deuce Staley in the 9V LP-15 and Steve Payne as the tow pilot. It was a typical Tonopah day with very turbulent tows. Deuce gave a summary of the events of the incident and a lesson learned such as using opposite rudder to reduce slack line instead of aileron only. Also Steve Payne highlighted the need for tow pilots, on each tow, to note who they are towing in terms of experience, aircraft, weather conditions, etc. All those conditions factored into this slack line situation. Following the occurrence of the slack line condition, Deuce released from tow at 500’ and completed an abbreviated pattern without problems until on landing roll-out 9V’s right wing tip skid snagged the concrete very hard and caused a ground loop. Before the incident, the Board had noted that replacing the wing tip skids had been discussed amongst several members over the past couple of months because the wing tip skids tended to grip the runway surface fairly hard and that they probably should be replaced with something that wouldn’t grip runway surfaces so well. It would have been wise in this case had we acted on that recommendation prior to Tonopah, Safari. Some additional comments during this safety discussion included Matt Baker saying that when he, as tow pilot, has a glider release early, typically completely leaves the pattern area to deconflict with the glider. Also Scott Graham suggested that when a glider is having trouble maintaining tow position, the tow plane may roll out of a turn and resume straight and level flight until the glider is able to regain positional control. Other noted that rolling out of a turn may create an even bigger slack line condition for the glider pilot. Every situation is different and must be handled with good judgement.



Summary

- Kiting Incident - Jean
- Slack Line - Tonopah

Kiting Description

- Occurred in June
- Return to flight after long down time and airframe work/repair
- Immediately on launch
 - Glider pitched up
 - Pilot recognized situation as glider continued up
 - **And Released!**
 - **Tow Pilot reached for release, but missed!**
 - **And coincident with glider release!**

Kiting Lessons Learned/Affirmed

- Be Ready during all phases of tow
- Sterile cockpits during tow, especially below 500'
- Don't hesitate to make a quick release decision.

Slack Line Description

- Tow pilot started left turn at 400', glider delayed 1-2 potatoes before matching turn.
- Thermal activity i.e. turbulent!
- Glider out of position
- Glider unable to return to position
- **Glider released while entering downwind at 500'**
- Flew normal pattern, landed safely
 - **Ground loop experienced during roll out due to wing tip skids.**

Slack Line Lessons Learned/Affirmed

- Be ready during all phases of tow.
- Sterile cockpits during tow, especially below 500'
- Don't hesitate to make a quick release decision.
- Practice slack line recovery more frequently
- When flying different aircraft, chair fly "what ifs"
- Tow pilot be cognizant of towee!
- Be more proactive to non-airworthy MX
 - Airworthiness MX actions aren't the only ones that bite!

Las Vegas Valley Soaring Association

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Old Business:

- Crew Chief MX concept: We still need Crew Chief for the 2-33! (OPEN)
- Fleet Committee: No update pending CCDoA violation letter resolution and higher priority tasks (OPEN)
- Facilities Lead: Peter Redweik as agreed to be our facilities POC. While he will be keeping an eye on our facilities and glider operations equipment, t's not his job to do everything. If he asks you to take trash to a dumpster or help move something or help organize something....please comply with gusto and pride! Treat these facilities as your personal property....because it is. Thank you Peter! (CLOSED)
- By-Laws Changes: The following By-Laws changes are proposed and briefed to the membership. These By-Law changes will be voted on at the next monthly meeting of 12 Sep.
 1. Seven instances of "he" changed to "he/she"
 2. In the preamble: "**non-profit**" removed. (The Club never completed the pursuit of this status)
 3. Article I, Pt 5: "**the**" added for grammar.
 4. Article II, Definition of Probationary member changed to include: "**The status of a probationary member shall be voted on or deferred at each monthly meeting beginning after the member completes the Probationary Training Course and six months after date of application**"
 5. Article II, Pt 1: The words: "**Work not logged on a daily basis by the member will not be credited at a later date.**" were removed. (Less specific, more flexible)

6. Article IV, Pt 2: Replace current wording with: “The Club will maintain bank accounts via a local branch of a bank in Las Vegas, Nevada under the Club name. Sub-accounts may be set up in the Club’s accounting software at the discretion of the Board.” (Allows accounts for such items as Towplane Engine replacement, Towplane Fabric Reserve, Bond payments, etc.)

7. Article IV: The following point is added: “The Board of Directors will annually review Club income, expenses, insurance, aircraft rental rates and future requirements to ensure the Club is financially healthy, protected and sustainable to support soaring operations into the future. The Club finances will be reconciled with Club goals to ensure sustainment and growth harmony. The annual review shall be accomplished within the first month of the fiscal year and reported (with any recommendations) to the membership at the next available membership meeting following the first month of the fiscal year.”

8. Article V, Modify Pts 5 & 6 as follows;

5. The Board has the option of applying the following procedures should they be deemed necessary: Any member who is in arrears of money due to the Club by a period of more than thirty (30) days at the regular monthly Club meeting, and who fails to make full payment of the overdue amount at that time, ~~shall~~ may be automatically suspended from the use of all Club equipment. The Treasurer ~~shall~~ may take immediate action to prevent use of any equipment owned by the Club or under the operational control of the Club, such as tow planes and hanger space. The suspended member ~~shall~~ may be reinstated upon full payment of the overdue amount. In the event of continued non-payment, the member ~~shall~~ may continue to be in a suspended member status, and after two (2) full calendar months in suspended status, the Board shall declare the suspended member as having resigned. Such action by the Board does not relieve the member of the financial obligations that he/she incurred.

6. The Board has the option of applying the following procedures should they be deemed necessary: Any member who has been suspended because of being in arrears to the Club and who has been reinstated shall have not more than sixty (60) days from the date of his reinstatement to make full payment of his account. Furthermore, the Board is empowered to require a more rigorous payment schedule for a member who has been suspended until a satisfactory history of payment has been demonstrated as determined by the Board. Any member who has a pattern of being suspended and reinstated must be considered for expulsion by the Board.

9. Dates of these changes will need to be changed in 2 places when actual ratification of these By-Laws changes occurs in 2 months. New date will be Sep 12 2020.

- Probationary Training Course:

- It was pointed out in the By-Laws changes for Article II that the new new member probationary period of time is changing from 3 months to 6 months. Also that the prospective member must complete the Probationary Training Course during that six month period. The Probationary Training Course will consist of the new member Orientation Checklist that Scott Graham developed combined with some key soaring skills that all soaring pilots and members should have. These key skills include knowing how to change a tire on a glider, make a weak link, make a tow rope and to complete FOO training. These items plus a recommendation from Scott Graham to include a checklist item of reading and understanding the LVVSA By-Laws were added to Scott’s Orientation Checklist and renamed Probation Member Training Checklist. The Club Secretary will be the main POC for new probationary members to ensure they have the information and support they need to complete the checklist. As an example, the below screen shot is from the new Probationary Member Training Checklist.

Las Vegas Valley Soaring Association Probationary Member Training Checklist

Probationary Member Name: _____

- Paperwork
 - Membership Application
 - Hold Harmless Agreement
 - Copy of Pilot Certificate
 - Training Folder (As Required)
 - Qualification Card
 - SSA Member Number
 - BFR Date
- Soaring Skills
 - Assigned Glider _____
 - Complete tire changing training _____
 - Demonstrate making weak link _____
 - Demonstrate making tow rope _____
 - Complete FOO training _____
- Club Expectations for Members (Help Out When You Can)
 - Be a FOO (Help the FOOs Run Wings and Push Gliders), Be a Tow Pilot, Be an Instructor, Be a Mechanic (or help a mechanic), Be a Board Member, Be the Safety Officer, Be the Chief Pilot, Facilities Mx, Learn to Make Weak Links, Help in Assembly/Disassembly of Gliders
 - Involvement in Any Club Aircraft Accidents/Incidents
 - Report Them Immediately to a Board Member

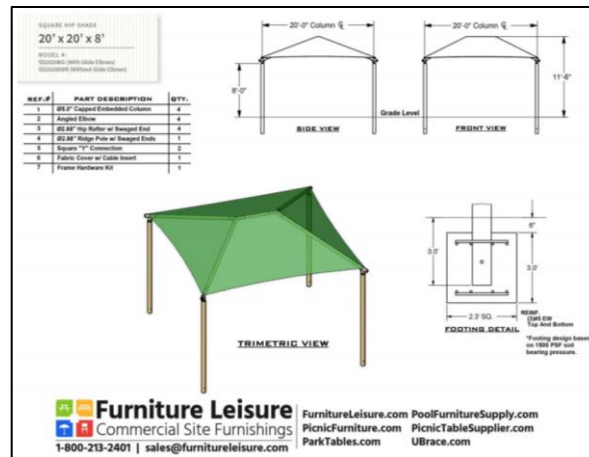
- Clark County Department of Aviation (CCDoA) lease renewal and inspection of Club Trailer. Members were briefed that the Club received the expected CCDoA inspection results letter on 23 June, as well as a 3-year Lease Renewal. The lease renewal is complete and good until Jun 2023. From the inspection letter, five (5) inspection write ups were identified and the Club has 90 days to complete repairs. In summary, the 5 inspection items are:
 1. Get rid of fire pit.
 2. Get rid of charcoal grills.
 3. Get rid of debris under and around trailer.
 4. Replace all electrical with “to code” electrical.
 5. Replace the shade cover with a “to code” cover.

Items 1 thru 3 were addressed immediately after the meeting. Thanks to Matt Baker for bringing his trailer to the Club so that we could load up and take to the dump debris and junk. These items should be closed.

Item 4, Trailer electrical work is problematic due to difficulty in finding a licensed electrician who will work in Jean and develop plans for submission to the DoA. This item is the Board’s highest priority item of all 5 writeups. The Board and Peter Redweik are working. More to follow on this item.

Item 5, The replacement of the Shade cover is up for discussion. Rough estimates are that it will cost from \$5400 to \$13000 depending on style and vendor. Before spending and not wasting those kinds of Club resources on permanent structures at Jean, the Board would like to make sure that such an investment would be in line with the future plans of the LVVSA. Therefore, more time is needed to develop the long term plan for the Club and make sure shade resources are integrated with the future plans of the Club to ensure a return on investment. That means we will likely be in the position to keep the existing shade cover through the hot

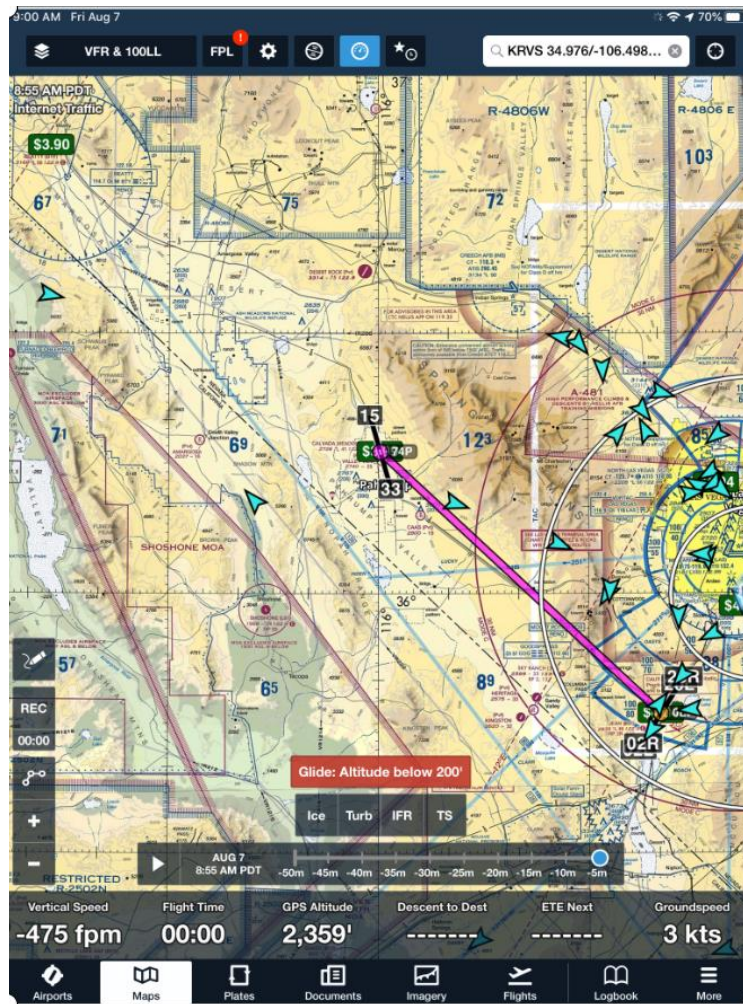
part of the summer and then days before the deadline, cut it down. If any member has other options, please inform the Board. Greg Wickmann's wife, Tina (who is an architect), offered to investigate other options for the Club (thank you Tina!!). Matt Baker suggested aluminum awnings added to the Club trailer as an option. Also, Deuce Staley suggested setting up and taking down temporary shade structures until a permanent solution can be found. Lots of good input by everyone. More to follow on this topic, but below are some examples of shade covers the CCDoA is expecting to be submitted for approval.



New Business:

- Calvada Meadows (74P) field trip: The Board is looking to visit the Calvada Meadows Air Park in Pahrump next Saturday, 15 Aug to get an understanding of their operations and possible compatibility with LVVSA. Calavada Meadows is about 44 nm NW of Jean. The below image shows the relative location and distance of Calvada Meadows and Beatty with respect to Jean, NV. Interested members were invited to participate if interested. Also, now that Beatty, NV has fuel pumps, the Board is interested in visiting Beatty to understand their airport environment and how it might be compatible with LVVSA either is a permanent or temporary

operating location. Doug Bauer wondered if it would be allowed for gliders to takeoff and land on the taxiway at Calvada Meadows. Phil LeRoy noted that there is better and more affordable possibilities of Club facilities like hangars, club house, etc. at Calvada Meadows. Matt Baker suggested Beatty as an easy Safari location and or cross-country destination. George Caldwell wonders what the effects that the remoteness of Calvada Meadows might have on insurance requirements and costs. There are lots of details to follow-up with on these topics, stay tuned!



- **Shad Dvorchak Memorial Service:** Chuck Holden reported to the Club that Shad's Memorial service would be on 16 Oct 2020 at Nellis AFB, followed one week later with internment at Boulder City Veterans Cemetery. Chuck reminded the membership that Shad was an early and integral part of the LVVSA and donated 2NV to the Club. Chuck proposed that the Club add Shad's name to the side of 2NV and participate in the Boulder City Interment ceremony in whatever fly-by capacity that the Club could arrange. Steve Payne motioned that the Club investigate such a fly-by participation, Scott Graham second the motion. The motion was passed by all members. Scott Graham and the Board will work with Chuck to make the flyby happen.

Calendar items:

- Lake Bed Operations: 17-18 Oct 20. Adam Harrington will coordinate with BLM for these dates.
- Christmas Party: 12 Dec, 1800 hrs. Need a location. Please make suggestions to the Board.

President's Soapbox:

Some closing words for the LVVSA membership at this meeting.

Good things are happening for LVVSA!

We're flying!

We have a great Core group!

We have the operating processes in place to absorb growth!

We have the fiscal processes in place to achieve sustainability!

We're building the right kind of aviation atmosphere/environment!

The bow wave is building and we're postured to be well placed in the pipeline!

Your part?.....Preach it, Live it!

Misc items:

- Today's Tow/FOO/Weather/NOTAMS/Ops: Not discussed.

Motion to Adjourn: 1st by Scott Graham, 2nd by Steve Payne. Motion carried.

- Meeting adjourned at 1015 hrs.