



Las Vegas Valley Soaring Association

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Weekend Reports:

5-6 June: Early arrivals for Goal Strike XV, approximately 7 extra 1-26s on the line for Saturday and Sunday with more arriving for the Official start of Goal Strike XV on Monday. Some head off cross-country and others fly locally and complete Flight Reviews with the club. Sunday afternoon during the launch process, 11Z experienced a control failure and successfully landed off airport.

7-11 June: Goal Strike XV, *Monday*, tow plane not available, afternoon weather forecast for high winds with gusts in excess of 30knts. *Tuesday*, Las Vegas Glider Rides tow plane is available. By the time the tow pilot



completed his “certifications”, the winds again increased beyond safety limits. With lenticular clouds on the Spring Mountain Range, winds increasing on the ground and threat of land out in high wind conditions, the decision is made to remain ground bound.

Wednesday, another windy, no flying day. At the

end of the day the decision is made to trailer to Bishop to get on the north side of the front causing the wind. For a complete Goal Strike report visit: <http://www.126association.org/>, select “Events”, then “Goal Strike XV”.



(Pictures top to bottom, Saturday Staging, Sunday “Grid”, and Al Gough in #277 over Mount Charleston, photos from 1-26 Assoc.)

12-13 June: Club meeting, Las Vegas Glider Rides provides their tow plane to support the club, with Bill Tisdale towing on Saturday and LVGR providing a tow pilot for most of Sunday. As was discussed at the club meeting, again, many thanks to Chuck Holden for arranging with Jerry Dowell for the use of his Scout for backup.



Above, Student and Mentor approach the task...

19-20 June: Saturday, LVGR provides tow service, Shad Dvorchak launches in the Nugget for cross-country. After turning the corner at Primm, Shad lands in Fillmore UT approximately 300nm away. Look for Shad's report in a future newsletter. Late Saturday Chuck delivers the club's Pawnee back to Jean for Sunday flying. Thanks to Paul Gundersen, Chris Hanks, Ron's Aircraft Service and Chuck Holden (delivery pilot) for getting the Pawnee back in service for Sunday flying.

Below, Matt, Ready to Go !!

26-27 June: 26 June, first glider solo, Paul Seketa. Great thermal soaring days with many of our students learning the cross country side of soaring while exploring the Ivanpah Valley and our part of the Spring Mountain Range. 27 June, Matt Brewer's first flight in a 1-26, Congratulations Matt. On Sunday afternoon, visitors from Southern California landed after reaching Boulder City and retreating to Jean. "Ramy" and "Eric" had launched with the Crystal Gang from Great Western Soaring, Llano, CA. They took off again on Monday, Ramy reported reaching Parowan, UT and Eric landed at Hurricane, UT. Jim Dingess launched Monday in the club's LS-4 9B and landed at Tonopah, NV.



Shad's notes for tow pilots:

One of us put a new hole in the flap that was newly repaired after the emergency landing off field: it took about a week to break it after it was fixed. I suspect the hole came from a rock kicked up by a landing on the dirt overrun. We talked about this at the tow pilot's meeting and I stated my druthers. **Now I'm being directive -- don't land in the dirt unless it's a safety issue (like too strong a crosswind)**. If you're landing in the dirt more than once for that reason, you're in over your head and must stop towing (that's what I do, so I expect you to do the same). If you're having difficulty staying on the runway after touchdown, it's time to consider calling

"quits". If you can't stay on the runway, stop towing!

If you can't consistently land close to your intended touchdown point, you're not as proficient as you need to be and need to concentrate more on achieving consistency. Hitting a consistent touchdown point (within 100 feet or so) is not magic, and there are lots of clues I'm willing to talk with anyone that has questions. If you don't like me, talk to Jim Dingess who has 10x the Pawnee time then the rest of us do all together.

Do a post-flight engine run-up (just like the one before the first flight of the day) to ensure the engine is still OK. That gives us extra time to work any problems that might crop up.

Do a post-flight inspection, paying particular attention to brakes, things that might have come loose (screws) and things that might have come off (like inspection plates). **Make sure any gripes get to the Board of Directors so we can get them fixed, at least tell the FOO and have it noted on the FOO sheet.** If it's a grounding gripe, the tow pilot **WILL** call me or one of the other board members.

Pawnee tiedown -- make sure it's facing west (even if you have to pick a new spot), since 95% of the winds come from that hemisphere. Tie the stick back with the seat belt (use neutral trim so there's definite forward pressure to help pin the ailerons) and put the flaps full down. Paul made up some flap locks, but they're not padded and add complication to the picture. Every Pawnee I've seen tied down outside has the flaps full down, so this appears to be a consistent practice and keeps things simple. Finally, make sure mags and master switches are off when you close the window -- then double-check that the nav lights aren't on as you walk away.

We are working on a tow pilot manual that combines the best from several other clubs and is tailored for our operations. Hopefully, that will alleviate a lot of guesswork.

We Need Volunteers!! (Contact Jay)

(No CAP Flights until at least October)

Updated: 6/28/04

Day	Date	Tow	FOO	Notes
Sat	Jul 10	Gundersen, P	Brooksbank	Monthly Business Meeting 10am
Sun	Jul 11	Ratzin	Wynhoff	
Sat	Jul 17	Dvorchak	Stave	
Sun	Jul 18	Holden	Volunteer	
Sat	Jul 24	Tisdale	McDaniel, R	
Sun	Jul 25	Felgar	Cagle	
Sat	Jul 31	Gundersen, P	Burns	
Sun	Aug 1	Ratzin	Gulewich	
Sat	Aug 7	Dvorchak	Brooksbank	
Sun	Aug 8	Holden	Wynhoff	Monthly Business Meeting 10am
Sat	Aug 14	Tisdale	Stave	
Sun	Aug 15	Felgar	Volunteer	
Sat	Aug 21	Gundersen, P	McDaniel, R	
Sun	Aug 22	Ratzin	Cagle	



Photo by: Unknownn

Matt's First 1-26 Landing



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