



Las Vegas Valley Soaring Association

P.O. Box 19902, Jean, NV 89019-1902 Phone (702) 874-1420 www.LVVSA.org

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January 2005

Happy New Year – 2005 !!

2005 President's Message: As we enter the New Year, we have a lot to look back on the accomplishments of the club for 2004 and previous years, and much to look forward to for 2005 and the future. We have signed on 12 new members, soloed 4 new students, completed 7 check rides, and grown the club to 50 members.

We have completed a much needed review of our accounting process, and completed many overdue tax returns to establish our "not for profit" status. The club owes Jay McDaniel, Chris Hanks and Misti Harth a heart felt thank you for their hard work. We still have more work to do to be a full IRS 503(c)(3) recognized club.

During 2004 we continued to improve our fleet and decrease our debt. The last payment for "Tweety", our 1-26D was mailed in December 2004 and our final payment for the LS-4 will be made in June 2005. Many members are already asking, what's next? Do you have any ideas? Another 1-26 or 1-23? Maybe a PW-5?

We have seen a lot of "personal bests" from members in 2004. Many first solos, and a Father / Son team both completing their Private Glider Rating. For one of them, a first cross country, all the way to Calvada Meadows in a 1-26, a great accomplishment for someone who had never flown out of the Ivanpah Valley.

We look forward to many more accomplishments from our members in 2005. Check rides to complete, those first cross-country trips and land outs, badges to earn. What are your personal goals for 2005? Completing that advanced rating? Stepping up to higher performance and completing the Grob or LS-4 checkout? Completing that Gold Distance or Diamond Distance cross-country?

To meet those goals will take not only time on your part, but also assistance from others in the club. Someone to help you through the training process on that new glider, or the documentation process of "Badge Work", and help is always needed for that cross-country planning and retrieve. That's why we fly in a club environment, to learn from others and to have the assistance of others to make our own personal progress. But for those members to make progress, they may also need help from you.

As a club, we do have goals to meet; some of them are on going right now. Last year it was getting the Grob brakes repaired; we did find a leak in the brake caliper that was caused during manufacture. The brakes have been working great, and now the radio is out for repair to get the boom microphones working. The next item for the Grob will be to get the audio vario repaired or replaced. The wings and fuselage are due for a cleaning and wax now. Any Volunteers? We will supply the Wx Seal and Wax products from Wings and Wheels.

Tweety is in good shape, but the trailer needs some prep work each spring to get it ready for cross-country. When was the last time anyone looked at the "road kit" for the 1-26? When was the last time you put Tweety on or off the

trailer? Could you do it? Are you ready for cross-country if you have not? – Ask someone with experience to show you how.

The 2-33 and the LS-4 are in good shape, but both need cleaning on a regular basis and we are looking to improve the 2-33 with a radio. Cushions for the 2-33 and Grob are always in need of repair. I know who to thank for a beautiful clean canopy for my sunset flight in Tweety on New Years Day – Thanks.

It takes time and volunteers to reach these goals. We are a volunteer club, gliders don't get washed and waxed on their own, the club house floor does not sweep itself, the weeds around the tie downs and staging area do grow on their own but they do need assistance in getting cut down. It is almost time to repaint the clubhouse.

Do you see something that can be done to improve the club or the club area? It takes people with ideas and volunteers to improve what we have. It is the volunteers that keep the club alive. Remember that your board members volunteer to serve the club and its membership. But also remember that your tow pilots are volunteers, as are your instructors, maintainers and Flight Operations Officers. It takes more than just a glider pilot to go soaring, it takes a club. Be sure to thank your club members for being there. – *Bill Tisdale*

Outgoing President's Message

Well I almost made it through two terms as president without writing a president's letter so I will keep this short.

I want to take this opportunity to thank the membership for their support during my time as president. I cannot say enough to thank the board members who served during my two terms as president. They took time from their private lives to solve problems and make the club run smoothly.

Our club is successful only through the efforts of the members.

Come on out, volunteer your time, and join the fun.

Fly safe,

Chris

Weekend Reports:

We lost a few weekends to weather during December, but fun always happens when you least expect it.

The December 2004 LVVSA Spot Landing Contest

It was a beautiful end-of-summer day at Jean on Sunday, the 12th of December. Very flat air but just nice enough to be outside. So I decided we should have a Spot Landing contest to keep everyone interested in flying. Little did I know how many flights it would inspire.

The point of measurement was stated to be the North end of the first paint stripe south of the 20L numbers. Any touchdown past that point would be disqualified and the closest touchdown to that point would be declared the winner. Chris Hanks and I conferred and determined the prize to be a coupon for a 2k tow. John and Pam Cagle had their video camera ready and Jim Archer just happened to have a professional tape measure in his vehicle so the contest was on!

Robin was excited to try it and insisted that I fly with her before her instructor arrived. Her first flight was right on the numbers for an initial distance for everyone to beat of 118 feet. The second try didn't beat that so we settled in to watch the others. Next to land was Rick Gulewich in his Blanik L-33 for a very nice distance of 31 feet. The

remarkable thing about his landing was that we found out that he didn't even know we were having the contest, somebody had forgotten to tell him before he took off. Talk about karma!

Krys Stave was next to try, in Tweety, and turned in a respectable 96-foot touchdown. The contest inspiration helped her to get her pattern entry down to 1000 feet. Jim Archer went next, just twitching to get into Tweety and show us how it was done. His 67-foot distance was not to his satisfaction and hadn't beaten the leader, Rick G.

Several others made attempts at scaring the runway but overshot the mark. Most notable were Jim Wynhoff's attempts in a non-Club glider (and not his own) that were rumored to have left permanent dents in the asphalt.

Folks kept asking if I was going to try, but I deferred until I couldn't stand it any longer and climbed into Tweety. Talk about pressure. I think there were at least a dozen sets of eyes watching my attempt. I thought I was going to touch too soon but the ground effect held me just enough to grease a touchdown at 4 feet from the stripe. Whew! That felt good to be over.

Now we were running out of daylight. Robin and Jim Dingess took a high tow 20 minutes before sunset, so when the tow plane returned Jim Archer was ready in Tweety to make another attempt. We all knew he wasn't satisfied with his earlier attempt. With cameras rolling and witnesses squinting he made a beautiful landing, greasing it onto the asphalt for a distance that four witnesses agreed was 6 feet. Sooooooo close...

At the roundup at the end of the day I discovered that as Contest Director I was ineligible and immediately declared Jim Archer the winner of the December 2004 LVVSA Spot Landing Contest! Everybody had a great time flying, scoring, watching and critiquing. We WILL do it again, FUN is why we fly! --- Jay (editors note: John and Pam Cagle provided video documentation that can be viewed at <http://members.cox.net/jcagle7/04landingcontest.wmv>)






Jan 1st 2005: Weak South to Southwest winds did provide ridge soaring for those that ventured out. Some training accomplished in the 2-33 and Grob, and others just having fun in the winter sunshine. What better way to start the New Year?

The FAA will stop mailing Safety newsletters and meeting announcements. Each pilot needs to log on to www.faasafety.gov and register to get email announcements. We are looking at ways to keep our non-electronic members notified. For now, check the clubhouse bulletin board on a regular basis or watch the newsletter.

► *These are the events found within 100 miles of 89130 .*

Click on any event below for further details or click column headers to sort.

Results 1 to 3 of 3 total Show me results per page

<u>Date ▼</u>	<u>Title and Description</u>	<u>Location / Distance</u>
Thursday Jan 13, 2005 7:00 pm WP194433	<u>More of Everything You Forgot</u> <i>Topic: PTS knowledge and flight maneuvers</i> Eddie Lane continues his series on "Everything You Forgot Since Getting Your Certificate". He delves into the PTS knowledge both ground and flight and answers questions.	  Henderson, NV 89052 <u>View Map</u> 16.5 miles from 89130
Tuesday Jan 18, 2005 7:00 pm WP194047	<u>Carburetor Ice-the Silent Killer</u> <i>Topic: Carburetor ice-causes and prevention</i> Carburetor ice can be a silent killer. We will talk about the causes, cures and prevention of carb ice on the ground and in the air.	  North Las Vegas, NV 89032 <u>View Map</u> 3.7 miles from 89130
Tuesday Jan 25, 2005 7:00 pm WP194434	<u>Helicopter Pilot Briefings</u> <i>Topic: Items of interest to helicopter pilots</i> ASI's from the Las Vegas FSDO will present topics of interest to heli pilots.	  North Las Vegas, NV 89032 <u>View Map</u> 3.7 miles from 89130

Results 1 to 3 of 3 total

NOTAM
WARNING
Printed information from the FAA to you is going, going, almost gone!
You must register your e-mail address at www.faasafety.gov to get the latest and critical safety information.

We Need Volunteers!! (Contact Jay)

Updated: 1/2/05

Day	Date	Tow	FOO	Notes
Sat	Jan 8	Holden	Stave	Monthly Business Meeting 10am
Sun	Jan 9	Felgar	Cagle	
Sat	Jan 15	Gough	Burns	
Sun	Jan 16	Felgar	Gulewich	
Sat	Jan 22	Tisdale	McDaniel, R	
Sun	Jan 23	Felgar	Wynhoff	
Sat	Jan 29	Dvorchak	Brooksbank	
Sun	Jan 30	Holden	Seketa	
Sat	Feb 5	Tisdale	Stave	
Sun	Feb 6	Thistlethwaite	Cagle	
Sat	Feb 12	Gough	Burns	SSA Convention, Ontario CA
Sun	Feb 13	Felgar	Gulewich	
Sat	Feb 19	Dvorchak	McDaniel, R	Monthly Business Meeting 10am (Moved due to SSA Convention)
Sun	Feb 20	Holden	Wynhoff	
Sat	Feb 26	Gough	Brooksbank	
Sun	Feb 27	Thistlethwaite	Seketa	



Photo by: 8WE

Winter Wave



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