

Las Vegas Valley Soaring Association

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

Volume 9, Issue No. 4

April 2004

Weekend Reports:

5 March: Great Spring Day!! The tow pilot does not need a coat! Lots of gliders being assembled, 3LV, 8WE and 16UF. 23 Flights today!! After a warm up in the 2-33, John Cagle tries on Tweety for his first 1-26 Ride!

13 March: Light Flying with the evening Annual Banquet held at The Orleans Casino.

14 March: Great Day to fly, Some Ridge, Some Thermal climbs to 8K, Great spring conditions.

20/21 March: Tow Plane down for maintenance.

27 March: Several gliders topped out at 9500-10500 MSL (climb window) including the 2-33. Jim Wynhoff went past the Primm Golf Course and over to the McCulloughs. The Pawnee was running great! Thanks again to Paul and to Jim Dingess, who spent two days taking the cylinder nearly to San Diego and back for its repair and later helping Paul with the installation work. Winds died off during the day and the temperature was just perfect for the first Spring picnic. Great time had by all!!

28 March, Northeast Wind for north ridge soaring, working great. New Members joining every day!

Instructor's Corner:

Aero Tow: Do you have an "Aero Tow" endorsement in your logbook? Do you need one? 14CFR61.31(j) requires launch method endorsements for glider pilots; Aero-Tow, Ground-Tow or Self-Launch.

But there is always the exception.

14CFR61.31(j) (2) "The holder of a glider rating issued prior to August 4 1997 is considered in compliance with the training and logbook endorsement requirements of this paragraph [61.31(j)] for the specific operating privilege for which the holder is already qualified."

If you received your glider rating after August 1997, then you should have an Aero Tow endorsement in your logbook. See your local Flight Instructor for clarification.

Flight Review: With the Soaring Season fully underway the Board would like to remind all members to ensure their Flight Review requirements are current. Holders of a student certificate are exempt but should learn what is required, check 14CFR61.56 for the details. CFIG's are reminded that completion of a CFIG renewal clinic alone does NOT automatically complete a BFR, it only takes care of the ground instruction portion.

See you at Jean. Fly Safe.

2004 Annual Banquet

The Annual LVVSA Spring Banquet was held at The Orleans Casino on 13 March. Twenty-nine members and guests attended. After dinner a short business meeting was held to introduce new members, families, flight statistics and of course the awards. President Chris Hanks opened the meeting by introducing the 2004 Board, Vice President Misti Roland, Treasurer Jay McDaniel, and Secretary Bill Tisdale. Shad Dvorchak returns as Chief Tow Pilot and Jim Madson as Chief Instructor.



Jim “Ralph Jr” receives the Biesemeyer award.



Jay “8WE” is awarded the Morteson Trophy.

The President presented the two annual awards given each year to club members. The Mortenson Trophy is awarded to the pilot who completes the longest documented cross-country originating from Jean. There was competition this year, out and backs to Beatty and further north, and to Lone Pine CA. The Morteson Trophy was awarded this year to Jay McDaniel, Libelle 8WE and crew for his trip to Tonopah NV.

The Biesemeyer Award is awarded to the club member who exemplifies the volunteer spirit of Ralph Biesemeyer, a person who unselfishly gives time and energy to help the club and keep things running. The award this year was presented to Jim “*Ralph Jr.*” Wynhoff, always ready with tools, welding equipment, energy, enthusiasm, and talent. No other business was discussed and the meeting was closed to continue the festivities of the evening.

The entertainment committee of Robin and Jay provided aircraft to be assembled for competition flying .

The long distance award, won in a fly off was presented to Greg Carlson for successfully reaching the far wall with his version of the Glasflugel Kestrel. The Spot Landing contest was over in a blink when the 4th person to toss, hit the mark. Josh “*Student Pilot*” Burns quickly eliminated the experienced pilots.

This did force the entertainment committee to offer a second place trophy. Many attempts by all pilots and guests resulted in a Father-Son sweep. The second place trophy was awarded to Wayne “*Dad*” Burns. Additional winners in other categories were Chris Gordan and Jim Wynhoff. All Winners received an LVVSA Coffee Mug and a Tow Coupon.

Thanks to Chris Gordan for setting up Coffee Mugs and other items available with the LVVSA logo. They can be found at <http://www.cafeshops.com/virtualsoaring/224548> Contact Chris if you want something personalized. He will set it up and place the personalized item on the web page for you to order. Chris Gordan and LVVSA receive no money from the sale of these items.



We Need Volunteers!! (Contact Jay)

(Sat Tow schedule has changed again since Lex
will be out of town after mid-April)

Updated: 3/23/04

Day	Date	Tow	FOO	Notes
Sat	Apr 3	Thistlethwaite	McDaniel, R	
Sun	Apr 4	Ratzin	Volunteer	
Sat	Apr 10	Tisdale	Volunteer	Monthly Business Meeting 10am
Sun	Apr 11	Madson	Brewer	
Sat	Apr 17	Dvorchak	Volunteer	Roach Dry Lake Autotows and Campout
Sun	Apr 18	Gough	Volunteer	Roach Dry Lake Autotows
Sat	Apr 24	Holden	Brooksbank	CAP Orientation rides 8-12:00
Sun	Apr 25	Felgar	McDaniel, R	
Sat	May 1	Tisdale	Burns	
Sun	May 2	Ratzin	Wynhoff	
Sat	May 8	Dvorchak	Volunteer	Monthly Business Meeting 10am
Sun	May 9	Madson	Cagle	
<p>We request Tow Pilots scheduled on CAP flight dates contact CAP Coordinator, Paul Gunderson, if unable to support an 8am to Sunset tow day. This will allow us to plan a second tow pilot for the early morning show.</p>				
<p>CAP Orientation Rides are scheduled for the 4th Saturday of the month, 8-12am. Club members have priority for use of club equipment at all times.</p>				

Maintanance Corner: Paul Gunderson has done extensive work this month to keep aircraft flying. He asks all club members and pilots to help in this area. All club pilots are responsible for pre and post flight of the aircraft they fly, this includes tow pilots. Let Paul know if you find anything on post flight. Better to catch it early, than to lose a flight when the next pilot (hopefully) catches it on preflight.

The Pawnee was “found” two days after its flight, to have a cracked exhaust system. The crack was obvious without opening the cowling. After last weekend’s flying, the brake pads were worn metal to metal and not reported. Paul has replaced the pads and ordered new brake discs. The discs were last replaced two years and 432.4 tach hours ago. Estimating 6 landings per hour, that adds up to 2594 landings in two years.

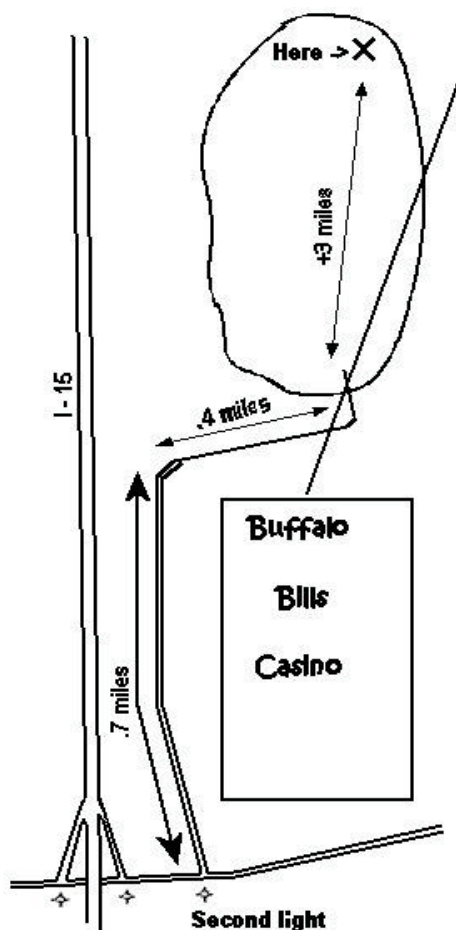
April Spring Fling

Remember that the weekend of 17-18 April is the club planned Spring Fling at Roach "Dry" Lake. Check out pictures from last years Spring Fling at <http://www.lvvs.org/drylake2/lake2.htm>

We will aero tow the aircraft to the lake first thing on Saturday and remain till late afternoon on Sunday. We can probably launch a glider every ten minutes so long as the crew is up to speed. If you have never done an auto tow it is something to look forward to. There will be instruction available. A neat vertical ascent to about 80% of the tow rope length in less than one minute. We have a 2000 ft rope. It is also possible to soar from the launch, especially in a 1-26 or any glider with a CG hook. The tows cost the same as a normal pattern tow. (\$10)



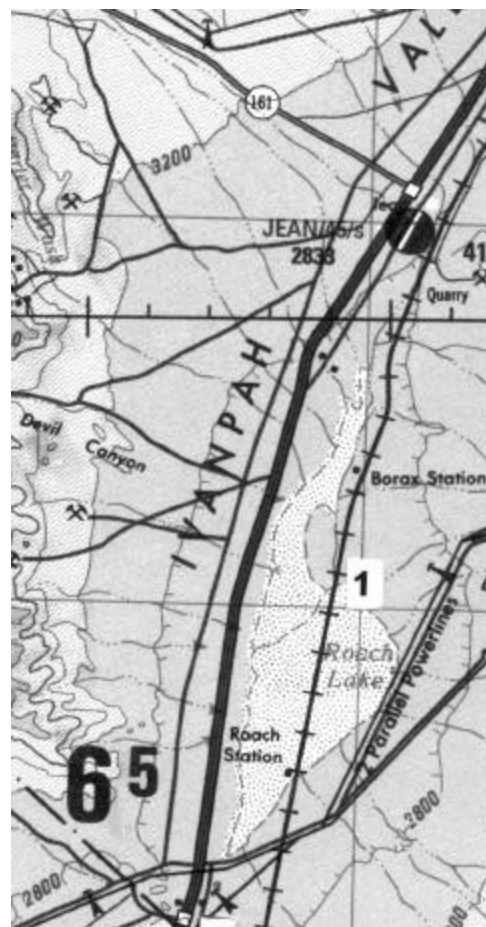
The annual bonfire and homage to the lift Gods on Saturday night is also a major event.



Directions, measured and verified: Exit I-15 at Primm and go left (east) on Primm Blvd at the light. Turn left again (north) at the second light and go about 0.7 miles until the pavement ends. Ignore the "Dead End" sign.

Follow the road another 0.4 miles as it curves right and the pavement ends. It then curves under the LARGE set of power lines at the south edge of the dry lake. Head out on to the dry lake and go north about 3 miles to the far end where we will be operating.

Keep to the right side near the railroad tracks to avoid any autotow operations. Be aware of big potholes, ditches and pits.



Most of the lakebed is very solid but if it looks wet, don't drive on it.

Camp will be set up on the west side of the railroad track near the number 1.



Photo by: 8WE

On The Desert, Roach Dry Lake Spring Fling, 2003



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