



# Las Vegas Valley Soaring Association

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## From the President's Desk

Actually, from the computer, I can't find the desk for all the papers on it. Greetings to all, we are now more than halfway through the year and the summer soaring season is about to close and the winter training season begin. We have had an active year, a lot of new students, previous students moving on and getting new gliders on the field. Your instructors have had to curtail bringing in new student members for a while in order to take care of the current students, and we have started a waiting list for new members.

As your President, I've had some challenges, but not from within the club. Everyone in the club is just great. Great turn outs for work days, glider annual inspections, club clean up, anything asked gets done. This is how a club works. If you see something that needs attention, speak up, volunteer, let it be known what you see just in case someone else is already working it or make a suggestion on how to improve a process. We have new instructors coming on-line soon and also two tow pilots in training, one has completed and the other is about ready to start flying the Pawnee for the first time.

My biggest challenge has been from outside the club. As many of you may not know, I am also a Director with the Clark County Aviation Association (CCAA) representing the Jean Airport. I have been working with CCAA on the new Clark County Department of Aviation (CCDoA) Rules and Regulations for General Aviation Airports, and their associated Operating Directives. Great progress has been made by CCAA on your behalf to protect the interests of General Aviation pilots. Yes, as a glider pilot you are a "General Aviation" Pilot. There will be changes coming out of the new Rules and Regulations that will affect how our club operates.

Hopefully the changes will be minimal but the biggest impact may affect your instructors and maintenance. The Rules and Regulations are currently being reviewed by the Clark County DoA Business Office and the County Attorney. CCAA will get at least one more chance to impact this regulation before it goes before the Clark County Commissioners for approval.

Now as fall approaches and the summer pace slows down what do you want to accomplish this winter? Add your commercial glider pilot rating? Complete that CFI? Take more responsibility in the club? Oops, I've said it, but in all honesty it is time to start thinking about next years Board of Directors, how can you take

an active part to support our flying. Nominations will be asked for soon and elections are in November.

With the recent grounding of the 2-33, it has been voiced by many with all the students and rated pilots, it may be time to get that next glider. The 2-33 is repaired, all we need now is to complete the fabric work. The Board is looking at the results of last spring's survey and we are looking at options to add to the club's fleet.

I've mentioned that I also serve with the Clark County Aviation Association as a Director. Do you know who else in the club is also active in other avenues outside the club to keep Jean Airport, Soaring and General Aviation viable in Clark County?

Did you know that Shad is your AOPA (Aircraft Owners and Pilots Assoc) Airport Support Network (ASN) representative for the Jean Airport? Did you know that Jay also is active in the 1-26 Association as "Sheriff", overseeing their cross country competition and that he has volunteered to be YOUR SSA Region 11 Representative to the General SSA Board? Did you know that our newest instructor, Justin Kelly is also a Designated Pilot Examiner for Light Sport Aircraft with the local Flight Standards District Office and was Instructor of the Year for our area last year?

I guess my point is that if sometimes we seem busy, or something just seems to be taking too long to happen, we are busy, but we are busy because we choose to be and also we take the time to do it right. We have your interests and the club's interests at heart.

We love to fly (ok, I'll speak for the others), we love to introduce others to flying, and we feel great when we see someone become more confident in themselves because of their flying accomplishments. When that student solos, passes their FAA Check ride and becomes a licensed pilot, graduates to a glider requiring a higher skill level or buys their first glider, these are all major accomplishments and the instructor and board member is having a good time too. Even when that now rated pilot comes back to the field to find a blistering crosswind, handles it skillfully, and then feels great about "how easy it seemed", as an instructor/board member/aviation volunteer, we feel good too.

Just remember, we can't do this without you, and soon it will be your turn to pass on the enthusiasm. Are you ready?

**Bill**

## *When your Glider Becomes a Convertible At 125 knots*

Saturday wasn't a great flying day, but it was good enough. I had given a friend of a friend a half-hour ride in the club Grob, in marginal conditions, and it looked like it was getting better. Around 1415 Tiz towed UF and me over to a nice thermal west of I-15. I had a pleasant if un-inspiring flight of about two and a half hours, meandering down to Nipton, over to Clark Mtn, and circling over the golf course for a while. I still don't have any idea what that elliptically shaped "race track" on the dry lake east of the golf course is! It was a fine and uneventful flight, right up until I decided to go in and land.

I was over the pumping station with some altitude to burn, and decided to make a run across the valley, crossing the runway, then raising the nose and "dirtying up" to landing configuration at the peak of the climb. I set the flaps to -7 and let the nose drop until I was going around 125 knots, lined up with the club house heading due East. Sometime just before coming abeam the Aerobatic Box, I called in, announcing my pass. "Glider Ops, Uniform Fox, crossing mid-field west to east, 4500 feet". It seems like it was about 10 or 15 seconds later, I hit some bumps...hard. Despite having snugged up my belts moments before, my head hit the canopy, and the canopy tore off. Damn! Even though I **knew** with no doubt what had happened, I had a brief period of confusion, and found myself wondering what to

do next. Jay's words came in loud and clear.

"What's the first thing you do in an emergency? FLY THE PLANE. What's the second thing you do in an emergency? FLY THE PLANE". I had instinctively pulled back the stick to bleed off the excess speed, but now I started thinking rationally about my situation. As the speed bled down to the 60 knot range, I checked all the controls and decided I still had a flyable airplane around me, but it didn't glide very well. Oh! Maybe being at -7 on the flaps at 60 knots had something to do with that! Setting the flaps to +2 turned UF back into a glider, as opposed to a streamlined slab o' granite. Glide was dramatically improved.



Having established that I was indeed still strapped into a glider, I called Glider Ops to let them know I was without canopy, and would be landing soon. Shad got on the radio and gave me a cranium's up on the ground winds, which was helpful. By this time I was crossing the runway, around 4200 MSL. I configured for landing and put the boards out to drop to pattern altitude before entering a more-or-less standard pattern for 20L.

I kept a little more altitude than I normally do, thinking that I had quite a lot more drag, but ended up having to use the spoilers fairly

aggressively on final. The landing was uneventful, if not a thing of beauty. Wayne Burns helped me look UF over and found no trace of evidence that the canopy had hit any part of the plane as it egressed. Good! Fewer things to fix!

All in all, it could have gone much worse. The plane is okay except the canopy, and a successful search operation on Sunday yielded a completely useable canopy frame. Oh, and I'm still here to write about it!

I've thought about what I'd do differently if I did it over again. Aside from not going fast, I'm not sure what I'd do different, and it's a *Speed Astir...* I'm *going* to go fast. When I make the repairs, I'm going to make the joint between the hinge and the canopy frame stronger in an attempt to "Cranium Proof" it. What I learned was this: Even without a canopy it's still a glider. Remain calm, fly the plane, fly the plane, and think. Ask yourself how the airframe is different, and make appropriate adjustments to your plan to get down in one piece. Also, while you're still flying the plane, DO NOT think about how much worse it could have been, stay in the *present*, deal with the current situation, and.... FLY THE PLANE. *Jim Wyndhoff*



As a reminder anyone wanting to contribute an article for publication or photos please email them to [bblarson@cox.net](mailto:bblarson@cox.net) and I will be happy make them a part of the newsletter. Thanks! Barb

**LVVSA Tow / FOO Schedule**

**Updated: 7/31/06**

<b>Day</b>	<b>Date</b>	<b>Tow</b>	<b>FOO</b>	<b>Notes</b>
<b>Sat</b>	5 Aug	Graham	Brooksbank	
<b>Sun</b>	6 Aug	Felgar	McDaniel, Robin	
<b>Sat</b>	12 Aug	Brandt	Stave	<b>Monthly Business Meeting - 10am</b>
<b>Sun</b>	13 Aug	Graham	Gulewich	
<b>Sat</b>	19 Aug	Tisdale	Wynhoff	
<b>Sun</b>	20 Aug	Felgar	Archer	
<b>Sat</b>	26 Aug	Dvorchak	Burns	
<b>Sun</b>	27 Aug	Graham	Martens	
<b>Sat</b>	2 Sep	Tisdale	Lacroix	
<b>Sun</b>	3 Sep	Graham	McDaniel, Robin	

**(To volunteer as FOO, Contact Jay)**