

Las Vegas Valley Soaring Association

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Looking Past and Looking Forward

Welcome to 2006!!!

I would like to congratulate the entire member population on your efforts to make 2005 a very successful year! As I look back at the past year, we have had some setbacks, but the members rallied and our advances were great!

We had great turnouts for workdays at the clubhouse. When we needed help to complete annual inspections on our aircraft, you showed up. Many hands made for quick work and we were able to get back to the business of flying. I was extremely pleased that we were able to turn these maintenance sessions into training sessions for many of our new members. They were able to see and understand the inner workings of flight controls, aircraft assembly and also the maintenance required to keep us flying safely. Hopefully, the knowledge gained will help when they decide to become a glider owner.

I am extremely proud of our members who rallied for the club when we needed to rebuild the engine on the Pawnee. A sad event for everyone at the beginning of the soaring season, but with everyone's great help, enthusiasm and support, you saved the season. We were down just short of two months; many hours were spent in the summer heat to remove and replace the engine. Not everyone had to turn a wrench or get dirty to be recognized. Those providing moral support, bringing out food and water to the crew are also very important club members.

We were able to capitalize on our downtime with some very serious but fun training. We were able work with new members and students to show what it means to "Go on Safari". The opportunity to show the preparation and work needed to take two of our gliders on the road for a weekend, the opportunity to fly "somewhere other than Jean" and the chance to complete spin awareness training and recovery was invaluable to many. We thank Great Basin Soaring for hosting a "Spin Training" weekend and we hope to do it again this year.

We have increased our membership from 50 members on January 1st, to 56 members on December 31st, a 10% increase in 2005. Our training program has graduated many students to solo, two student pilots to Private Pilots, one new Commercial Pilot, one new Instructor and three new tow pilots!

We have zero debt! In 2005 we cleared the last two loans for the 1-26E and the LS-4. We were able to clear our loan payments on schedule. The club is forever thankful to those members who trusted the club and contributed selflessly to help us purchase these aircraft.

We have seen many changes in the last year at Jean. A lot more air traffic with helicopters, powered airplanes and gliders. There have been changes in other glider operations, some improvements, some setbacks, and some rebuilding. The club has taken the lead in setting the standard for safety at Jean and we are seeing results. We are seeing changes for the better in others and the future is bright.

I challenge you to help us continue our growth and our flying enjoyment. I also challenge you to look around at the club and at yourself. Is there something that you can do for the club or for yourself? Does something need cleaning or painting? Do you feel slightly uncomfortable with crosswinds or fear that spin? Are you ready to explore cross-country soaring? Time to take that next step to Commercial Glider Pilot? Instructor? Or glider owner? Speak up!! We are all here to help each other.

As your President for 2006, I see only better things for you and for the club.

Bill

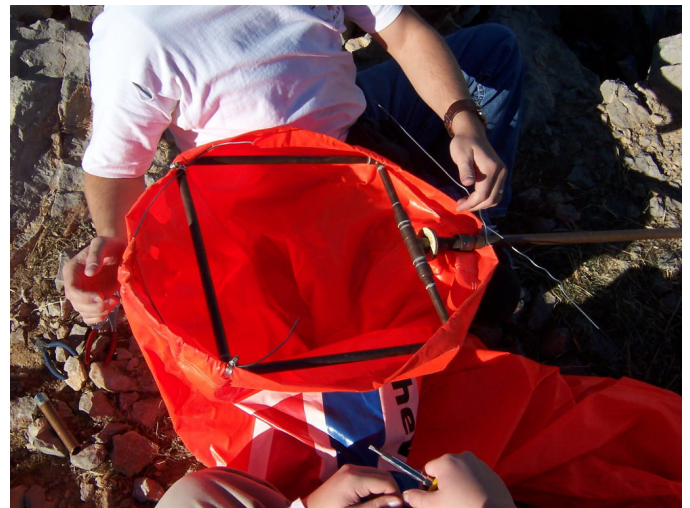
What? Another Windsock Hike?

In the middle of winter we use a windsock on the top of Jean Ridge to help us determine if the winds are appropriate for good ridge soaring. The first one went up in the mid 1980's and there has been one there off and on since then. Yes, it's a cheat, but anything that helps to keep us up in the air in the winter is a good thing. After ten Club members enjoyed a great hike to replace the aging windsock in December it was disappointing to find out that in less than a month winds over 57 knots on New Year's Eve had tossed it down the side of the mountain. That was not acceptable. The year was not going to start that way. So plans were made to go back and repair the damage. What damage was there? Another good question. Knowing that the main pole was still there from aerial reconnaissance we surmised that the basic copper frame for the sock had pulled out of the main pole and was probably damaged. That was going to take a soldering torch to repair. So with all of the tools we could possibly think of to take, Jon Nickle, Jerry Butler and I headed off on a crisp morning (the car thermometer showed it was 24 degrees at 7 am). Since we had tried 4 other routes to the top, we decided to take the advice of a more seasoned climber in the Club and try the most direct route. The "Stave Route" proved to be very efficient and the three of us made record time to the top.

Once we found the sock we noticed an unforeseen problem, the sock was torn from one end to the other. A spare windsock was NOT part of our pre-hike checklist. A quick call to Bill Tisdale at the Clubhouse determined that there were two spare socks available and maybe somebody could airdrop them to us. Well, after discussing the pros and cons of doing that, Wayne and Josh Burns volunteered to do the drop from the 2-33. It was a good thing that there were two socks because the first drop nearly went over the cliff. It was retrieved as the second was dropped closer. The next technical hurdle was to devise a way to attach one of the much larger socks to the copper frame and we ended up spending nearly 3 hours on top enjoying the great weather and technical challenges.

A very solid windsock is now attached to the repaired copper frame and we hope to not have to replace it for at least another 12 months. In the mean time, does anybody know any helicopter pilots?

Jay



New Glider Solos

The past couple of months have seen several new glider solos at Jean. Bruce Lacroix, David Lessnick, and Rob Brandt all took their first glider rides without the benefit of the “noisy voice” behind them. Take time to congratulate them next time you see them. In a short time they will all be soaring independently with the eagles. Since they are all power pilots these are not their first solos, but the Club policy dictates that we drench them with water anyway.



LVVSA Tow / FOO Schedule *Updated: 1/25/06*

Day	Date	Tow	FOO	Notes
Sat	28 Jan	Felgar	Wynhoff	
Sun	29 Jan	Dvorchak	Gulewich	
Sat	4 Feb	Tisdale	McDaniel, Robin	
Sun	5 Feb	Graham	Brooksbank	
Sat	11 Feb	Felgar	Stave	Monthly Business Meeting - 10 am
Sun	12 Feb	Gough	Archer	
Sat	18 Feb	Gough	Wynhoff	
Sun	19 Feb	Dvorchak	Gulewich	
Sat	25 Feb	Tisdale	Burns	
Sun	26 Feb	Colmer	Martens	

(To volunteer as FOO, Contact Jay)

LVSSA
P.O. Box 19902
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“I Can Catch the 2-33”



“Two Glider Tow”

