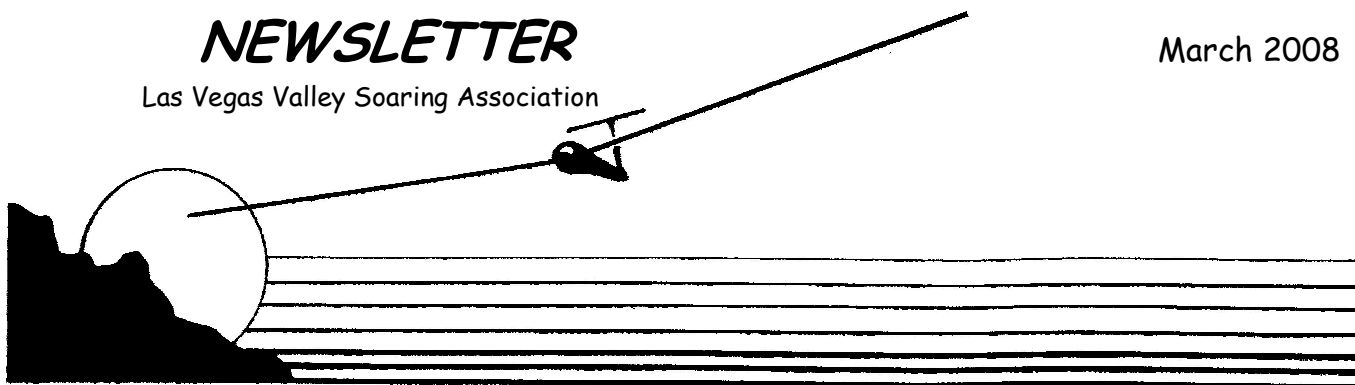


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Las Vegas Valley Soaring Association

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Club News

We had a great year in 2007! In looking at the year's statistics, we logged 900 hours and 35 minutes of total glider flight time (406 hours and 15 minutes of that was for club gliders), and we conducted 1313 tows (1034 of them club gliders). The numbers show that more than half of the flight time was logged by personal gliders, but nearly 80% of the tows conducted were for club gliders. Top that off with the purchase of a new, high performance 2-seat Janus C ... While this is excellent, I know we can do better. Let's fly more! The specific club gliders recorded the following usage:

SGS 1-26 #412:	144 flights	79 hrs	46 min
SGS 2-33, #923:	467 flights	106 hrs	45 min
Grob 103, #26F:	347 flights	128 hrs	48 min
LS-4, #9B:	28 flights	80 hrs	9 min
Janus, #2K	<u>28 flights</u>	<u>8 hrs</u>	<u>47 min</u>
Total:	1034 flights	406 hrs	15 min

We have a new glider pilot among us. Blake Seese took his Private Glider checkride on Thursday and passed like a pro. He already expressed the relief of being able to fly without an instructor on the ground. The next Saturday, he pre-flighted Tweety and took her for a spin, only to soar on the thermals and ridge lift for the day, landing hours after takeoff. See Blake after his checkride (photo). GO BLAKE! When you see him, please congratulate him!

Banquet Update: The banquet is right around the corner for celebrating our 20th anniversary of 5 May 08. May 5th is the actual anniversary date, but we'll be Cinco de Mayo'ing on the 10th instead since the 10th is a Saturday. The Banquet will be held on 10 May 08 at the Boulder Dam Hotel. We are trying to keep it a convenient, affordable opportunity to dress up and talk flying! ... We are looking for a minimum of 40 attendees, and the cost will be kept to \$25 per person. We won't be having a guest speaker this year-- instead, just enjoy the company of friends and fellow pilots! Wine will be provided by the club to those who would like some; however, it will be purchased as it is ordered (as opposed to pre-purchased). Harder liquor and beer will be self purchased (no club sponsorship). Please see any of the board members to purchase tickets, and sign up today!

There will not be a club meeting in April. The Roach Lake deployment will occur on April's meeting weekend, so the membership voted to suspend the meeting in favor of early Lakebed fun. The next club meeting will be 10 May.

There was a proposal forwarded at the last meeting to relax the club meetings from monthly to quarterly. The By-laws mandate monthly meetings for the membership, so changing the frequency of meetings would require a change to the By-laws. Please refer to the meeting minutes to get more details on the proposal and some of the considerations involved. We will be discussing this in upcoming meetings.

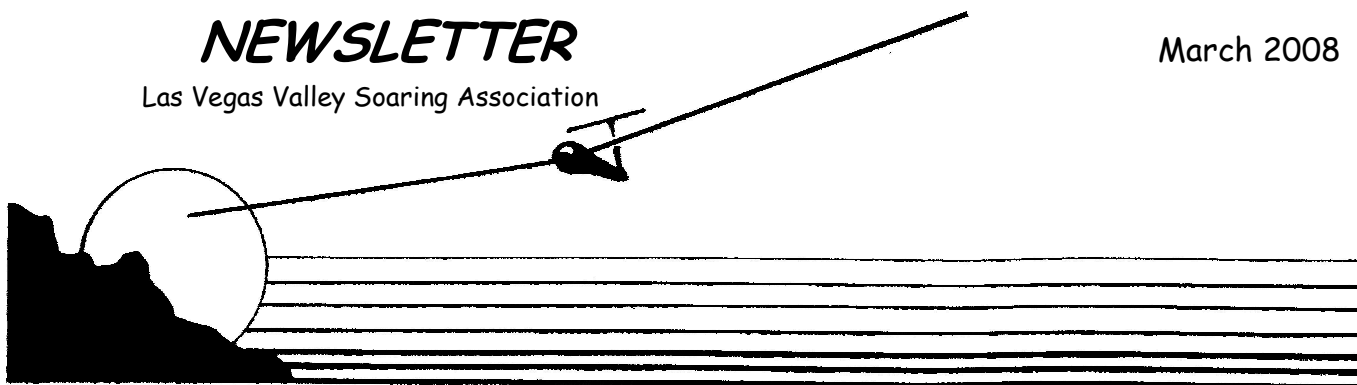
Events

The Roach Lake "deployment" is quickly approaching! This April 12th / 13th, we will assemble down on Roach Lake with RVs, campers, picnic tables, gliders, and tow trucks to operate off the lakebed for those two days. We'll be taking the 1-26, 2-33, and Grob to the lakebed. Likewise, the Pawnee will be flown down

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there early in the mornings for aero-tows from the lakebed (with an overnight at Jean). At the end of the day (Saturday), the cook-out will begin with a campfire as the evening progresses. We'll have an RV with nice restroom facilities for both days. With the 2-33 there, you will be able to obtain an auto-tow endorsement [per 14 CFR 61.31(j)(1)(i)] and then proceed to the 1-26 for more practice. You can land about anywhere and in any direction, too! (UUMM ... keeping it reasonable, of course!) We'll start the day delivering gliders to the lakebed, then have a round-table discussion on operations and safety--then we fly!

The annual JABOG festival at Tonopah (TPH) falls this year on 14-22 June. There is a list of gliders attending, and currently 15 gliders are confirmed with a waiting list started. Half of the gliders are from the club (private owners included), and the other half belong to other folks. This is a great opportunity to plan on getting your Gold and Diamond leg distances, or just float around on the nearby peaks and thermals having fun. The day is wrapped up with picnics or BBQ's (normally three minimum) at the hangar, with a nominal cover charge for attendees - great to enjoy buds, brats, and brews. You can drive up on Friday PM and stay the week through the next Sunday, or just come up of a couple of days and watch the fun (or con a flight from someone). Then stay at the Silver Queen motel for old-time sake! For a great picture of last year's JABOG, please see the centerfold of the Feb 08 issue of Soaring - photo by our very own Shad.

Results of the cook-out at the club! After a day of soaring cut short by high crosswinds on March meeting day, we fired up the grill a bit early and had a great time. The tow plane had to cease operations when the winds got to 20 MPH--nearly 90 degrees to the runways--even though we had three club gliders airborne riding the ridge lift over Sheep Mountain. A cross-field landing was well-executed by the tow pilot. Then we enjoyed our burgers and hotdogs while the gliders airborne set up for landings on the Charlie taxiway. Great landings by all, and all were safe. Then some great post flight hangar talk about the day's sorties. We'll be having more BBQs in the weeks ahead - come and join us!

Top 10 Reasons to Fly - or not

10. I could be mowing the lawn
9. I'm going to the National Finals Rodeo
8. I'm just too busy to have fun (fly)
7. Tow pilots intimidate me
6. I forgot the combination
5. I can't stand that beeping vario
4. Glider instructors intimidate me
3. The students are flying better than I
2. I don't know how to drive the golf cart
1. My landings would be very embarrassing

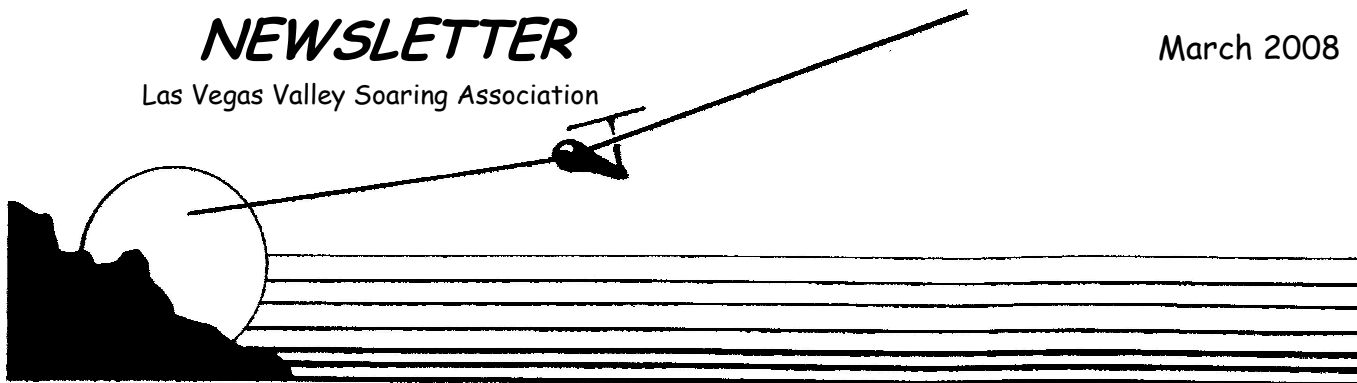
Safety Corner

The summer months are ahead, and thermals are coming. Many of us will cross the mountains into Sandy and Armagosa valleys. Some good thermaling areas are the Western ridges of the Springs range, to include Mt Potosi and Mt Charleston. However, to get that far away from "home," flight altitudes are

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usually higher than they would be around Jean. What you may not know is that these areas, especially near the road between Pahrump and Las Vegas, are conduits for incoming airline traffic from the West, with Altitudes 11,000 feet and up. Then there's VFR jet traffic coming in from Southwest to South, and general aviation traffic coming in from Southern California. One day last summer (last Sunday of JABOG), I was soaring over the ridge next to Jean when I encountered 6 airliners at 7,000 feet, passing overhead Jean airport, en route to land at McCarran! To assist you in your flight planning, we posted a sectional chart on the wall that graphically depicts this traffic. Please consult this chart to be aware of possible high traffic areas. Check it out!

The jump pilots have been considering the jump zone to be "sterile." The jump zone is nominally a 2nm radius cylinder upward, but it is in Class E airspace and is not sterile, as the jump organizations might believe. We sometimes cross through there when transiting to the Western Climb Window, but try to stay out when they are doing jump operations.

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