

Utah Soaring Association Board Meeting Notes December 9, 2015

Location: Bruno's home, Draper UT

Attendees:

- Gene Reinecke
- Bruno Vassel
- Mike Hendron
- Kirk Urbanczyk
- Paul Schneider [called in]
- Adam Kite (maintenance support role)
- Bill Bailie (maintenance support role)
- Johann Posch (maintenance support role) [called in]
- Ray Krone (winch maintenance support role)

Formal Meeting Start Time: 6:30pm

NOTES

1. RECAP: Gene opened with a quick recap of the last season. It was a good season, where things worked well, and the winch was brought online and proven capable.
2. OFFICIAL BOARD CHANGE: Mario had asked to step back from the safety position several months ago, and Paul S. agreed to take on the lead role. **Gene made a motion to replace Mario Jimenez with Paul Schneider as the safety officer. Bruno seconded. All voted in favor.**
3. ASSET RUNDOWN: Did a quick count of assets. 4 gliders. 46Y in Adam's shop, 8BG in the trailer, 85W in the hangar in Morgan, and 80PX in the trailer in Logan. It is the only one still insured to fly. We have three trailers. Voted to rename trailer #4 to #3 to replace the trailer that went to Brazil with 554. And we have 1 winch. The winch is currently at Ray Krone's shop. He will be doing much of the work.
4. WEB UPDATES:
 - Johann volunteered to continue to help keep things updated if people get things to him.
 - Johann indicated that the website can be setup with a section only accessible to members, with a login, so we could do that easily if we want to have a section with information for members only.
 - Johann reminded us that the calendar can be updated by anyone.
5. 85W CANOPY REPAIR: The board decided that we would be willing to reimburse Stan for the costs of picking up 85W in Kingman after the temporary repair. Gene will discuss with Stan to figure out the amount. Board discussed a number of options for finding a way to get 85W back down to Kingman for the final repair. Someone could borrow Gene

or Adam's trucks if necessary. Gene will make some contacts and send out another request for possible transport down to Kingman.

6. BYLAW CHANGES:

- a. Modification to allow for electronic voting will be the first step. Mike H. will draft some new language for Article 4 to allow this. He will incorporate necessary precautions to ensure that votes are tied to a specific person and can be verified. We will plan on voting on this at the next annual meeting. Gene will send out notice to the club.
 - b. Changes to membership classes (lifetime, student, short term, etc.) also will be necessary. For example something like \$30 for 30 days. They could rent glider, at an hourly rate and use winch. Could apply to people wanting to do a winch endorsement. Mike and Bruno will work through a proposal on this.
 - c. Commercial Rides. These are already allowed by our insurance, and not clearly precluded. We have done limited rides, including some paid, at all Nephi events. Winch launching rides could be very profitable. Two individuals paid for rides at the last event. Bruno gets 50-75 calls a year asking about rides. People find us through the website. Rides could be \$150 each, and funds reinvested into the gliders. Would require 100 hour inspections. Pilot could be compensated, perhaps \$25. Would not want to compete with Logan however. Mike highlighted there would be limits on how much revenue this could be given our non-profit (501c7) status.
 - d. Dues. We did not discuss dues changes specifically. Gene raised the idea that we need individuals to recognize that the current dues may not cover long term needs. Discussed possibility of an additional assessment this year. Mike suggested that it is not likely necessary for core changes, and could complicate things if it is requested with addressing the underlying method of determining dues and allocating costs first. For now, the current \$600 full and \$120 associate structure covers all insurance, routine operations, basic maintenance, administrative costs, and payment of debts for glider purchases. But the surplus generated by Nephi and other events needs to be effectively managed and used as well. Gene doesn't want the club to become dependent on those funds to sustain the operations. The group discussed the need again to continue to look at other clubs to see how they are managing things.
7. WINTER USAGE: 80PX is still insured to fly, and Joel Cooke is still planning to do a checkride. The glider is in the trailer. It will only be pulled out and assembled when there is a weather window that looks good and it can be used. Adam would like to do something to promote mid-winter flight up in Logan since historically they have done this every year.
8. INSTRUCTION STATUS: Walked through the progress and status of all students where someone in attendance knew the situation. The instruction status document will be updated.
9. CV AND NEPHI PLANS:

- a. Instruction. We are still short of willing and able CFIs on the south end. Gene proposed perhaps doing a one Saturday a month rotation with instructors. The level of instruction will depend on how much John Gonthier is able to do this next season. Gene will with John G. to see what his plans are.
 - b. CV airport operations. Cory Anderson has taken over operations. He is gung ho to keep things going. But the tow plane is an issue. Larry will not support tow plane going forward, but Cory is looking at ways to get another towplane. Would like a Pawnee. There is some worry about the potential of burnout for Cory, but so far things are going well. In terms of activity, Brent said this was his worst year ever. CAP activity dropped off this year as well.
10. ANNUAL MEETING PLANS: Discussed possible dates for the annual meeting. There are not many options between early January and late February. To get the ball rolling the board discussed a brief meeting as part of the winter seminar on January 9th. For now the plan is to hold a vote on the electronic voting change in the bylaws and re-elect the board. Then later in February or early March a full annual meeting/social could be held. Gene will communicate notice to the members of the plan for the Jan 9th meeting.
 11. FINANCIAL STATUS: Mike reviewed the current financial situation. We have a large cash balance right now (approx. \$10K) primarily due to the surplus from the Nephi and Logan events. Mike will work on a cash flow forecast for the upcoming year.
 12. GENERAL MEMBER CONCERNS: Gene shared some club member concerns that he has heard through the grapevine. Some members are wondering about the use of club funds. This has been addressed somewhat in the update e-mail messages, and is covered in detail at every annual meeting, but perhaps this concern will persist. Some were concerned about the late start this season, although there were a number of contributing factors. In Logan some complain that it was a 12 month operation, and wonder with they pay for a full year when they only can fly 6 months. But we pointed out that we are considering extended availability this winter. And the fact that we are covering glider costs as owners, not paying a monthly membership. The general conclusion is that more or better communication is most likely to help, although some members may still miss points that are included in the communications. One idea was to have glider stewards at each location provide an update that can go out to the members on a monthly basis.
 13. OWEN SCHOLARSHIP/MEMBERSHIP: Discuss the background and possible approach to supporting Owen. Bruno and Mike reviewed his initial involvement in the club getting training to drive the winch and provide winch launch support in Nephi. Because of the distance it was essential to have local support available. The winch financial plans included compensation for winch drivers, and the intent was that this could contribute toward Owen's dues and costs (as would offsets toward any other members who drive the winch). Owen would simply join as a regular member. This was not fully implemented because of the early suspension of winch operations following the canopy break. With Owen's involvement in the fall instructor training session, and Karl Striedieck's offer to donate their training fees and expenses toward Owen's training, it

moved this process forward again. How this will be handled in the spring still needs to be resolved.

14. SSA RECOGNITION. Gene would like to get some sort of SSA recognition for long time contributors like Stan McGrew, Brent Davis and Dave Robinson. Gene called and asked the SSA about this.

15. WINCH PLANS

- a. Briefly discussed the need for general compensation for driving the winch. Bruno pointed out that this makes sense to be treated differently than other volunteer activities. This requires specific training, and requires people to come out to directly enable the flying activities of others. Bruno pointed out that this was discussed at the beginning of the season. The board did not finalize how this would be handled. Others raised the connection with general volunteer requirements in the club, which we do not have formalized.
- b. Drum. Ray presented some of the winch maintenance proposals. Discussed design, budget, and plan to get the new drum constructed. Have a ball park bid around \$2200 for the drum parts fabrication. Ray's materials for the welding will be around \$150. Some on board would like to get a second opinion on the drum design. Mike proposed reaching out to Paul Eastman (a club member, former mech. Engineer professor). Mike will coordinate with Bruno, and Bruno will follow up.
- c. Other Larger Upgrades: As part of the drum a new disc brake system will be needed. Also will need a disc brake, etc. Ray looked at options. It will be about \$250 for a new brake system. Ray has identified an option that looks good.
- d. New carburetor discussion. Ray has also looked into improving the carburetor on the winch. Currently has a Quadrajel, which isn't ideal. A Holly carburetor would work better. Holley carburetors would be better. True fuel injection would be much more expensive.
- e. All of these items together would likely cost \$3500

16. NEPHI NATIONALS & 2017 PLANS

- a. Nationals. Bruno gave an overview of the plan for the nationals. He is predicting \$10,000 net from the event, but indicated this is assuming some investment in a system to get water to the gliders on the line at the tie down locations since the truck approach will likely be too slow this time. This would be perhaps \$5000 according to Bruno.
- b. This led to a discussion of the need to have the board review major expenditures associated with the events. Bruno pointed out this would be the first expense of this type, and that all the prior events were run where the routine event expenses were just managed by Bruno and others involved in the organization.
- c. Bruno will put together a pro forma proposal for the event, including possible water system, and get additional details
- d. For 2017 Bruno is anticipating that the club just sponsors an OLC event.

17. OTHER EVENT IDEAS: Gene suggested the idea of promoting more soaring safaris this year. Ideas came up like King Mountain, or going to southern Utah. Adam suggested Las Vegas Soaring. Bruno is working on a Colorado City trip idea. Moab may have options now since there is a glider pilot there who has a tow plane apparently.

[Kirk U. and Ray K. left]

18. MAINTENANCE ITEMS:

a. 85W

- i. Ross updated on the brake situation. We have a bid for the hydraulic brake retro kit, for 1550 euro. Plus shipping and customs. We can budget \$2200. Still checking on the contents of the kit. [NECESSITY] Not sure yet whether will need a wheel. Mike indicated that he had discussed the exploration of the drum repair and retrofit option with Ross. Replacing the drum seems to be difficult. Linder not responsive in terms of getting this part, and the Vintage Brake upgrade will only work if the drum can be obtained. Given the complications here, the disc brake makes the most sense. Ross proposed a budget total of \$2500 for this.
- ii. Canopy for 85W. Need to do this. Deductible will be \$1000. Already discussed above.
- iii. AD for 85W. Already has the ports. No additional costs we hope.
- iv. 85W rewire radio system do both can be plugged. Get boom mics, good speaker, and fix the jacks. \$450 for mics, and all parts. Could be done during the annual.
- v. Not sure if the variors are working property. \$400 - \$800, if both need to fixed.
- vi. Cosmetic issues, nose scrape, tailwheel, perhaps budget \$1000. B+ priority.
- vii. Bubbles on elevator growing. This may become an airworthiness issue. Probably, with cutout and skin repair, 4 hours labor. Maybe \$1000. Priority depends. A or B+ priority.
- viii. Rework the wiring for 85W. \$50. A priority.
- ix. Undercarriage weld and clean-up. They are looking at painting instead of powder coating. Ross already has this underway.
- x. Upholstery upgrade, fix the pockets. Stan Willing to do this. B priority.
- xi. Transponder would be essential, if this going to be in CV - \$2000 budget. Ross and others know of .
- xii. ASI and altimeter overhauls may be needed. Need to check. Perhaps \$400 each if needed.
- xiii. Tires and tubes. Need one spare perhaps. To be checked by Adam.

b. 80PX:

- i. Same AD. No cost.
 - ii. Wheel carrier refurbishment, \$250 total for both. A priority.
 - iii. Gear doors. Damaged doors are in Adam's shop. Need gel coat. Have other materials... \$25... plus \$80 for gel coat (or paint)
 - iv. Needs new pockets. Minimal.
 - v. Oxygen system... could reinstall 554 system. No cost... but specific action was not decided.
 - vi. Boom mics, A priority.
 - vii. Nose scratch needs to be fixed, and Adam could also look at old repairs to see if they can be cleaned up.
 - viii. Transponder would also be good, essential if the CV glider. To be determined.
 - ix. Rear SN10 repeater doesn't work apparently... just need a swap. Club has a spare apparently?
 - x. Canopy latch system. Pins need to be checked?
 - xi. Radio... works ok for now (see boom mic discussion)
 - xii. Needs tailwheel tire and tube (\$60)
 - xiii. No FLARM, but this is C priority
- c. 46Y
- i. Front compass locking on vario speaker. Can't move it. Could just remove or swap the vario. No decision on this.
 - ii. Oxygen regulator inop... A-. Check prices...\$450 (for basic) to \$1100 (for Mountain High). 554 oxygen system could be used in here if 80PX keeps the old system.
 - iii. ASI discrepancy... \$400 each to overhaul
 - iv. Gelcoat on wings. Just keep doing patch-up repairs for this season. Will need to consider full refinish.
 - v. Canopy scratches.... Ross and Adam will work on these.
 - vi. All three tires/tubes will need to be replaced... budget \$400 including split hub for tail.
 - vii. Mylar gap seals... C priority, for now just re-tape... Adam will price this...
 - viii. Other easy items. Varnish rudder lock. Redo pitot cover. Repaint sawhorse. Easy to do. Not assigned.
 - ix. Other instrument OK apparently.
 - x. Adam did locate a crack in the bottom of the fuselage at the pass through hole. Needs to be repaired. Working on determining if it is major or minor repair.
 - xi. Fairings. Had been broken and repaired. When Adam and student had hard landing it broke the repair off. Both front and back will be repaired.
 - xii. Needs new pin for elevator. \$5 each... Adam will purchase multiple so we have spares.

- xiii. Adam will also redo the gelcoat on the repair on the elevator.
- xiv. Adam will get the AD work done as well
- d. 8BG
 - i. Has AD compliance, same, already have kit; may be issue with the existing port. Not sure exactly what will be discovered.
 - ii. Could also use mylar gap seals. Estimate \$200 per glider
 - iii. Fluid refill, and rebuild for compass \$25
- e. OTHER ITEMS
 - i. Ross brought up the idea of getting a number of radios from Europe as they replace older radios with new narrower frequency step radios. He will look into this.
 - ii. Club needs to get tape and other supplies. Discussed making sure it is the stewards that apply the tape.
 - iii. It was pointed out that we need to manage the log books carefully. We don't need the actual books with the glider. May be better to keep them safe in a central location.

19. MOTION TO APPROVE INITIAL MAINTENANCE ITEM EXPENDITURES: Gene made a motion to approve expenditures of up to \$2500 for the winch drum, \$3000 for the hydraulic brake retrofit and miscellaneous related costs (incl wheel housing), and \$500 for 46Y repairs, plus up to \$500 for reimbursing Stan for retrieving 85W earlier in the year. \$6500 total. Mike seconded. Ross, Gene, Mike, and Bruno all voted in favor. Motion passed.

20. FINAL DISCUSSION: Briefly discussed the need to continue to work on ways to keep all the sites united and engaged. Continued communication efforts may help. Work to encourage people to fly in multiple locations. Perhaps requiring a board member or adding new positions for representative from each airport will help. Stewards could perhaps help in this role as well.

21. Meeting adjourned at midnight.