



MSC News

of the Minnesota Soaring Club

Jan/Feb 2010

Feb 12	Fri	Membership Meeting - Rosemount Community Center - 7pm A cross Country video is planned to be shown
March 5	Fri	Annual Safety Meeting - Rosemount Community Center - 7pm
March 20	Sat	MASC Banquet – Details TBD



Congratulations to Jay Biggs – New Tow Pilot for 2010

... photo by Steve Fischer

Minnesota Soaring Club 2009

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Scott Elhardt; Dir of Operations	952-937-2569
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(password = ask21owl)

PREZ SEZ By Debbie Smith

2010 is here and your MSC Board has met and begun planning for what we hope to be a great, safe soaring season.

Our membership meetings commence February 12th at the Rosemount Community Center. The March 5th meeting will be our annual mandatory safety meeting, details to follow. The MASC Banquet date has yet to be determined. We should have this information shortly.

I would like to take this opportunity to thank Scott Elhardt for his past years as both President and Vice President. He has done a wonderful job. That being said, please welcome Scott back as this year's Director of Operations!

I am pleased to report the financial state of the club is such there will be NO increase in dues or flights fees for 2010. Let's hope for good weather and an early start to a fun and safe soaring season.

See you at the field! ... Debbie

FOO CORNER – by Dan Smith

It's raining as I write this, maybe that's a good sign for an early spring start to our soaring season or it could mean it will be snowing in June. I'll remain optimistic for an early start to the 2010 MSC soaring season over the latter.

Just a few thoughts for this issue of the MSC Newsletter as our opportunity to show our wares at the flight line are still a couple months down the road.

Take a moment and give some thought to previous seasons and our practices at the flight line. I'm always interested in hearing from members regarding our methods and applications at the line, good or bad. I'm certain we can always improve on safety as well as our efficiency.

It's always exciting starting a new season as well as a new chapter in our safety record. I appreciate the effort of all last year, making 2009 another safe season for the books. But, as I have written in the past, yesterday is over and we start writing this coming year's safety record all over, from scratch. Of course, we bring the lessons learned from past operations forward, whether they are positive or negative, both have their merit.

I was glad to see, we added to the FOO pool last season and hope we continue to do as such this coming season. As usual, please just

get hold of me and we can get you on the eligible FOO list, pretty much at your convenience.

So, when you have a moment during the next couple of months, take a minute and reflect on ground and flight line operations. I know we can continue to improve and make soaring at Stanton an even more enjoyable event for all.

Equipment Report - August - December 2009 – By Tom Kuhfeld

On August 2nd, Cart #3 was reported to continue to run poorly. Jim Wood did some adjusting, and it seems to run better. If that doesn't prove satisfactory, we'll take it in for a tune up.

The Supercub window latch has been reported as non-functional.

The cover flap catch for the rear seat adjustment pin on the Owl has become de-bonded. It is now held closed with tape. It will be fiberglassed in place at Annual.

An ICOM FOO radio has been purchased to replace the overly sensitive Sporty's Radio. Hopefully it won't be as touchy to being touched as the last one. We'll have it set on 122.800, but if you need to set the frequency, skip the one and add the rest – e.g. 22.80 + enter will get you 122.800.

The Owl radio was reported inoperable due to a loose plug. The plug at the back of the radio has a slide latch which has not been the best at keeping it latched. Its been re-latched, so the radio now works. I'll try to periodically check to see if its coming loose.

On 26 Sep 2009, the ASK-21 was grounded by Tom Rent last weekend because of an uncommanded rolling to the left when releasing the stick while flying straight. I talked with Tom the next day, and he opined that it was possibly a seat cushion putting pressure on one of the sticks. On 30 Sep, Jim Wood and I got the 21 down and did a thorough inspection (Kent too) which included removing the rear seat pan for a better view. We could find nothing which would have caused the problem. We wanted to do a test flight, and so put the glider in order. Jim's preflight check found a stiff resistance to forward movement of the stick which was traced to the rear seat cushion. When properly snapped in place, the stick is restricted from moving forward without a lot of pressure. I will either replace or modify the seat cushions so that won't happen. Until I do, we should fly with only the 4 front snaps engaged. Flying that way, we had an enjoyable 45 minute test flight with no anomalies found, and the 21 returned to service.

The Supercub radio was again reported as being very weak. A trip to the radio doctor on 7 Oct 2009 revealed a loose BNC connection at the base of the antenna (mounted on the right wing). An access hole had to be re-cut to get to this. The radio should now be working fine. Report any concerns with this.

The master on the supercub was left on resulting in a dead battery. The battery won't accept a charge. Jon Mattsson thinks he can cure it. We'll let him try, but if it doesn't work, we'll get a new battery.

The Cart-com radios have been left on at the end of the day too much. They will drain the cart battery if not turned off at the end of the day. FOOs should verify that this has been done before the hanger door is closed.

The Annual on the Junior was completed in November and it was disassembled and put in its trailer for storage in the barn.

The annual on the Owl was completed in December and it was hung in the main hanger for the winter. Installation of a new tost release and re-bonding the rear seat access hatch tang still need to be completed.

Minnesota Soaring Club Board of Directors Meeting December 12, 2009

The board meeting was held at Illunis, starting at 2:30 pm.

Present were Scott Elhardt, Debbie Smith, Tom Kuhfeld, Jon Mattsson, Eric Strandjord, Paddy Dale, and Steve Metz.

Comments from President - Scott offered help for the new board by way of forms and anything else required. Need to look at audit committee results, share valuations, etc. No other comments at this time.

Minutes - Minutes from the October board meeting was approved.

Operations Report - Year end wrap up: We survived the year, with no big issues and no accidents.

Dick Andrews asked for feedback as CFI for the past year. Eric Strandjord opined that instructors should have uniform instruction for patterns, pattern speed, and pattern entry.

Chief FOO – did a good job in Jon’s opinion--very involved.

Chief Towpilot – Greg has done this with the support of Steve Fischer. Greg will probably repeat next year.

Director Mattsson announced that he will step down from the Operations Director. No recommendations at this time. Candidates need reasonably good knowledge of the club and capabilities to guide club practices [and provide feedback to members]. The club handbook requires a commercial rating for those who are Ops Director. If someone cannot meet that qualification, we may be able to forgo that requirement—this will be looked into.

Director Mattsson suggested that the club consider relaxing the rules for flying the Junior. Maybe the rules can be based on the judgment of the Instructor or Operations Director. This would accommodate experienced pilots.

Equipment Director Report

The master on the Supercub was left on resulting in a dead battery. The battery won't accept a charge. Jon Mattsson will try to fix it. If it cannot be revived, the club will replace the battery.

The cart radios have been left on too often at the end of the day. They will drain the cart battery if not turned off at the end of the day. FOOs should verify that this has been done before the hanger door is closed.

Annual on the Junior was completed.

Treasurer

Fixed expenses about \$400 of where we expected to be. For variable expenses, we are about \$6,000 less than we expected (spent \$6,000 less than budgeted).

Budgeted \$9,300 for gas, we spent about half of that. Fewer less expensive repairs for the Supercub than expected, less money spent on equipment than anticipated.

A proposed budget was reviewed by the ad hoc Finance Committee, including the following members: Dan Smith, George Penokie, C. Loren Swanson, Brian Utley, Eric Strandjord, Dale Fletcher.

Motion to pass this budget to the next board. Approved unanimously.

Motion to retire the membership of the following individuals due to indebtedness to the club: Raymond Prout, Larry Carpenter. Motion approved unanimously.

Sustaining Members: We need to draft a notice that will better inform the membership about the choice to become a Sustaining Member.

Paddy Dale introduced the topic of setting up an MSC Endowment for the future. Estates, etc.

The Finance Committee recommended that the Junior qualification be changed to a signoff by an instructor and waive the flight experience requirements. This will be passed to the Chief Flight Instructor.

Motion to recommend that the process for approving pilots to fly the Junior be reconsidered by the Director of Operations. Amendment: Give FOO the authority to extend the duration of Junior flights, based on the needs of the members at the field. Motion approved.

Clothing Discussion deferred.

Safety

Equipment Director Tom Kuhfeld communicated that Stanton is developing an Emergency Response Plan for any possible incidents at Stanton.

Next board meeting January 9, 2010.

Adjournment The meeting was adjourned at 4:30 pm.

Minnesota Soaring Club Board of Directors Meeting January 9, 2010

The board meeting was held at the Dyste Williams offices in Saint Louis Park, starting at 9:30 am.

Present were Debbie Smith, Tom Kuhfeld, Eric Strandjord, and Steve Metz.

Comments from President

New President Debbie Smith welcomed the other board members to a new year with MSC.

Director of Equipment. Tom Kuhfeld was approved as the Director of Equipment for the coming year.

Director of Operations. President Smith reported she spoke with an Operations Director candidate who is not a Commercial Glider Pilot. She recommended changing the club bylaws so that the Director of Operations does not have to be a Commercial Glider Pilot. The outgoing MSC Operations Director, Jon Mattsson, supports this change. The board agreed to pursue it.

A motion was made to provisionally approve Scott Elhardt as Director of Operations, pending the change in the Bylaws. The motion was approved.

A motion was approved unanimously to maintain the last year's flight fees, hookup fees, and gas surcharge arrangement in 2010.

Audit Committee. George Penokie and Eric Strandjord were appointed to serve on the MSC 2010 Audit Committee. This committee will complete a detailed review of last year's financial records.

Secretary's Report

The minutes from the December 2009 board meeting were reviewed and approved with modifications.

Equipment Director Report

The Owl annual has been completed, but the required work on the Owl will be completed during the winter. The tow release will be replaced with a reconditioned unit, because it has reached its 10,000 operations limit. A flap for the rear seat adjustment bar will be repaired. The balance of the annuals for the other club gliders will be done this winter.

Treasurer

Winter bills have been distributed. Approximately 50% of members had responded by the time of the meeting.

The board asked that Treasurer Strandjord add a third seat to the Donated Member Equity value, reflecting Harry Meline's donated membership share.

Club apparel

We discussed arranging for making club T-shirts available during the coming season, using a local metro-wide franchise producer. This will allow each member who would like a shirt to individually contact this firm for club apparel.

Next board meeting

The next board meeting is scheduled for February 13, 2010.

Adjournment

The meeting was adjourned at 10:45 am.

THE SYN PATTERN by Stephen Nesser

A member expressed concern that I flew upwind in the downwind during a flight review. The flight review candidate completed a turn away from the downwind about $\frac{3}{4}$'s of a mile from the end of the runway. Conversations were held with the MSC Director of Operations and Kent about the pattern in view of this concern. The conversation focused on what is the widest and longest pattern power traffic might use, and then staying out of that airspace.

HOW BIG IS THE PATTERN

As a result of these conversations the following is the policy for flight in the landing pattern:
The landing pattern extends a mile downwind and mile to the side of the active runway. Only aircraft that are in the pattern should be in this airspace. So, when 36 is the active runway the active pattern area is AS SHOWN:

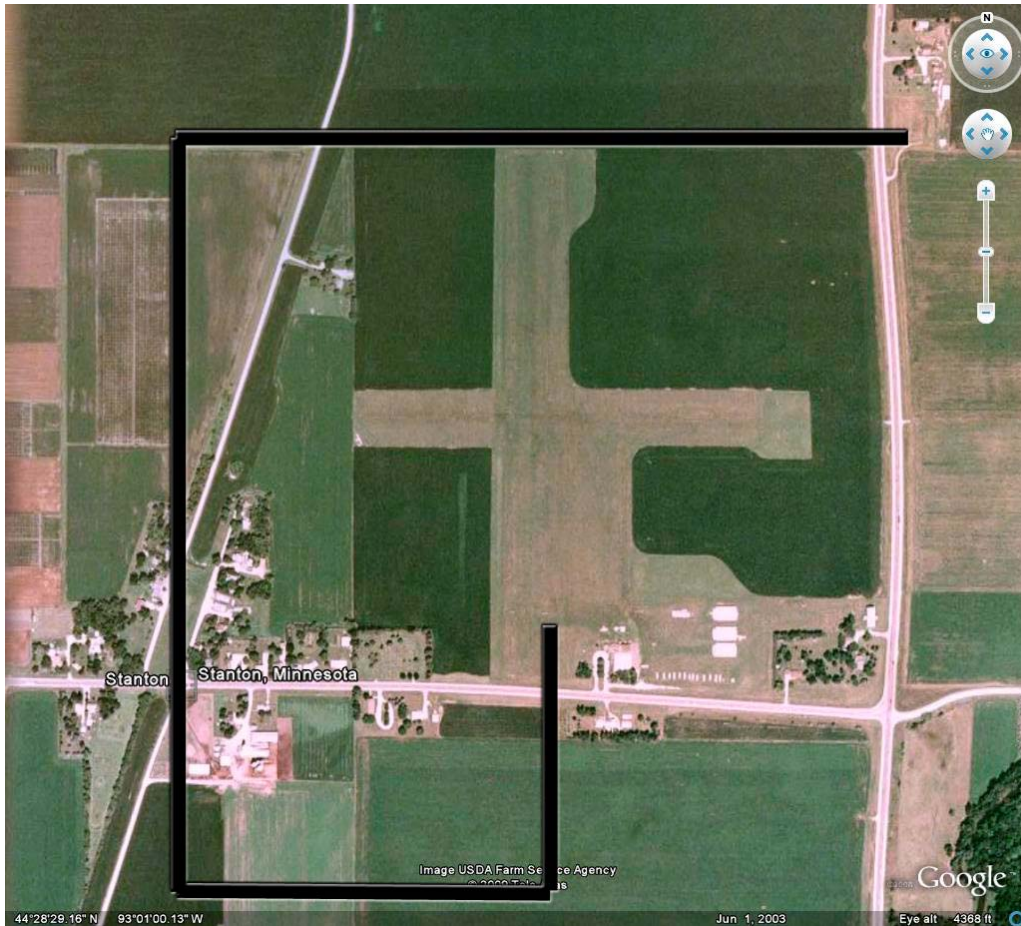


WHAT TO DO IF CAUGHT LOW ON THE WRONG SIDE OF THE RUNWAY

What are your options if you are caught low upwind or on the wrong side of the runway?

First it is strongly encouraged that all patterns be flown as I explained at the safety meeting, and detailed in the club handbook. There are three options if you are caught low on the wrong side of the pattern:

1. Enter at the crosswind, flying over the end of the runway as close to the end as possible to achieve maximum separation between you and aircraft taking off. This is the preferable course if you cannot skirt a mile away. You need enough altitude to maintain separation, and this should not be done below 1,000' AGL.
2. You may make a right hand pattern on to the active runway. However, the Minnesota Soaring Club discourages this practice, and this should be used as a last resort.
3. You may land on the cross runway. However, this assumes that you would attempt to avoid crossing through the downwind to do so.



WHAT TO DO IF UPWIND AND LOW

An entry straight onto base is acceptable.

As a last possible option a straight-in landing can be made. This is strongly discouraged in all but the most dire situation.

OVERFLYING THE AIRPORT

Overflying the airport and landing patterns is acceptable as long as separation is maintained with aircraft in the pattern (who should generally be flying between 1,000' AGL and the surface). Direct flight over the airport and pattern (except at the crosswind) can be done above 2,000' AGL. Thermalling flight is acceptable above 3,000' AGL.

RESPONSIBILITIES WHEN DEVIATING FROM A NORMAL PATTERN

Whenever you deviate from a normal pattern you create a potential hazard for aircraft in the pattern.

First, announce your position and intention on CTAF 122.8. Updates to your position at turns is advisable.

Be ready to abort your pattern and land out if you are in conflict with traffic and cannot communicate with them by radio.

It would be wise to assume that traffic in the pattern will not be looking for aircraft entering on a right hand pattern or straight end pattern, and therefore the see and avoid dictum of the FAA has especial significance to any pilot entering the pattern in an unusual fashion.

KENT'S RULE OF THUMB

Kent offers this rule of thumb: if an aircraft is flying at an altitude between the surface and 1,000 ft AGL they should be heading in the correct direction in the traffic pattern for that airport.

DID I FLY UPWIND IN THE PATTERN

Under these rules and conditions, I allowed a flight review candidate to fly upwind in the pattern. Thanks to the member that expressed the concern for bringing this issue up, and to Jon Mattson, Director of Operations, and Kent Johnson for discussing this issue so that the club can operate as safely as possible.



Tom Rent – Editor
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- **120 members**
- **3 Gliders**
- **1 Towplane**
- **24 Private ships**
- **Free Instruction**
- **Low cost entry**
- **Low cost flying**
- **Monthly meetings**
- **Impressive Web-Site**

“Now this is flying!”

We SOAR out of Stanton Airport (KSYN) located between Northfield and Cannon Falls MN.

We currently own 3 Gliders and one Supercub Tow-Plane:
Schleicher ASK-21 two place
PZL Bielsko 50-3 Puchacz “OWL” two place
PZL Bielsko SZD 51-1 Junior single place

FIRST CLASS MAIL

TO:



A Cross Country Master Class – Jim Hard

In preparation for this year's soaring season, three MSC members, Chris Kimble, Dan Shallbetter, and George Underhill, are participating in a series of cross-country lectures and discussions during the month of January. This ground school is comprised of five 2-hour sessions led by SSA Master Cross-Country Instructors Dick Andrews and Jim Hard. The SSA Cross-Country Handbook for Students is the text being followed during the discussions. We will be looking for great things from these three members in the coming year.

Director of Operations Ballot

A ballot will be distributed during the next couple of weeks to the membership, asking the membership to approve a change in the bylaws. This change will allow the club to appoint a Director of Operations who is not a commercial-rated pilot. Distribution will initially be via email, to simplify and speed communications. Instructions for returning the ballot will be included in the email. We will complete the tally no later than the MSC Safety Meeting, but all voting members should respond to the bylaws ballot email quickly to be sure that their vote is counted.