

SHENANDOAH VALLEY SOARING

Web Site: www.svsoar.org

Eagle's Nest Airport, Waynesboro, VA

May 2007

Towplane Returns



After a four-month sick leave, during which it underwent diagnostic tests, major surgery and several major transplants of vitally functioning parts, our venerable 98-Zulu Pawnee returned to service Saturday, April 21, fitter than ever. It made 18 tows that day for SVS members and riders, and at least one member judged its performance noticeably perkier than before. 98-Zulu now has a new prop, a new camshaft, three repaired cylinders and various other new engine components.

President's Corner

Following are just a few of the things that go on in the background to keep SVS a viable, safe and fun organization.

With the Pawnee back in service, **Chic Randow** is now making the decisions on breaking in the "new" engine and deciding on its maintenance program. You can't miss the great wax job done on it by **Hunter Johnson** and **Hunter, Jr.**

We have one returning member this month, **Hank Neville**. Welcome back, **Hank!** A couple of others have indicated they would like to rejoin. One of the inducements is the upcoming Cross Country Course that will be taught by our soaring guru, **Jim Garrison**. Stay tuned for dates and locations.

Vice President, **Alec Bateman**, has had his resolve challenged on handling the Club's insurance and relationship with SSA. It recently came to light that insurance coverage mandates that spouses, children, etc who fly must be individual members of SSA. **Alec** is securing birthdates for pilots under age 22 to report to the SSA.

Treasurer **Hal Loken**, and the Board, are monitoring the dues and fees trial billing system for effectiveness and cost. The tow sheet has been revised to help, and the Board made the decision to charge towing fees to the nearest 500 feet. (*See further explanation, "Tow Fees Tweak," on page 2.*) Both of these actions were made to help John Trissel with the billing. By now everyone has received at least one statement from

him. **Hal** would like to hear your praises or complaints about this trial system.

Ben Johnson single-handedly cut down trees behind the shed in response to Trissel's concern over an impending inspection by the Virginia Dept of Aviation. You will probably be seeing many more trees being cleared from both sides of Runway 6.

Michael Shulman and **Ben** are closing in on getting a 1983 lien released on N3619T and getting all of our aircraft properly licensed by the FAA and Virginia. And by the way, **Michael** is getting along well with his solo flights. Board member, **David Carr**, will be acing his FAA written soon as **Evelyn Gorman** did last month!

Mike Moses approved member **Matt Puttz** to help finish the work on N7780S. **Matt** works part-time for special member, **Larry Stahl**. **Larry** says that the 2-33 will not be brand new, but will have the latest updates and be in tip-top safe condition.

Many thanks to **Bev Orndorff** for reviving this communications vehicle. See you all at W13 and at the Cross-Country Course!

Graham



Know Your SVS Organization

Here is an updated list of SVS officers, board members and committees/groups that was passed out at the **April 6 Board of Directors meeting**.

Graham A. Pitsenberger, President; Alec J. Bateman, Vice President; Benjamin F. Johnson, Secretary, and Hal Loken, Treasurer. Other board members are Hunter C. Johnson, Mike Moses, James Garrison, David T. Carr and Michael R. Shulman.

Airworthiness & Maintenance Group – Jay Darmstadter, golf cart and trailer; Dennis Gorman, tow ropes; Hunter Johnson, 19T and 2-33 trailer; Mike Moses, 1-26 and 1-26 trailer and 80S (2-33); Graham Pitsenberger, Blanik and trailer; Chic Randow, Pawnee.

Club Photographer – Ben Johnson

Instructors – Walter Grooms, Coordinator; Mike Moses and Graham Pitsenberger. Not active, but may authorize student pilot solos: Jay Darmstadter, Bud Klaser, Hal Loken, Bev Orndorff.

Membership Committee – Jeanne Pitsenberger, Coordinator; Jay Darmstadter and Bev Orndorff

Tow Pilots – Chic Randow, Coordinator; Larry Burruss, Walter Grooms, Hunter Johnson, Bud Klaser, Hal Loken, Graham Pitsenberger

Newsletter Editor – Bev Orndorff

“Sightseeing” Pilots – (Ben Johnson, Coordinator); Jay Darmstadter, Jim Garrison*, Walter Grooms, Hal Loken, Mike Moses, Bev Orndorff, Graham Pitsenberger, Paul Roberts*. (* = not FAST Program)

Social Committee – Jeanne Pitsenberger, Coordinator; Anna Grooms, Judy Randow, Michael Shulman

Webmaster & e-mail Administrator – Alec Bateman

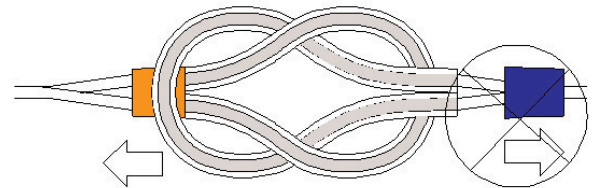


Tow Fees Tweak

The SVS Board of Directors has approved a tweaking of tow fees for those release altitudes that are betwixt and between standard release altitudes. The tweaking involves prorating the fee to the nearest 500 feet.

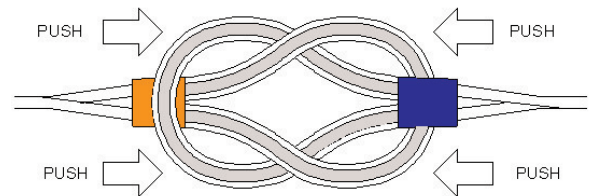
The base fee is \$20 for the first 1,000 feet AGL, and \$5 for each additional 1,000 feet. So a 2,000-foot tow charge is \$25; a 3,000-foot tow is \$30. The \$5 per each additional 1,000 feet works out to \$0.50 per 100 feet. Under the newly approved schedule, the 100-foot charge is rounded up or down to the nearest 500 feet.

If you released at 1,600 feet, the fee would be \$20 plus \$2.50 – 1,600 feet is rounded to 1,500 feet. If you released at 2,400 feet, the charge is \$25 plus \$2.50 – 2,400 feet is rounded to 2,500 feet.



When connecting links to tow rope, do not pull on the tape wrapping ends of the loops. This will cause the tape wrap to eventually slide off the loop and allow the back splice in the rope to work out.

(WRONG)



To prevent the tape wrap from slipping off the loops, PUSH THE LOOPS TOGETHER. This will also make a more snug connection between the two rope and the link connection loops.

(CORRECT)

Connecting Weak Links

This illustration, by Dennis Gorman, shows the correct and incorrect ways of linking weak links to the tow rope. The illustration is included in the newly revised Operations Manual, which was approved by the Board of Directors in April and which will soon be printed and distributed to all members.

Board Report**Board Focuses on Long-Term Obligations**

The SVS Board directed its attention to the Club's long-standing financial obligations during its April 6 meeting. For many years, the Treasurer meticulously maintained lists of gifts and loans by members to SVS to accomplish several projects, including the purchase of a Lark, and the purchase and refurbishing of the Pawnee in 2002. The loans and gifts totaled \$59,800 from 25 current and 12 former members.

Apparently none of these loans or gifts had been documented with any notes or other paper trails. Two former members were deceased and the Board directed that these two widows be repaid immediately. In tracking down the former members, it was learned that a third one had recently died. Checks for \$500 to all three widows have been written.

The big order of business has been to locate the former members and get verification of the outstanding amounts from all 37 people on the lists. In addition to the written verification and establishment of a paper trail, the folks were offered the opportunity to relieve SVS of any legal or moral obligation of any amount of their choosing. To date, 26 of the 37 have responded in writing. Eighteen of those waived all obligation of repayment and 8 waived some and/or verified the amounts to be carried on the SVS books.

Some responders had always considered the amount as gifts, and others waived some or all of the amounts for a variety of reasons. Some did not know that SVS had been keeping a record of the amounts given. All seemed pleased that attention was being given to the matter and that checks were being given to the widows of former members.

When the remaining 11 have responded, the SVS books will undoubtedly show long-term obligations of far less than the original \$59,800.

Regional Director's Message**Let's Get Soaring Moving Again**

Jim Kellett, SSA Region IV Director

Let me share with you a note I got this morning from a Region IV pilot that really set me to thinking. It's from Tim Long of the Cumberland Soaring Group, and he says, in part:

I recently made a small donation to the Society to aid in the recovery from last year's financial problems. . . It also occurred to me, that if a everybody in the SSA ponied up \$20 (basically the cost of one tow), we could be nearly instantaneously out of debt. When all the griping, fingerpointing, and gnashing of teeth is finished, there isn't anybody who belongs who shouldn't be able to forego one tow this season and send the money to the Society. For better or worse, it belongs to all of us, and it's worth saving. I would just like to see the debt retired quickly, and not allow it to drag on for years. These thoughts are probably not original, but they are sincere. It's time to quit whining and head on down the road!

I couldn't agree with Tim more. Some time back, when SSA made an appeal for the Eagle Fund, I sent in a similar small (\$25) contribution. And Tim's right – there were 12,093 SSA members at the end of February, and if each member just gave \$25, we'd raise \$302,325 – or \$42,325 MORE than our currently projected recovery debt (see the latest financial report on the SSA website).

Please think about it. Give yourself a gift by giving to the SSA's Eagle Fund. Let's get moving again.

“If flying were the language of man, soaring would be its poetry.” - anon

