



# MSC News

of the Minnesota Soaring Club

June 2015

June 5	Fri	Member Meeting - Rosemount Community Center - 7pm
June 24	Wed	ACE Camp I - Stanton airfield (Contact Tom Kuhfeld to at 651-771-2653 or tomkuhfeld@gmail.com to volunteer.)
July 3	Fri	Member Meeting - Rosemount Community Center - 7pm
July 22	Wed	ACE Camp II - Stanton airfield



*Around the field on May 2nd - One of several good soaring days so far this year  
(photos by Paul Remde)*

## Minnesota Soaring Club 2015

[www.mnsoaringclub.com](http://www.mnsoaringclub.com) (password = ask21owl)

C. Loren Swanson, President	651-644-3134	Jay Biggs Dir of Equip.	651-451-4040
Dan Shallbetter, VP	763-475-0875	Sarah Anderson; Dir of Operations	651-271-9736
Dana Walsh, Secretary	952-461-4093	Eric Strandjord, Treasurer	651-686-7844
George Penokie, Newsletter	507-280-0772	Stephen Nesser, Chief CFI-G	651-646-8424
Brian Utley, Webmaster	952-941-5683	Bob Hanson, Scheduler	507-663-1752

**Club Message Line: 651-666-5017** (password=1234)

For weekend instruction sign up use the following web site: <http://goo.gl/bYpqBL>

### Weekday Operations by Sarah Anderson Director of Operations

Use of club equipment on a weekday, or unscheduled operation day:

No two-place use without a designated FOO on the ground at takeoff and landing The Junior can be used without a FOO (with the MSC towplane and pilot, or a Stanton tow) with these limitations:

- 1) Removal and replacement of any equipment from a hangar requires supervision of a qualified FOO. Removal and replacement of equipment from hangar #2E is a two person (MINIMUM) job. Three is better to move the towplane or Owl.
- 2) If landing back at Stanton, make every safe effort possible to clear the runway. There may not be immediate help from other club members to move the glider. Do not expect, or rely on, help from Stanton Sport Aviation staff.

For Cross-country use of MSC gliders, see the handbook, chapter 8. Currently the Jr. is the only sailplane allowed to go cross-country without specific board permission. The PIC is responsible for arranging a suitable crew and tow vehicle for any retrieve needed.

### Minnesota Soaring Club Board Meeting Minutes by Dana Walsh



**Location:** MSC Clubhouse

**Date:** 05/11/2015

**Attendees:** C. Loren Swanson, Dan Shallbetter, Erik Strandjord, Dana Walsh, Sarah Anderson, Jay Biggs

**Called to order:** 9:08 AM

**President's Report and agenda items:** Occasionally MSC is approached to provide tows to non-member glider pilots. The Board discussed this and decided it would be prudent to decline towing non-members pilots unless they are a visiting member of another SSA club. The board also discussed paying for potential member's demo rides. The Board determined that the official policy is that MSC does not pay for potential member demo rides. The member pilot providing the ride can pay for it or ask the

potential member to pay up to half of the cost of the flight. The Board decided that MSC could take on one more Phil Schacht Memorial scholarship student. President Swanson will be sending out a notice to the membership and a committee regarding the Scholarship.

**Treasurer's Report and agenda items:** Current club finances are solid. Summer bills will be sent soon and prompt payment from members is appreciated. Summer bills will include the increased dues. The dues were increased to pay for the new site insurance and instructor liability insurance. In addition the prorated dues based on share ownership are being rebalanced to the correct ratios which have slid over the years. Full membership annual dues will now be \$364 with 2/3 share dues at 1.5 X \$364 and 1/3 share dues at 2 X \$364.

**Secretary's Report and agenda items:** The Board decided to start moving over to a centralized, secure, online document storage for many MSC documents that need to be maintained or preserved. Secretary Walsh will begin the process of creating an online drive and collecting documents to upload and preserve.

**Director of Operations Report and agenda items:** Director Anderson reviewed with the Board the current student load and the instructor's ability to take on two more Ab initio students. We have one new tow pilot that will be getting checked out in the coming month and MSC still needs more. The Board discussed the desire to try and consolidate some of the clubs online resources (Yahoo Group, Duty Schedule and Student Schedule). Director Anderson and Director Biggs were going to take a look at this.

**Director of Equipment:** All equipment is in working order. The Board reviewed the recent survey that was provided to the membership regarding the concept of purchasing an additional glider. At the time of the Board meeting the survey was still open for members to take, therefore no final numbers were available but the initial responses were in favor of potentially purchasing a high performance two place glider with conditions. Once the final results of the survey are available the results will be posted for the membership. The Board decided that a committee would be formed to look at the addition of a glider and report back to the Board their findings. Related to the potential acquisition of an additional glider, the Board agreed to spend some time looking at the future direction of the club with significant input from the members and framed by the Bylaws.

Meeting Adjourned at 10:30 AM - Submitted by Dana Walsh, Secretary Minnesota Soaring Club

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## Radio Talk by Leon Zeug CFIG

Two years ago I attended a Saturday coffee morning lecture at Flying Cloud airport about flight planning in Minnesota airspace. During the lecture, the presenter casually stated and I am just paraphrasing, "gliders occasionally use radios south of the metro so be aware."

I stopped in at the Faribault airport earlier in May on a Saturday afternoon on my way home from painting grid numbers on the runway at Albert Lea, hoping to find anyone famous or otherwise in order to supervise their activity. My good friend Jim, who is also a glider pilot, was there and he invited me to fly with him in his airplane to points west of the metro. He asked if I was confident to talk with the tower at Flying Cloud Airport and of course I claimed no skill to do that well, so we chose to fly around any towered airspace on our way north and west. During the flight, Jim was very deliberate when using the radio by announcing his intent and he added later that he now appreciates the way airplanes communicate their intentions, course and altitude.

Several years ago while instructing at the RWSA, we had an airplane fly a left pattern to land at the same time as one of our gliders. For those who have not seen my presentation about that event, the outcome had both the airplane and glider on final, separated by just a small height. The glider was heard to state its position on the radio several times while in the pattern, but the airplane continued as if on a different frequency or non-operating radio.

While soaring at venues other than Stanton, I have heard soaring pilots report their position in response to airplanes announcing their intention to fly over a public airport. Once, I heard an airplane pilot over CTAF inquire with a frantic voice about glider traffic in the area. He must have attended the same Saturday morning lecture.

In our VFR airspace, we are bound to "see and avoid" in order to maintain separation. If we have a radio, I would argue as others have that it makes sense to share our position, altitude and course near an airport in order to improve the outcome of "see and avoid". The airplane community shares information by CTAF as if they are managing separation in the airspace like air traffic controllers. Since we don't and never will fly with extraordinary equipment like a TCAS, then "see and avoid" and radio use is the best we have to manage separation. And while in the air, soaring-pilots do chatter about location and thermal strength over frequency 123.3. Our monitoring and sharing flight experience on 123.3 provides the indirect benefit of separation to other soaring pilots but no meaningful information to a transitioning pilot over Stanton Airfield. Of course, I am not advocating mindless chatter on a busy frequency, but rather a timely response to help a fellow pilot.

Having been at several glider ports, I have heard this common communication with our tow pilots, "tow plane, radio check", in order to affirm a functioning radio. And this works with two functioning radios because the tow pilot hears and acknowledges the other's radio call. A secondary benefit is that it provides either pilot a second channel of communication besides the standard soaring signals for aero tow operations. But the call provides no additional information to either pilot. At this point in time, the glider pilot assumes or doesn't even think of what the tow pilot wonders about the rest of the tow. And what follows is good enough for now, especially if we fly through lift on our 3,000 ft. tow to cloud base. Some tow pilots are not so concerned about our reason for releasing or even our release altitude, however they do wonder why we end the tow downwind of the airport.

"Tow plane, radio check" and the common use of 123.3 to chat about soaring appear to fit the casual comment that gliders occasionally use radios. Well, let's become clear about my musings.

CFR-FAR 91.309 (a)(5). "... have agreed upon a general course of action, including takeoff and release signals, airspeeds, and emergency procedures for each pilot."

This rule defines the minimum knowledge both pilots share about the upcoming tow. But the rule provides few clues about the rest of the tow, like the pilots. The rule does say that we have to agree upon a "general course of action" besides those included items.

In my view, a "general course of action" is an opportunity for glider pilots to plan the tow by requesting a release area and altitude for student maneuvering, climbing, and positioning for tasks. I propose that glider pilots take this opportunity to tell the tow pilot their plan about the rest of the tow, in particular a release area, intent and altitude too. For example, glider 93 mike november to \_Super Cub 55 romeo alpha, release in lift northwest of the airport above 2,000. The tow pilot recites the same and thus we have established radio communication and less is assumed about the tow between the two pilots. And the tow pilot will know for sure that you want to climb in the area of thermals that she or he has observed on previous tows. Or we might say, glider 93 mike november to Super Cub 55 romeo alpha, pattern tow northwest of the airport for a left pattern to runway 36, or something like that. If any of this information seems odd to the other pilot, then we have reason to question the stated plan and that might be a good deal for the club too.

In addition, if an airplane announces a transition over the historic Stanton airfield while we're in the same vicinity, we could report our position. The glider response might sound like this, "Stanton traffic, glider 93 mike november two miles west of the airport ascending through 3,000". Sometimes, the airplane pilot acknowledges the glider's report, adding that it will continue or modify its course. Yes, even on a busy day with lots of radio calls, a position report is still important, especially near an airport where we all converge to land. Just sayin...

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## Accomplishments

On Sunday, April 26th, Jackson Maddux earned his SSA B Badge with a 54 minute flight from a 3500 foot tow!



**George Penokie - Editor**  
**4109 Manor View Dr. NW**  
**Rochester, MN 55901**

- 100 members
- 3 Gliders
- 1 Towplane
- 24 Private ships
- Free Instruction
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- Low cost flying
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***“Now this is flying!”***

**TO:**

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*

Date	FOO	Instructor	Tow Pilot
Sat 5/30/15	Roger Urban, 651-454-3834	Tom Rent, 952-435-2792	Bill Halpin, 612-760-3246
Sun 5/31/15	George Penokie, 507-280-0772	Stephen Nesser, 651.646.8424	(AM) Terry Flower, 651-437-2005 (PM) Ben Norman, 651-208-7124
Sat 6/6/15	Mike Schumann, 651-208-3791	Dick Andrews, 651-437-1100	Brian Utley, 612.396.1879
Sun 6/7/15	Jim Wood, 952-469-2725	Steve Fischer, 763-675-3031	Bill Halpin, 612-760-3246
Sat 6/13/15	Steve Metz, 651-644-5071	Leon Zeug, 612-590-7157	Loren Jones, 952-447-0600
Sun 6/14/15	Dale Fletcher, 651-451-1964	Steve Fischer, 763-675-3031	Greg Sotebeer, 612-889-6046
Sat 6/20/15	Stephen Sweet, 612-922-0176	Stephen Nesser, 651.646.8424	Ben Norman, 651-208-7124
Sun 6/21/15	Robert Herndon, 651-647-1252	FATHERS DAY	NO MORNING OP (PM) Ben Norman, 651-208-7124
Sat 6/27/15	Fred Hewitt, 651-454-2115	Steve Fischer, 763-675-3031	Bill Halpin, 612-760-3246
Sun 6/28/15	Debra Smith, 952-888-6088	Leon Zeug, 612-590-7157	Loren Jones, 952-447-0600
Sat 7/4/15	Ben Jeffrey, 651-787-9716	Tom Rent, 952-435-2792	Brian Utley, 612.396.1879
Sun 7/5/15	Dale Johnson, 612-594-0523	Steve Fischer, 763-675-3031	Greg Sotebeer, 612-889-6046
Sat 7/11/15	Chris Kimble, 507-356-8856	Dick Andrews, 651-437-1100	Ben Norman, 651-208-7124
Sun 7/12/15	Jackson Maddux, 970-309-7702	Tom Rent, 952-435-2792	(AM) Terry Flower, 651-437-2005 (PM) Ben Norman, 651-208-7124
Sat 7/18/15	Phil Schmalz, 507-285-1057	Stephen Nesser, 651.646.8424	Bill Halpin, 612-760-3246

**FOOs** – Call the instructor, tow pilot, and msg line the day before your duty to confirm your operation is set to go.

**ALL** - Contact Bob Hanson at hansonr@stolaf.edu if you have swapped with someone.

The full online schedule is at: <http://chemapps.stolaf.edu/google/?fullschedule/>