

First the Bad News

2-33 damaged in wind storm October 13th..

Outstanding Account Balances

Our intrepid treasurer, Kim Sears informed the board that our current outstanding member accounts due balance is somewhere in the neighborhood of \$15,000. If we all (yes, I owe too) make an effort to pay our balances by the end of the year, which gives Kim a chance to get another statement out, we can make a significant stride toward paying the PW-5 loan off. Once we have this loan repaid we can seriously start looking at a replacement for the 2-33 and continue toward a more modern and attractive fleet.

Solo Flight Requirements

A bit late in the season to bring this up, but it bears mention none-the-less. For students that have been signed off for solo, an instructor must be present prior to the flight to evaluate the student, aircraft and conditions before the student can launch. By present, we imply that the instructor is on the ground making face-to-face contact with the student. This is not a FAA requirement but rather stems from our insurance policy requirement. The following is taken from the Costello Insurance site:

Direct CFGI Supervision

Q: What do insurance carriers mean when they say coverage will not apply to aircraft losses where a student pilot was operating the aircraft unless the student was under the direct supervision of a certified flight instructor?

A: In addition to having a student pilot's certificate and appropriate signoffs for the flight involved, insurance carriers want students going on solo flights to be under the direct supervision of a certified flight instructor. Generally that means a CFI must have evaluated the student, the aircraft, the airport conditions, and the intended flight just prior to departure. To do that the CFI must be on site, not at home, not at work, and not flying above the airport.

As the season is just about at a close, and the 2-33 is out of service the issue will be further discussed with our instructors to develop a consensus on PSSAs interpretation of the Costello interpretation.

Another Glider Rating Obtained

Congratulations go out to Karl Hadley who obtained his glider rating Sunday, October 11. Karl already thanked the membership for their support in an email but I will include it again here.

My thanks to all the people that helped make this happen and a special thanks to our instructors and tow pilots without whom none of this could happen.

Thank you for the congrats, and I'd like to echo my thanks to the tireless efforts of our instructors who gave their support and instruction to me for many hours. Thank you John & Grant. Also thank you to the tow pilots/wing walkers, field managers & recent checkride pilots who shared their experiences to provide additional help toward reaching this goal. I'll also write a debrief memo, like Greg, to help the next checkride candidates. Also thanks to the board of directors/officers for keeping the club in business!

PSSA is a great organization w/wonderful members--thanks again for all the support,

A special thanks again to Neal Karman for spending his Sunday at Bergseth to make these ratings possible.

2-33 Damaged during Wind Storm

Everyone should already be aware of what happened to the 2-33 during the October 13th Windstorm so there is nothing much more to say at this point. We are contacting the insurance carrier to start the claim process and once we have the glider disassembled we will take it to a repair facility to get a repair estimate and get those started. Since it is going to be at the repair facility we will have the annual inspection done at the same time and we will have a glider ready to fly come March. The one thing we need to do as a result of this incident is to examine our tie down equipment and processes to see where we need to make improvements. Since we store the gliders in a protected building during the winter the windstorms have not been much of an issue however, spring and fall still can still bring significant winds to the foothill areas. Below are some pictures provided by Ken Bergseth showing the damage.



Web Site Updated With Photo Sharing

I have installed the Gallery photo sharing application on the PSSA web site, which can be accessed by clicking on the existing Pictures link. The Gallery application allows you to create your own photo album and share your soaring pictures with the club and all of cyberspace. If you do not want to create your own album you can email any pictures to me and I will post under the PSSA album. The loading of the initial page may be a bit slow but once it has loaded navigation speed is better. You can create your own account by clicking on the "Register" link in the upper right hand corner. Once inside the Gallery, all uploading and navigation should be fairly intuitive but if you need help please let me know. Now get busy posting those photos (or video clips).

Last Operation

The last operation, weather permitting, will be Sunday, November 1st where we plan for a full day of flying. We will proceed with glider disassembly and storage the following Saturday, November 7 or in case of bad weather, Sunday November 8. In the weekends between we could get a jump on things and get the 2-33 on its trailer and moved to the

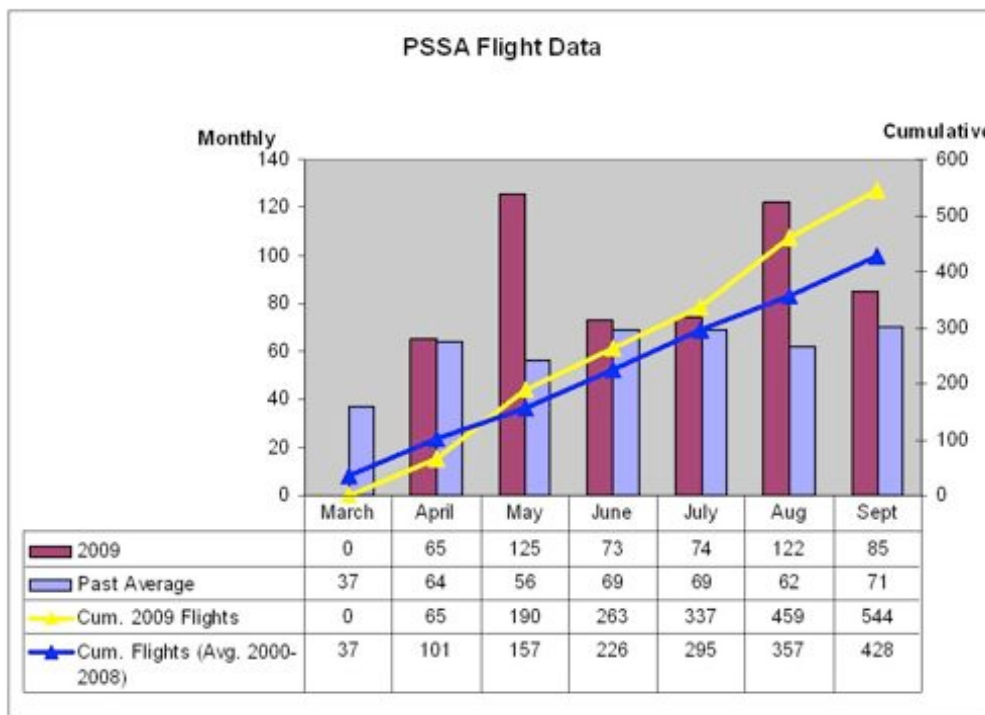
winter storage barn until we can get it to a repair facility. To spread things out a bit, we have nothing preventing us from putting the 2-33 on the trailer and hauling it to the storage barn, we just prefer that people with previous disassembly experience be present to guide the effort.

2010 Board Elections

As it does every year, the opportunity arises where you, the PSSA voting membership have the chance to vote out the current left leaning right winged liberal board and install a new one of your choosing. This year Marlene Nelson will be tasked with running the election with the strictest of UN oversight to ensure fair and accurate vote tallying. For those of you feeling the urge to serve it's time to start up the campaigns, solicit donations, choose running mates (no moose hunting former governors please), put out the yard signs, purchase airtime on the major networks, prepare for the endless debates and make your move.

Flight Stats

Flight statistics through the end of September are on track for another banner year of flights. The loss of the 2-33 and weather will have a minor impact on October's numbers but we are already well ahead of the curve. Stay tuned for the November letter for final results and a host of other fun statistics for the year.



Picture of the Month

Sorry, but when you mix mules, gliders and pilots the possibilities are endless. I can see myself having fun with these pictures for quite some time, and please, if you have your own dialog to add please do so, I will email the files to you for hours of enjoyment.



Until next month.

Regards,

Stefan Perrin
President, PSSA Inc.