

Soaring Safety Foundation
Board of Trustees Meeting
Fall 2004

The meeting was called to order by Gene at 8:12 am. In attendance were Gene Hannond, Rich Carlson, Burt Compton, Bernald Smith, and Robert Wander. Gene discussed the general format for the meeting and asked for comments on the draft agenda (appendix A). Three (3) additional items 1) AD notice on the SZD-50-3 "Puchacz" sailplane; 2) the need to protect the SSF endowment funds; and 3) a request from Steve Northcraft for fund to send a safety letter to Region 8 pilots.

Following this introduction, we began a discussion on the 2004 accident statistics. Gene presented a handout that summarized the 22 to 23 glider accidents that occurred so far this year. The statistics show that 15 to 16 (68%) of the accidents occurred in the approach and landing phase. This concurs with statistics from previous years. The consensus is we may not have uncovered the root cause for these accidents yet.

In particular we discussed 2 accidents 1) a fatal towplane accident at Turf soaring and 2) a fatal mid-air collision between 2 gliders in Region 8. Both accidents are being investigated by the NTSB. There was some discussion about the effect the glider and towrope played in the first accident. Was the tow-pilot unable to release due to tension on the tow-hook? It was also reported that Region 8 would be sponsoring a safety seminar and Bob Wander would be involved in this event.

Bernald reported that he would give a yearly analysis of the 2004 accident statistics later in the day. He did mention that there were more off-field accidents this year.

Rich reported that he has been questioning instructors at the last few FIRC's on how wind shear/gradient affects the landing glider. The results are not encouraging, as over 50% of the instructors gave the wrong answer. (They stated the glider will overshoot the intended landing spot.)

The group then discussed the plans for a new set of safety posters, articles, videos, and other activities for the upcoming 2005 soaring season. The focus of these activities is to address the prevalence of approach and landing accidents. The intent is to make this the year of the landing. A coordinated effort with quarterly posters, articles and maybe videos will focus attention on the problems facing the landing glider pilot. We will also describe how proper planning can provide solutions to these problems.

We were then joined by Dean Carswell and Dennis Wright of the SSA. We discussed several topic of mutual interest.

The first topic was the need to determine the status of the existing Soaring Flight Manual (SFM). Bernald has been in contact with the editors at Jeppesen Sanderson Inc, the publisher of this book. Jep currently holds the copyright on this book and has stated that it is reluctant to run off another edition. They currently have 500 copies on the shelf that

will eventually be shipped to the SSA office in Hobbs. As per the existing SSA/Jeppesen agreement Jeppesen runs off 2000 copies of the book at a time and ships them to Hobbs in lots of 500. When the existing lot is depleted, a new run of 2000 will need to be printed. Bernald is discussing the licensing and copyright issues involved in transferring the ownership of this book to the SSA/SSF. This would allow for update/printing on a smaller scale, which may be better for the soaring community. The major problem is that the book master is on film, not in electronic format. Bernald will continue to pursue this issue with Jeppesen and will report any developments when they occur.

Dean then expressed the need for a companion book that leads pilots through the practical flight test. His view is that the SFM/GFH tackles the knowledge test, but do not do a good job of preparing a student for the practical test. He also requested that an instructor training course be created to help clubs, chapters, and commercial operators increase the number of CFIGs. We discussed this topic and determined that the best way to start would be to expand the existing FIRC course to add ½ to 1 day prep for knowledge test and/or fundamentals of instruction.

There was also a vigorous discussion on the need for a national CFIG training camp. In preparation for this discussion, Burt had prepared an outline describing the steps that would be required in order to set-up and run such a camp. We then discussed what commercial operators currently do, and how the community could leverage these resources in a fair and consistent manner. More discussion needs to occur before any conclusions can be reached. Burt will contact the commercial operators to see who offers this type of course and if it would meet the soaring communities needs.

We then discussed SSA/SSF communication issues. Training and safety issues need to get directed to SSF. There is a feeling on the part of the SSF the SSA is trying to handle these issues without consultation with the SSF. There was general agreement that it would benefit both the SSA and SSF if communications between the organizations improved. Both organizations will work to improve communications. As an initial step, the SSA chairman and executive director will receive an invitation to SSF trustee board meetings.

We then discussed the need for a volunteer to be on the editorial review board for training and safety issues. It was agreed that the SSF chairman would act as the point of contact for the SSF on this matter and would ensure that articles are promptly reviewed. The SSA executive director would act as the point of contact for the SSA on these matters.

We then discussed ways to increase the visibility of the SSF and its web site. Rich will send Dennis an email requesting that the SSF logo be placed on the SSA web site. He will also request that the SSA provide a logo to the SSF for placement on their web site. This would make it easier for pilots to navigate to the other major soaring web site. Dennis then suggested that the SSF could place items on the Soaring magazine dust cover. This USPS mandated dust cover is printed quarterly and it can be used for items with a long shelf life. The discussion ranged from the SSF logo and URL to FIRC meeting schedules. Bernald will follow up with Dennis on using this space.

Finally we discussed the way safety articles are presented in the magazine. Currently the Safety corner articles cover 1-2 pages (1500-2000 words) and the SSA office is looking to augmenting the Thelen articles. Dennis described the plans for approaching 3-4 supplemental authors. The SSF strongly believes that any training and safety related activities should be channeled through the SSF instead of handled directly by the SSA.

Following these discussion, Dennis and Dean left the meeting.

We then discussed the results of a recent site survey. We received a 'less than flattering' review from an east coast club. We discussed how the current survey works and what expectations clubs may get by reading our site survey brochure. The consensus is that we should review the survey documentation and clarify what the program does and what it doesn't do. We also discussed the issue of how to handle a club that appears to have a specific agenda when requesting a survey. We agreed to treat this on a case-by-case basis.

We then moved into trustee reports.

Gene began with a review of the SSF financial status. There is a question about what funds the SSA has collected in the SSF's name and if all these funds have been accounted for. There was a discussion about how other SSA foundations were handling this issue, but no conclusions were reached. During these discussions Larry Tuohino joined us to provide input on how to work with the SSA Foundation to build up the SSF trust funds.

Hammond: Budget statement. Questions remain on how funds are being dispersed to the SSF from the SSA, probably a larger issue with other foundations. Revised budget, as shown, put more funds into foundations trust fund account.

Following the budget discussions Rich gave a review of revised SSF web site. The new site now gathers usage statistics making it easier to know what is capturing the viewer's attention. A standard report will be created and presented to the trustees at the semi-annual meetings. He also reported that the new bronze badge study guide is proving to be useful to the soaring community. One pilot is particular has been email Rich and pointing out the typos as the quiz pages became accessible. This proof reading function was greatly appreciated by Rich. A decision is still being made on how to handle the Bronze Badge test itself. One faction thinks the SSAI should pick 50 questions at random from the quiz and use that for the test. The other faction thinks a stand-alone test would better meet the goals of the Bronze Badge program. A decision is expected before end of the year.

Following these discussions Burt presented an overview of the projects he is working on. A new SSAI certificate has been created. Blanks have been sent to Rich for the SSF chairman's signature and they will be returned to Rhonda at the SSA office. Burt made a proposal that a CFG must have a Bronze or FAI badge in order to become a SSAI. This

proposal was approved and a revised form will be sent to Rich for approval before being forwarded to the SSA office (Rhonda).

The convention planning is moving along and everything seems to be in place. The SSF will have a booth on the convention floor again, and the plan is to show SSF videos during the convention hours. We will use the SSF's LCD projector instead of a rented TV set. The booth will be located next to the Costello and OSTIV booths, with Burt's Marfa soaring booth across the walkway. We will repeat last years "Ask an Instructor" theme.

The arrangements are being made for the annual convention safety seminar being held Wed 2/9 from 6:00 – 8:00 PM at the Doubletree hotel. A comment about the small size of last years meeting room lead to the decision to request a room that seats at least 250 people. There will be 4 speakers at this seminal (Compton, Costello, Godfrey, and Wander). Each speaker will get 20 minutes and Burt will send Rich a copy of the schedule for publication on the SSF web site.

Finally, the SSAI breakfast has been scheduled for 7:30 on Thursday 2/10. It was decided that we will give away the SSF videos on DVD or CD-ROM. A tentative time for the SSF trustee meeting was set for Friday 2/11 from 1000 – 1400 (Note: this is not firm).

Burt then presented a discussion on the need/use of transponders in gliders. He reported that the FAA had contacted him regarding a new miss between a glider and a Southwest airliner at 11K ft and inside the mode C veil of the UT class B airspace. The SSF will continue to monitor this situation.

He then reported on the assertion that the SSA clubs need more flight instructors. The view from the SSF is that we need better instructor, not necessarily more instructors. Instructors need to be familiar and current in X-C and basic soaring skills instead of simply gliding skills. The current demand seems to come from soaring clubs and not the commercial operators. As noted above Burt is creating an outline that will detail what training would need to occur to take a commercial glider pilot to the flight instructor status. The SSF can take 2 approaches to running an instructor camp. 1) It can develop the course syllabus (our prevue) and let the SSA handle the logistics or 2) we can get deeply involved in the creation and operation of any proposed national camp. The latter option is seems to fit into the SSF mission.

Next, Burt talked about the developments in the new Light Sport Aircraft proposal. This program has been pushed back to Jan 1, 2005. No action is needed now, but the SSF should continue to monitor this program and comment on the published standards as they become available. Email should be used to perform these discussions.

Lastly, Burt talked about the need to Reuse/refresh the "Soaring Safety Foundation" publication/name and to periodically put safety related articles in Soaring.

Bernald then took the floor and re-iterated the view that all safety and training articles need to be edited by the SSF. He also re-iterated that we need to improve communications between the SSF and SSA. The SSF chairman will take the lead role in this activity.

He then talked about the various publication activities the SSF is currently involved in. The SFM activities, discussed above, are ongoing. Bernald reported that Dennis and Rhonda Copeland have different views on how sales of the "Joy of Soaring" are progressing. This was briefly discussed with Dennis, and he requested that all communication go through him and not directly to the staff. Bernald then discussed the publication of the BGA instructor manual. The SSF has obtained the license to publish this manual, but some of the text has a very English slant and some editing may need to be done to meet the American instructor needs. Finally, the "American Soaring Handbook" (ASH) is old and obsolete. No firm decisions were made on how to proceed. The view is that the new "Glider Flight Manual" (GFM) and the stock of SFM's by us the time we need to reach a decision.

Bernald then discussed the OSTIV TSP bid. Knauff submitted a bid to host a TSP training seminar in August of 2005. Gene and Bernald both stated that the bid was not requested by the SSF, but the SSF did not object to having it considered by the TSP reviewers. Both Bernald and Gene are on the appropriate mail lists and will continue to monitor this bid.

Finally Bernald reported that the EU regulations are being modified and a medical certificate is being proposed for glider pilots. The SSF should continue to monitor this activity.

Bob then began a discussion on on-going activities in his area. He began by discussing the status of a soaring publication bibliography. There is an old version may be found on the soaring server run by John Leibacher. A new version will be created and placed on the SSF web site.

Bob then discussed the differences between training in Europe and the US. The view is that with the FAA having ultimate authority of the licensing of glider pilots, it gets to set the standards for US pilots. While the SSF and SSA have worked with the FAA to ensure that the regulations make sense, the SSA/SSF does not have the authority to mandate how pilots are certified and how clubs/schools operate. This is very different from how things function in some European countries (England, Sweden, etc). The other major issue is that the US contains many different geographical areas, and each area makes unique demands on the soaring pilot. This means that it is much harder for the SSF to develop a standard training syllabus that would be useful for all US clubs/schools. The SSF should continue to study this topic.

Finally we discussed the issue of the new TSA requirements for instructors and pilots involved in flight training. The consensus is that the SSA government liaison should take the lead on this activity.

Follow Bob's report, we continued some discussion on general topic areas. These included the issue of promoting the SSF FIRC trained flight instructor. Should we generate some kind of certificate that a club, school, or chapter could post on the wall to show that their flight instructors have attended the SSF FIRC. Another suggestion was to get the instructors to post their graduation certificates. No firm decision was reached.

Bernald raised the issue of environmental concerns. He noted that AC-91-36D and AC-91-33A discuss operations in noise sensitive areas. This issue should be raised in the site surveys to determine how individual clubs deal with it. We also determined that this topic could be raised in the FIRC's.

Burt requested that each trustee write up a 200 word article for publication in Soaring. Burt will combine these short articles and submit them as part of his regular monthly column.

Bernald also noted that nominations for this years Brewer trophy are being solicited.

The last item of general interest was the need to update the SSF web site with glider AD notices. In particular the Australian FAA issues an AD notice on the SZD Puchacz concerning the front control stick. Another case is the BGA grounding of the K7 glider. The current status is that all K7's must undergo a repetitive inspection of the main wing spar, and the No. 1 rib on the elevator must also be inspected. Bernald suggested that the SSF talk to the FAA-KC office (Greg Davison) to see what the US is doing about this problem. The SSF web site will be updated to include these safety bulletins.

The final order of business was the election of officers for the coming year. Gene stated that he was resigning as Chairman, though he intends to remain a trustee. It was also noted that Bernald's and Rich's terms expire at the end of 2004. Burt moved, with a 2nd from Bob, that Bernald and Rich be nominated for another 3 year term. This motion was approved and sent to the SSA board for confirmation. Gene then nominated Rich to be the new chairman and Burt 2nd this motion. This motion was approved. Other decisions include Gene will retain the position of treasurer. Bernald will be the liaison with the SSAF to monitor the SSF endowment fund. Finally Rich will be a member of the SSA editorial board to see that training and safety articles are properly reviewed.

The meeting ended at 4:30 PM.

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AGENDA – SSF BOARD MEETING – DENVER – 10-17-04
0800 -

1. Chairman’s Report - Hammond

Plan for meeting – brief outline

Each Trustee to report activity in 2004 and plans for 2005 (Alphabetically).

Selection of officers

General discussion

2005 plans

SSA donation request

Approval of budget

Anything else to add to agenda?

Activities and contacts from/to Advisors

Accidents through October 1.

Meeting with Costello

2005 Blitz Program

Treasurer’s Report

2. Dennis Wright (SSA’s Plans, etc.) see 9/13/2004 email
Dean Carswell – Illuminating Information

3. Carlson Report:

Minutes of Atlanta SSF meeting

Minutes of Telcon – anyone take minutes?

Website report – John Sharp involvement

Bronze Badge and Knauff – SSA Board Approval?

Disk manufacture and distribution (Burt to report on production)

SSAI program – and costs

Plans for 2005

“Training booklets” for website

SSAI Upgrading (Burt Proposal)

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4. Compton Report:

- Site Surveys -2004
 - Costs
 - 2005 – budget request
 - Mentoring program
 - Checkouts in different gliders
- SSA Convention Seminar
- SSA Convention Booth
- Production of new “tapes” or Disks – need and cost estimate
- Transponders and alleged near miss
- Need for Instructors
- CFIG Camp
- SSAI Upgrading (With Carlson)
- LSA Information
- Articles for SOARING – “Training Tips?”
- Clubs – literature and forming

5. Smith Report:

- Insurance Information
- Meeting with Costello
 - Towing with LSA?
- Transponders (with Burt?)
- SFM Rights and other “books”-ASH, JOS, BGA Manual, etc.
- TSP Bid
- EGU Information

6. Wander Report:

- Clinic Report for 2003/2004 - finances
- Clinic Plan for 2004/2005 – budget request
- Bibliography discussion – financial impact
- Training Syllabus – Student and Instructor
- TSA Training Info

7. General Discussion:

- SSA Donation request
- Certificates for Operators noting SSAI’s, Attendance at Clinics
- Written Material new and old

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8. Budget Approval:

Changes to initial budget
Final approval

9. Selection of Officers: Chairman, Treasurer, Secretary

Smith Term expires 12/31/2004
Carlson Term expires 12/31/2004

10. Any Other Discussion:

Who will serve as “Editorial Board” to clear Training and Safety articles that come to SSA?

11. Adjourn