

Minden Soaring Club Meeting

November 17th 2025 10am

People Present

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|-----------------|----------------------------|
| Jim Lee: | President |
| Linda Hivert: | Vice President |
| Don Adams: | Treasurer |
| Sam Whiteside: | Trustee |
| Tom Stowers: | Trustee |
| Ivan Altunin: | Trustee; Scholarship chair |
| Jeffrey Bilyeu: | Secretary |

Tim Gardner was absent

Original Agenda items:

Treasurer's report and financial state of the club.

Push to expand glider staging area to end of Runway 30

Are Scholarships to be spent in Minden only?

Letter to Bryan Stewart has not happened

Staging area office/bathroom update

Vote on no expiration of \$1000 tow package

L13 repair update

Hangar storage situation

Priorities of purchases / expenditures

- Pawnee 2Z engine rebuild

- Transponder/ADSB for L13

- Pay for hangar space

- Purchase L23 from CAP

- LX9070 purchase from Jim Payne

Engine Monitor for AB

Treasurers report; "Summary" of financials

Total assets: Just under \$500,000.00

Net Income: \$232,000.00

Profit \$155,987.00

Schwab Account: \$31,000 of which a portion is scholarship monies (I believe \$14,000 is scholarship monies)

Operating Account: \$23,500.00

It was discussed that ASI (Air-Sailing) uses 30 dollars per hour as "reserve" for planes which works out to approx. \$30,000 estimate required to have available, so currently the Club is near that minimum threshold, so it was noted that the club will be careful on spending at least currently.

It was discussed the estimate for operating the Pawnees at \$250.00 per hour for fuel and maintenance.

It is estimated the insurance rates are \$25.00 per hour. It cost \$3000 dollars to insure the Blanik.

The Blanik is currently hangered and the part damage during the windstorm is ordered and paid for; The invoice price was over \$2000.00 from Blanik America, but Jim was able to get the tube for \$35.00, and Tom had the broken fittings machined by "Pete" for free. Amazing..... \$35.00 for the parts.

In the future the Blanik will be tied up facing the "prevailing" wind direction to reduce the chances of damage.

HR Block did the 990 (essentially non-profit tax submission to IRS) for 2024 so that is done and out of the way, it is believed we will avoid any penalties. We think it is a distinct possibility (leaning towards) HR Block (Heather) will do our 2025 taxes as she is familiar with 990's

Staging area:

The building is out on the ramp, it was raining and I did not go out to look at it. Sports Aviation should reimburse the club for that expense \$20,000.00 along with other following expenses for a water tank and a holding tank and an awning which Bob Trumbly is working on. Once that is all finished and collated, the club can be reimbursed. The grant is for \$25,000.00 which should be enough to cover all the expenses. Steve Sliwa is said to be donating a generator. It is figured about a week or so to submit for the reimbursement. Linda Mae has been working on this for

40 years to get something out on the ramp for Soaring, it was noted she might have had a tear in her eye when first going into the trailer. (Thank You Linda)

The Ukrainian who supplied the trailer wanted cash; Bank of America would not give Jim that much cash (I do not blame them). The man insisted but Jim said "here's a cashier's check." The Ukrainian said "what does it take to get a flight in that plane?" Jim Lee promptly took him for a flight and the deal was done.

In the future, there will be access to the gate on the other side of the airport to limit the number of runway crossings; It will have a coded lock for access. The current gate users are county employees working with large machines for runway and airport maintenance. Dom is the airport operations manager and keeps tabs on the gate being closed and locked. His main duties are runway inspections each morning, and general airport maintenance. The gate may be open when they are actively working on the runways / airport grounds.

Scholarship:

It was discussed whether to limit scholarship funds to be used in Minden only or out beyond that. The current rules have limits; applicants must live within the "Sierra Triangle" of 100 nautical miles of Minden.

This was discussed and it was voted on unanimous to keep the funds used in Minden, although it was agreed to have discussions with Truckee and Air-Sailing regarding this.

Financially for a scholarship recipient it is easy as Instructors are volunteers, rental of L13 is free; recipient only pays for tow out of scholarship monies. Linda and Jim agreed to join Ivan in a zoom meeting with a potential scholarship recipient.

Expiration of \$1000.00 tows:

There was a lot of discussion of the potential expiration of \$1000.00 tow packages, and of the VIP program. Many points were brought up about both, to the point that it was decided to be "tabled" for a later date so the meeting could move on. It was noted that only one person wanted a refund from \$1000.00 package; Don Johnson which it was noted, he will get a refund for the balance.

Hangar Storage:

Gary Ittner is currently storing 7Z in his hangar

Jeff Resnik is currently storing the Blanik

Brad Jackson is currently storing AB

Gordon Boettger is storing the Duo Discus

3P is in the club hangar

It was discussed renting hangar space in the future when some of these hangar spaces will have to be relinquished; It was voted on and it was decided that no other hangar space will be rented at this time.

Purchases / Expenditures - Discussion

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|-----------------------|-------------|
| Jim Payne's LX9000 | \$800.00 |
| Engine Monitor for AB | \$2000.00 |
| L13 Transponder | \$2000.00 |
| L23 from CAP | \$40,000.00 |
| Pawnee 2Z engine | \$45,000.00 |
| 2-32 Transponder/ADSB | \$2000.00 |

From here the discussion started regarding all these potential "future" purchases, it was added by a member that a single place glass ship was a better choice than another 2 places.

It was decided at this time that the only purchase to be made is the LX from Jim Payne. The club will write a check for that unit and the people who promised to donate monies towards this can direct their donation to the Club. (Thank you, to those who did)

Stowers believes there is a MicroAir transponder somewhere around (maybe in the hangar) that is property of the club, that could be used for the L13

It was also noted or suggested to use Leasebacks for a single place glider at 70/30 rate if the club pays for insurance.

Jim Lee is going to write a letter to Brian Stewart to address the cracked block on 3P that cost the Club \$45,000.00, he is also going to address the Website hosting that Brian currently has the keys for that the Club owns.

It was noted that the Club does have the STC for 2Z for the bigger engine, this cost the club \$5000.00 so in the future that plane can receive the larger engine.

It was discussed to get the 2-32 finished and out of the Club's hangar, and whether to send it to Crozier for final repairs; Jim will discuss with Tim Gardner.

While the club has not decided on, or voted on this issue, if you are considering putting your single place up for a leaseback, please contact Jim Lee or Tom Stowers so we can gauge interest. It was noted there are a few single place gliders in Minden not being flown at all.

The Club received \$17,200.00 in donations and the scholarship fund received \$10,000.00 for 2025

If anyone is interested in donating to the Club this would be a good time to do so, as it would decrease your tax liability, and if you are 70-1/2 years old you can take directly out of your IRA and count as an RMD with no taxes.

Meeting adjourned.

Jeffrey Bilyeu reporting.