

Steve's Hangar 05/26/2026

Originally, the plan was to have a meeting at Nico's hangar; the start of his summer series of meetings. It was changed to a mandatory MSC safety meeting. Some people couldn't make it, and it was also recorded as a **Zoom** meeting. The meeting will likely be available in video soon if someone wants to view it. That information will be posted on WhatsApp. The meeting was changed to Steve's hangar due to the expected turnout.

The meeting started with a photo of one of Jim Lee's friends who had just died in the FAI grand Prix Italy. At this time, all they know is that he was abnormally losing altitude. He had won the first day of the event. His name was Jon Gatfield — condolences to his family.

The meeting proceeded to a flight track that was run from the IGC files for Barry and Trumbly. Watching the motion, I thought for sure something bad happened that was not public yet. From the **2D** view, the two planes literally crossed each other on the runway; the timing of this, if you planned and tried, would be very hard to replicate. They then showed the gliders in SeeYou **3D**. Trumbly was below Barry by approximately 100 to 150 ft. Bob was carrying water and Barry was not, if it had been reversed a collision would have been much more likely.

Some images of the sightline from 30 staging to 34, and from 34 to 30 staging were shown. It is clear you will not be able to see a motor-glider. You can forget about having visual reference to each other.

Jim called Bob to discuss the event. It was clear Bob wasn't too thrilled about the idea. Bob discussed that it was a breakdown of situational awareness. He talked about the motor-glider noise, having not flown the Ventus in a while and with water for the first time. Bob took responsibility, but it was obvious to me that there were mitigating factors, as no one on the ramp heard any call for takeoff from 34 by Barry. Barry did not see Bob until he was overhead. Bob said that he saw Barry in time to avoid him if necessary. I write these as factual as possible, but ultimately, once in a while I inject emotion or my view, otherwise I probably wouldn't bother to write anything. I have to hand it to Bob for having the courage to make his IGC file available. He has a lot of class and the willingness to share with others to help in safety. I think this event could have happened to anybody. That is really the main reason this meeting was held. This incident will make everyone more vigilant with the idea..... "is anyone over on 34 considering taking off?" It's also a call to motor-gliders taking off on 34..... "Did you call you were taking off?"

Now that we know the possibilities, the meeting was clearly an open meeting to discuss options regarding all the possible ways to mitigate something like this happening again.

Control Tower; Jim is adamantly opposed to a control tower, however if he had lost 2 of his friends Saturday, he would switch his stance.

Some of the items that were considered were cameras with Wi-Fi, Runway 34 flashing lights by motion, but Steve said it's likely to get pushback from the airport over budget concerns.

Some other ideas were line crew to be on steps of staging area office; the reality sometimes there may be no crew available. Jim said he is going to investigate liability insurance for the club, the club insurance currently only covers airplanes etc. He would like to see a Bushhog clear the area for a sightline to 34 but he walked it and while getting all kinds of foxtails and stickers on him, he said it was very rough to the point that might not work. Jim said he purchased four Icom radios for helping. We have about a half dozen radios but they are older and problematic. It was also on his list to investigate a high-power base radio for the Staging area office, and also a speaker that the group in the staging can all hear.

Staging Area:

Extreme vigilance must be maintained when a vehicle is towing a glider through the intersection. Runway crossings need to be reduced. A working radio is mandatory. Everyone needs to take an active part in monitoring traffic. It was noted that there have been way too many runway incursions by individuals crossing while air traffic was present whether in the pattern especially on final, and taking off. Everyone needs to watch for TE probes, removing tail dollies, and watching whether someone has put their landing gear down. Members should be helping push out and launch others. They would like to see the pilot in the glider ready to go and then be pushed out for launch. Pilots should have a radio check with the line chief before pushing out, and double-check to the left for departing aircraft on 34. Jim sees a day when you will not be able to drop your glider off early and then cross the runway with your vehicle to go back to the hangars or restaurant, and that you would be required to take Bliss Road back.

Someone said at Farias Wheel they have the five presses on the radio that turns on the lights and use it to signal they are entering the runway. Actually, I thought Minden had that feature already, as coming from Stead Airport, they have had that feature for a long time, of course it is used for night landing. I don't know that even if Minden had the feature that they would want it used all the time for that purpose.

It was noted and confirmed that the Skydiving planes are now using the staging area ramp for loading skydivers, and using Runway 30 instead of 34. Be aware they are near the end of the ramp area where we finish our rollout.

Runway 34:

There are more self-launching sailplanes than ever and they should be MSC members and sign up for WhatsApp, so they could notify the club that they are flying the next day. It then can help Stacy coordinate tow planes. If she sees a bunch of planes sitting on the ramp it makes it difficult to know whether they all need tows.

Tow Pilots:

Act as Line Chiefs when none are available. They will carry handhelds so they can monitor traffic.

Line Crew:

Youth do not train other youth

No phone use among line crew except when needed for traffic. Line crew need to have prepared food and water for themselves and excess water for the pilots. The line crew need to constantly monitor traffic flow. The line crew should rotate through the line to assist pilots. We want to reduce the golf cart crossings of the runways. Wind noise is a serious problem for radios, and care should be taken to minimize it with your hand.

There were enough board members there, so it was 1st and seconded to have a vote to put in place a schedule and program for line crew. It was discussed about making it mandatory, but it was brought up that many members do not live in Minden. It is going to be voluntary for now, and we'll see how that works going forward. Right off the bat, before I even started writing, I saw a volunteer on WhatsApp, of course in a humorous way. I wonder who that could be, Mr. Thomas.

In a nutshell, please step up and look out for everyone's safety to avoid the incident Saturday. The operations guide for MSC is on the website under operations.

After the meeting, I discussed with Sam regarding the G-102, he went and looked at it in Hemet. He said the plane was unsatisfactory for MSC standards. He will continue searching and will likely increase the range he is willing to travel.

Thank you

Jim Lee the speaker

Bob Trumbly the class act

Nico for the Pizza

Steve for the hangar and snacks

Everyone else who volunteered

Jeffrey Bilyeu reporting

