



August 28, 2018

TO: Hardy Bullock, TTAD
FROM: Richard Pearl, TTSA
CC: Don Brown, William Snow
RE: Glider Acquisition/youth soaring program

Hardy,

Truckee-Tahoe Soaring Association (TTSA) requests a glider purchase partnership with Truckee-Tahoe Airport District (TTAD) for a PW-6 training glider. This aircraft acquisition would perfectly align our youth glider training program with the District's encouragement of youth aviation education. All operational costs and all liability exposure would be the sole responsibility of TTSA. Cost of the glider is \$70,000 and we request a 50/50 acquisition agreement.

BACKGROUND and YOUTH PROGRAM

TTSA is a 501c3 non-profit corporation whose primary "social good" is youth aviation education. Our training fleet now consists of two Schweizer 2-33 gliders, now 41 and 44 years old, respectively. While these gliders remain serviceable, we need to modernize the training aircraft, as well as to potentially expand our youth program.

The reality is that there is a severe scarcity in training glider aircraft. The USA lost about 1/3 of its training fleet with the grounding of the Blanik L-13, itself a 40 year-old design. Even the venerable 2-33's are priced in the \$15,000 range, and those aircraft have thousand of hours and even more landings on them. New, modern fiberglass mid to high performance two-place sailplanes are now priced at \$125-\$150,000 and do not make good primary trainers. Older mid-performance two-place gliders, i.e. the Grob 103, are prone to PIO's and tail-boom breakage, and are priced in the \$45-\$50,000 range (again, with thousands of hours/landings on them).

TTSA has long had a successful Line Staff program for youngsters aged 13 – 18. They work our flight line in the launching and recovery of gliders, and assisting our commercial ride customers, and in return we give them glider lessons. Many of our Line Staff have gone on to military and professional aviation careers, and we believe that all participants have greatly benefited from learning responsibility and successfully completing tasks.

In the 2018 soaring season to date, the cost value of our youth program – now consolidated under the Truckee Youth Soaring Academy program – now stands at \$14,783. This total reflects the cost of Line Staff glider training, scholarships to the Women Soaring Pilots Association (held at Truckee gliderport), and the 2018 youth glider summer camp. We believe the final total youth training program cost for the season will be \$16,000+.

The youth program is constrained by two requirements: instructors and aircraft. Resolving the former is reasonably straightforward. Resolving the latter is a function of economics and aircraft availability.

THE PATH FORWARD – YOUTH AVIATION EDUCATION

A primary goal of TTSA is to expand its training program. This includes expanding both our Line Staff program and summer camp(s). To do this we need both additional instructors and an additional glider (see above paragraph).

Our current summer camp has consisted of five youngsters and four days. We give each participant three glider flight lessons and take them to Fallon NAS, the Reno ATC facility, and various businesses/operation at TRK airport to show the youngsters the full range of careers in aviation.

There is an opportunity to expand the camps both in scope and number of participants, and we have “role models” in camps offered by Sugarbush Soaring (VT) and Caesar Creek Soaring (OH). Both operations offer ten glider flights over five or six days, plus other camp experiences. Both camps require payments to attend (from \$1,000 to \$2,500); Note: TTSA could not offer its camps (or the WSPA scholarships) without the financial support of TTAD.

TRAINING GLIDER RECOMMENDATION

We have come across a training glider that would be perfect for our program. The PW-6 is a two-place, mid-performance, fiberglass glider produced in Poland by a company long established in the sailplane industry) and is for sale at \$70,000. The ship has oxygen, a radio, and a transponder. Richard Pearl recently flew the glider and believes it would make a great training ship. Former TTSA general manager Jan Driessen also has extensive experience with this particular ship and also recommends it for its intended TTSA mission.



TTSA – FINANCES

TTSA is not in a position to purchase, outright, the proposed PW-6 as (1) we need \$35,000 to open for the season and to carry us through the lean May and June period, and (2) we will have recover both tow planes within the next five years and

glider 825 will need repainting. We will go to our pilot community (and others) with a donation drive and believe that we can secure \$35,000 +/- through this avenue. We would seek bank financing for any shortfall, but the fiscal reality is that we need TTAD's financial resources to make this PW-6 acquisition happen and keep us economically stable. We envision a ten-year "work-out" of the acquisition cost similar to the tow plane engine agreement.

PARTNERSHIP BENEFITS

TTAD is justifiably proud of its commitment to youth aviation and community involvement. Acquisition of the PW-6 would allow us to expand our youth program and, secondarily through the designation of the glider as being part of the Airport's youth aviation education program, broadcast both our and TTAD's commitment to the Truckee community. Under the partnership agreement, we would emblazon the fuselage with the "header" *Truckee Youth Glider Academy*, followed by the logo's of both TTAD and TTSA. We would also commit to participate in the Truckee Airshow with this glider actively promoting youth aviation education, and provide several courtesy rides annually for TTAD-designated persons to promote aviation.

Respectively Submitted,

William Snow, president, TTSA
Richard Pearl, vice president, TTSA
Don Brown, CFO, TTSA