

## **Report of the SSA Clubs and Chapters Committee, September 2015**

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### **FYI**

Soaring Club of Houston apparently was challenged by the county about their real property tax exemption. Decided it was not cost effective to defend the exemption. SCOH amended their organizing documents before successfully filing to a 501(c)(3) determination. In retrospect, this committee would not recommend including support for external organizations (CAP, for example) as a justification for an exemption. The justification for the determine determination should stand on its own, with the core purpose within the span of control of the organization. Then, walk the talk.

Colorado Soaring Association has held a special use real property land valuation since about 1985 as determined by the state board of equalization. Thus it was surprising to receive 300% increase on some parcels. Protested.

Lake Elsinore Soaring Club has rebranded as Leading Edge Soaring Club in anticipation of a move to Hemet-Ryan Airport forced by sale and development of the Lake Elsinore facility.

After a search for a part and successful inspection, Steamboat Springs Soaring Association put their Krosno KR03a into service. Unfortunately, it was in a heavy landing and the damage may result in it being totaled.

Work stalled this season on including non-chapter club and member data into the SSA database. This will be revisited this fall.

### **Transitions:**

Orange County Soaring Association has been largely merged into Cypress Soaring.

Big Horn Soaring Club in Wyoming has disbanded and sold their equipment.

Grand Mesa Soaring Association in Colorado is currently dormant likely due to personal issues among some members. The winch and CG-equipped 2-33 are privately owned and the 75 year old owner is planning to sell according to sources. However, they have not appeared on the open market to date.

### **Trends**

SSA member database indicates 134 chapters. However, this total includes the above organizations, another which is an organizational body, and at least one chapter within a chapter. Thus actual flying chapters with a public presence have fallen below 130 for the first time since I've chaired this committee. It's possible one or more is in the process of renewing (as I found a chapter had expired the end of August, along the bulk of its members, so I advised not to fly until renewed if insured on the SSA group plan). They are back on the roster now. About 5800 SSA members are in these chapters, after

allowing for members that belong to more than one chapter. Some belong to two, a few belong to three. Presently the numbers reflect end of season 'highs'. Average chapter size remains nearly 45. Ten chapters exceed 100 members. One exceeds 200 members. Some claim chapter status, but at least 10 do not meet SSA chapter criteria, a problem we are working on addressing.