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Instruction at TSA

by Dave White

Confused about the instruction program at TSA? Wondering how to schedule instructor time? What about resources available to club members? Many of our student pilots have said they aren't sure how to arrange for instruction. This article, excerpted from the recently revised New Member Information Package, will hopefully help you better access the training opportunities.

New TSA members, until completion of training and the granting of the privilege of unsupervised flying from the TSA gliderport,

are assigned to an FAA certified TSA glider flight instructor. That TSA Instructor is the training contact point for members under training. At times, demand and supply may result in a backlog of members awaiting TSA Instructor assignment. The possibility of this backlog means that new TSA members may experience some delay before receiving an assigned TSA Instructor. You should immediately contact the Chief Flight Instructor indicating your need for

instruction, with brief details of your experience.

If you are a licensed glider pilot, you will still require a field checkout and a logbook sign-off for each type of TSA glider you wish to fly. If you are not yet an FAA rated pilot, you will need to get an FAA student pilot certificate before you fly solo. Once solo, before you may carry a passenger, you will require an FAA private pilot glider rating. To obtain this you will need to take a written test

and a practical flight test, which includes an oral examination and a flight test. Holders of FAA airplane ratings do not require another written test.

Instruction at TSA is given by FAA certified flight instructors

NOTE: ONLY the listed TSA instructors are approved to give flight instruction of any type at TSA.

| | | |
|---------------------|--------------|----------------------------|
| John Latson | 214-826-6492 | jlatson@aol.com |
| Larry Mitchell | 940-597-3038 | lmitchll@gmail.com |
| Steve Altman | 817-269-7529 | steve_altman@ymail.com |
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approved by TSA's board of directors. Only those instructors approved by the TSA board of directors may give flight instruction at TSA.

Free instruction by FAA-certified TSA instructors is available to all members, just for the asking. This covers all aspects of flight training, including basic training for non-pilots, transition training for airplane pilots, aerobatics training, cross-country, and more. There is a heavy demand for TSA Instructors' services. As a consequence, if you are not already a licensed glider pilot, there may be some delay in your assignment to a TSA instructor to begin your training. TSA instructors are all volunteers, each with families, jobs, and other concerns that may limit their availability. Each TSA instructor is only allocated a limited number of students at any one time. This ensures enough time is devoted to each student so that he/she can make reasonable progress towards solo and license. The alternative would mean that training of any individual would be drawn out over an unacceptably long period, with consequent frustration and poor progress.

To meet this heavy demand, TSA offers four options for receiving flight instruction:

1. You may await allocation to a TSA Instructor. This may result in a delay until a TSA Instructor becomes available to take an additional student. If you wish to be allocated to a

supervising instructor, contact John Latson, Chief Flight Instructor.

2. You may use the services of the TSA Duty Instructor. Normally, each Saturdays from 10.00 am, an instructor is available at the field. Priority is based on first come, first served. On arrival at the field, sign-up on the TSA Sign-Up Sheet for TSA Gliders & Duty Instructor by placing a check in the DI column.
3. You may also make an appointment with any TSA Instructor who has availability. Contact the instructor of your choice directly and schedule for a mutually acceptable time.
4. TSA also holds training seminars during the year. Details are announced in the TSA clubhouse, in Spirals, and on the TSA webpage (www.texassoaring.org). Sign up for these seminars is on a first-come basis. You do not need to be assigned to a TSA Instructor to attend.

Once you have been allocated a supervising instructor, it is your responsibility to call him/her ahead of time to schedule your flight instruction. Don't turn up at the field without doing this and expect your instructor to be there and have time available for you! If you fail to contact your instructor at least once a month, it will be assumed that you are no longer interested in receiving instruction, and your name will be placed on the inactive student list. Again, if

you have not been assigned a supervising instructor, you must take the initiative to contact the instructor of your choice to arrange flying time. Whenever you schedule with any instructor, get to the field ahead of time and put your name on the Sign-up List for TSA Gliders & Duty Instructor to reserve a glider. This is your responsibility, not your instructor's!

The early part of learning to fly a glider is largely a hands-on skill and accordingly progress is primarily a function of the time and frequency you spend actually under instruction flying a glider. This means most rapid progress is possible if you fly frequently (at least weekly). If the gap between lessons is much more than two weeks, most of the time spent during the next lesson will be used to regain the level of proficiency you had at the end of the previous lesson. When the soaring season is in full swing (June to October) demand for 2-place ships is high. It is much better to arrange to fly in the morning before the soaring day begins, thus reducing competition for the equipment. Even if it is winter when you join TSA, don't wait for the summer before starting your instruction. Indeed, winter is a good time to start learning: air turbulence is usually less, and there is certainly less competition for TSA's gliders.

If you need further assistance, please feel free to call John Latson, Chief Flight Instructor.

Complacency: What, Me Worry? PASCO

SOARING SAFETY SEMINAR

11/3/2007

by Martin Hellman

(Reprinted with permission)

We all know that complacency is our enemy.

But probably none of us think of ourselves as complacent because once we recognize our complacency, we do something to change it. So, in a sense, the real enemy is complacency about complacency.

None of us think of ourselves as resembling Alfred E. Newman, the "What, me worry?" Mad Magazine character—until after an accident, when we rigorously review what we could have done differently and often see ourselves looking just like him: stupidly happy and oblivious to danger. But that only seems to occur in hindsight. The goal of this session is to try and help us see complacency before it causes an accident, when it can make a difference.

To do that, I will focus on three areas. The first I'll call the 99.9% safe maneuver. This is

one that you can execute safely 999 times out of a thousand. But one time in a thousand, there will be an accident, possibly fatal. If we execute such a maneuver only once in our flying careers, there's a small risk. But, if we execute it a hundred times, there's a good chance we'll get bitten. Worse, the fear level that we felt the first few times evaporates as we become comfortable with the maneuver. But that's just complacency masquerading as confidence in our skill level.

Of course, there's nothing magic about 99.9% and the danger also applies to a 99% safe maneuver or a 95% safe maneuver. Each success still builds more false confidence—complacency—but we tend to get bitten earlier. This was the case in the loss of two of the world's most expensive gliders, the Challenger space shuttle in 1986 and Columbia in 2003.

The original design for the shuttle booster rocket did not allow for any O-ring erosion, but a number of otherwise successful flights with some O-ring erosion produced a mentality that there was nothing to worry about in spite of this unpredicted behavior. In such a

"What me worry?" environment those who expressed concern were ignored. The Thiokol engineers who tried to delay the launch due to the cold weather were seen as overly cautious ninnies—with catastrophic results. Escaping the grim reaper time after time led to complacency instead of a design review and modification. Those steps only occurred after the disaster.

Similarly, a number of shuttles had experienced loss of some heat shield tiles due to fuel tank foam and ice hitting the shuttle during liftoff, but the level of concern only reached appropriate levels after Columbia was lost to this failure mechanism.

Returning to our more normal gliders and altitudes, here's a list of maneuvers I'm proposing for examination in this session—and I emphasize the word proposed:

- High speed low passes
- Crossing ridges at low altitude
- Close-in ridge flight
- Becoming enveloped in clouds
- Landing out—especially in difficult circumstances



I am not saying that you shouldn't do these maneuvers. But we have experienced fatalities among experienced pilots in all five categories, so they warrant some examination.

Considering high speed low passes (technically a missed approach), as most of you know, you start this maneuver from altitude and dive to convert height into speed. You skim a few feet over the runway, near the glider's maximum speed and then pull up, reconvert most of that speed into altitude. This gets you to an altitude of about 500 feet, from which you can fly an abbreviated pattern. It's an entrancing maneuver to watch, as you can see from the picture above. [Photo courtesy of Bret Willat, Sky Sailing, Warner Springs, CA]

While beautiful to watch, low passes entail added risk. Kempton Izuno is known to most of us for his superb piloting on long distance soaring adventures. When I spoke with Kemp about this session and low passes, he told me he no longer skims the runway because of a scare he had:

"I got a good scare from attempting this in my Libelle at Minden a number of years ago. It was the end of a long triangle flight and I was well ahead of my crew. So I got relaxed and hadn't noticed that a waving action had set up. On the long dive, I didn't notice that the speed wasn't picking up as it should. I was diving in sink, and by the time I reached the runway I only had about 100

knots and then was pulling up into sinking air. I had at best, 300 ft on the downwind leg and barely made the runway. Only on final did I notice puffs of dust blowing off the side of the runway indicating the rotor touching down. I was lucky it didn't turn out worse."

What happened to Kemp on this particular day? He hit unusually strong sink during the dive—one of those rare situations that made this a 99.9% safe maneuver for him. So he ended up close to the ground much earlier in the process than he should have, and he had no warning of the problem until it was too late – there was no easy way to monitor his total energy and note that it was dissipating more rapidly than normal, plus he was preoccupied with a number of other variables. While he pulled off the landing with no damage to himself or his ship, he decided it was a risk to which he didn't want to expose himself again. So now, if he does a low pass, it's two to three hundred feet above the runway, not right on the deck. That extra safety margin makes the maneuver a lot less risky.

Am I saying you shouldn't do low passes, or that the pilot in the picture is taking an unacceptable risk? Absolutely not! That's an individual decision, based on skill, the conditions (stable air would have removed the possibility of Kemp's particular problem), and more. What I am saying is that low passes entail extra risk that we need to take into account both in our decision making process and when we talk about them to others whose skill level

we don't know. For example, the pilot shown above has over 16,000 flight hours, has been doing this maneuver at air shows for over 30 years, will not do them in turbulent conditions, ensures that he has radio contact with a trusted spotter on the ground who is watching for traffic, and usually does them downwind so that he only has to turn around in a "tear drop" to land. The fact that someone with that kind of experience exercises that much caution should say something to the rest of us.

Taking ridge crossings at low altitude as the next example, let's look at Bruno Gantenbrink's famous 1993 talk debunking the statement that the most dangerous part of soaring is the drive to the airport. It's reprinted in the Sept 2005 issue of Westwind (starting on page 7) and is also accessible at DG's web site.

Gantenbrink exposes that foolish statement for what it is, calling it "the dumbest, most ignorant saying that has found a home in our sport." He also notes that in the 1985 world comps, when he was flying with Klaus Holighaus, they were about a mile from a pass with only a couple of hundred feet of extra altitude, and did not know the wind direction. Holighaus crossed the pass while Gantenbrink turned back into bad weather, and a loss. Gantenbrink states, "There was a 99% chance that I could have made it through the pass. Klaus was a little higher and made it. I would have made it if nothing unforeseen had happened. However, only the smallest

thing needed to have gone wrong, such as flying a little to the right or left of Klaus' path. That can make a big difference in a pass."

In August 1994, a year after this talk was given, Holighaus was killed, apparently attempting to fly through a small pass. Was this a case of a 99.9% safe maneuver gone bad? I can't say for sure, but it seems to have some of the earmarks.

Turning to close-in ridge flying, this is a maneuver that kills experienced pilots at a too regular rate as noted by JJ Sinclair in his safety article, "Don't Smack the Mountain 101", on pages 9-11 of the September 2007 Valley Soaring Association's Windsock newsletter. There's also an excellent discussion in the September 1984 issue of Soaring magazine, by Henry Combs, entitled "That Beautiful Mountain and Her Sinister Trap: A Possible Explanation for Some Unexplained Ridge-Soaring Crashes" reproduced here with SSA's permission.

Both of these articles note that it only takes about 500 fpm differential lift on the wings of a glider to totally overpower the ailerons. Most of us have experienced such "bullet thermals" that hit one wing and bank the plane uncontrollably. At altitude, they're usually just a nuisance, but if you're close to the ridge and it's your outboard wing that has the extra lift, it's a recipe for disaster -- you're banked into the ridge and can hit it within a second, leaving no time to recover. That combination of events doesn't

happen often, which is what puts it in the 99.9% safe category. But it seems to happen often enough to kill some very good pilots on a regular basis.

We glider pilots love clouds, or more accurately, the lift that is often associated with them. They're like big road signs in the sky saying, "Come here for a great ride." But, like anything else, too much of a good thing can become big trouble in an amazingly short period of time. And sometimes we don't realize that a good thing is going bad until it's too late. Kempton Izuno's "Into the Bowels of Darkness" (December 2005 Westwind, pages 12-18) describes such an encounter that could easily have been fatal, but fortunately turned out fine for him and his ship. While reading his complete description is best, here's a short summary:

The day had been much weaker than predicted and, and Kemp was ecstatic when he finally found a cloud with strong lift. But the lift became unusually strong as he got near cloudbase, accelerating so rapidly from about 10 kts to almost 30, that he didn't have time to retreat. Suddenly, he found himself in the cloud. Without the horizon to cue him as to what was up and what was down, Kemp became spatially disoriented and, as is usual in that situation, found himself in a high-g dive. Kemp maintained his cool, remembered a recovery technique that he'd read about in Soaring (see his article for a description), and was able to utilize it to escape before the wings were torn off the glider—

but not before he found himself flying backward! Kemp now maintains a larger safety margin when flying near clouds and is alert to the fact that the feeling of ecstasy when you find strong lift can turn sour almost instantly. Note that the "unusually strong lift" he encountered was what turned a 99.9% safe maneuver into an almost fatal one.

Not all attempts to get out of clouds end so well. Several years ago, I lost a friend in an accident that probably involved becoming enveloped in clouds. Since he didn't survive and there were no witnesses, we don't know for sure, but the evidence points that way. He was flying in wave and appears to have been caught on top of the clouds as either the gap between them closed or as he was blown over a cloud by the strong winds and then got sucked down into the cloud when he hit the sink portion of the wave.

As to the danger involved in landing out, most glider pilots who routinely land out are rightfully proud of their ability to put their glider down in a farmer's field, a dry lake, or similar. While almost all landouts are uneventful, or involve at most minor damage to the ship, to avoid complacency it is necessary to remember that occasionally they can go terribly wrong. I've heard a number of pilots talk about coming close to hitting barbed wire fences or other obstacles that could not be seen from the air, and which could have resulted in disaster. While a fatal landout accident at

Minden in May 2000 had other causal factors, he would have survived if he hadn't hit a barbed wire fence. Witnesses with whom I talked soon afterward called it a fluke that the fence was in just the wrong place—again signs of a 99.9% safe maneuver.

The second theme of this session is that new pilots need to be careful in imitating what they see more experienced pilots do – and that experienced pilots need to add cautions when describing exciting exploits that should not be imitated by newer pilots. Next time you hear someone describe close-in ridge soaring, high speed low passes, and similar maneuvers that should not be attempted by newbies (or by anyone without recognizing the risk involved), notice whether they talk about the risk or just the thrill. In my experience, the risk is rarely mentioned.

On June 11, 2005, a student pilot was killed in what was

almost surely a ridge flying accident. The NTSB accident report states that the glider "impacted terrain ... The student pilot ... was fatally injured [and] ... had approximately 12 hours of flight experience over 18 training flights ... this was the student pilot's first flight in this make and model of aircraft. ... a search airplane found the glider on the back side of a mountain ridge ... The tow-pilot stated ... that the 'ridge lift' just northeast of the airport was 'very good.'" As in most accidents, there were a number of factors, but I think you can see why I suspect inadequate caution when describing the thrill of ridge soaring to new pilots may have been one of them.

There's one last theme that I hope will help us see problems before they evolve into accidents or fatalities. Many years ago, I heard an expert on industrial safety give a talk in which he noted that for every fatality, there were roughly ten

injury accidents; for every injury accident, there were roughly ten property damage accidents; and for every property damage accidents, there were about ten "scares" or near accidents.

He then argued, and I heartily agree, that to avoid fatalities, we should try to treat an injury accident with as much concern as if it did result in a fatality. To avoid injury accidents, we should try to treat a property damage accident as if an injury did occur. And to avoid property damage accidents (we do love our ships, right?), we should try to treat scares as if an accident had resulted – and certainly not as if cheating fate means we have the skills needed to try a stupid maneuver again! That's called complacency and that's when we end up looking like Mad Magazine's Alfred E. Neuman.

The following article was originally published in the September/October 2010 issue of *Towlines*, the newsletter of the Albuquerque Soaring Club, and is reprinted here with the author's permission.

New OLC Rules

by Brian Resor

If you look at my scores for OLC this year, it appears that I gave up soaring starting in June.

That's not actually true. I flew some rewarding declared tasks

this summer. It's just that I stopped claiming with OLC because the current approach was getting pretty stale for me. The idea of spending my next decades of soaring at Moriarty just wandering back and forth in the same north-south tracks was not so interesting to me.

Now, a committee at OLC has made some interesting changes in the rules for 2011 and I think that they are going to liven things up. This article introduces the changes and some of the possible new

tasking strategies that may result.

Parts of the following text are paraphrased from the OLC announcement:

http://www.onlinecontest.org/olc-2.0/segelflugszene/news.html?news_jsp=ssz1010#101015

Changes in task scoring

The yo-yo task, which involves multiple legs back and forth up and down the Estancia valley, over the same terrain, is by far the most common free distance task flown at Moriarty due to the way that our conditions line up with the terrain. The FAI

triangle is a much more respectable glider flight than the yo-yo task. An FAI triangle for OLC is defined as a task with a minimum of 28% for the shortest leg (or 25% for the shortest and 45% for the longest leg, when exceeding 500km). The start point for the task can be anywhere on the triangle (i.e. either on a leg, or at a corner)

Here's an example 300km FAI triangle from Moriarty: start Moriarty, Manzano Peak, Encino, Lamy, finish Moriarty. FAI triangles are more challenging than yo-yo or out-and-return (O&R) tasks because the pilot typically has to face a wider variety of weather and terrain in order to successfully string the legs together. Probably one of the most amazing flights ever flown in New Mexico was a declared 1000km FAI triangle that started over Gallup on June 24, 2008, by Gerald Kaufman. See the SSA database of state

records to view the IGC file. It's pretty awesome.

In order to promote flying of FAI triangles, the following solution is reflected in the rules for OLC 2011: The optimization program finds the largest possible FAI triangle within a closed track and scores an additional 0.3 points per kilometer. A closed track is defined as follows: the start altitude of the triangle task must be no more than 1000m higher than the finish altitude of the triangle. Additionally, the location of the finish point must be within 1km of the start point.

This results in the new OLC Plus scoring

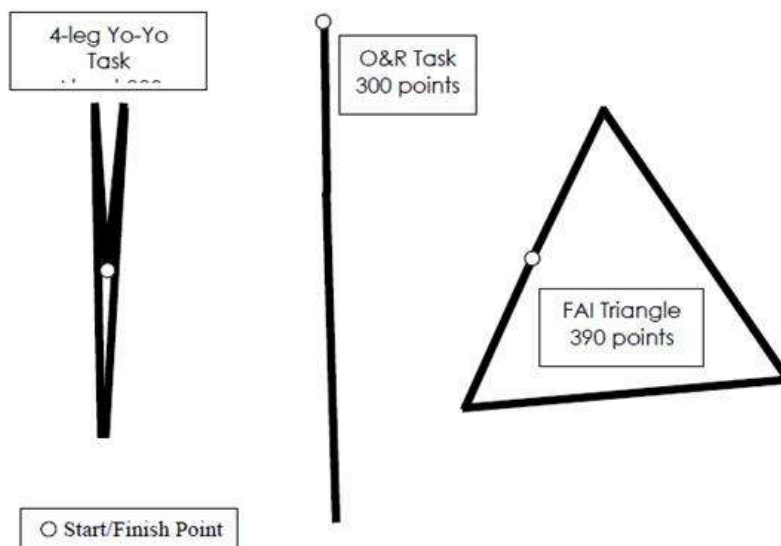
$$OLC \text{ Classic points} + 0.3 * FAI \text{ Triangle OLC points} = OLC \text{ Plus points}$$

Separate OLC Classic and FAI OLC scorings will be omitted in OLC 2011. Distance scoring

will all be done based on the new OLC-Plus approach.

What does this mean? Thinking about that 300km flight, let's say you have 3 hours to fly the Libelle (handicap of 100) and conditions for the day enable you to average 100km/hr during that fixed time. If you fly the milk run Claunch-Lamy 300km task, you will score about 300 points (it's like a yo-yo). If you fly to Carrizozo and back on an O&R task, you score about 300 points. If, instead, you fly the 300km FAI task, ManzanoPk-Encino-Lamy, then you score $300 + 300 * 0.3 = 390$ points. Same distance, but more points for flying a task that covers more area. (By the way, that 1000km record flight would score about 1160 points, including the Ventus' handicap.)

300km Libelle tasks with length of legs drawn to scale



To complicate matters, the new rules also state that all six legs of a flight will be scored with 1 point for 1 km, so the 5th and 6th leg are scored equally to the first four legs. In the past, the 5th and 6th legs were devalued. The new approach strongly promotes continued flying late in the day. Whether you have finished your yo-yo task, or whether you have just completed an FAI triangle, it is to your benefit to stay in the air and do more legs before you land. Think of this: if you are the type of pilot who just likes to fly back and forth between Willard and Zorro all day long, then this 5th/6th leg rule change is to your benefit. In 2011, you can rack up the same number of points as in 2010 but now while staying closer to Moriarty airport.

Going back to the earlier example in the Libelle for 3 hours: If you fly the milk run Claunch-Lamy 300km task, you will score about 300 points (it's a yo-yo). If you fly to Carrizzozo and back on an O&R task, you score about 300 points. In 2011 you can also fly a 6-leg yo-yo, staying close to home: Moriarty-Estancia-Zorro-Estancia- Zorro-Willard-Moriarty and still score about 300 points in the 3 hours. In 2010, this 6-leg flight would have earned roughly 275 points.

Better chances for pure gliders

To develop a rule for more equality of opportunities, the OLC team decided to establish a circle around the take-off

location with a 15 km radius. Any qualifying league flight must begin within this circle, either by cutting the engine inside this circle or touching the circle in flight without propulsion. With this rule, some of the pure gliders' disadvantage against motor gliders is eliminated.

This does not mean that the first OLC-League fix within the 2.5 hour scoring window must be within 15km of the airport, only the beginning of soaring flight must be within 15km of the home airport.

Introduction of sliding time window for flight claims

In the past, every flight had to be claimed by midnight of the following Tuesday. Some flights had seven days to claim, and some had only one day. The sliding claim window is introduced in the OLC 2011. Pilots all over the world have same conditions now, a flight must be claimed within 48 hours after the last position of the flight was logged, which is normally the landing time, but might be earlier, if logging stopped earlier for any reason (e. g. malfunction of logger, loss of battery power).

Resurrection of a Barron Hilton Challenge

The only worldwide contest for declared flights, the last Barron Hilton Cup ended in March 2009. The OLC team had the idea of a resurrection of this popular contest.

The Barron-Hilton-Challenge was born. The rules will be almost unchanged, refer to the former BHC, but the competition period is reduced from 2 to 1 year. Competition classes consist of Open, 18m, 15m, Standard, Club and Doubleseaters.

Like in the "old" BHC, only declared and closed triangles will be scored, however the minimum distance is reduced to 300 km. The best flight of each class will be awarded during the annual OLC-symposium in the Wasserkuppe/Rhoen (Germany).

(There is not a luxurious retreat at the Hilton Soaring Ranch at stake in this contest series—only personal satisfaction, and maybe a free bier in Germany.)

The Destination Contest

This is not a new category—it already existed during 2010—but some folks are just now recognizing it. Look for it as a 2010 scoring category on the OLC webpage to see the results for last year. The intention of the Destination-Competition is to motivate cross country gliding in clubs. This goal is reached by introducing a pilotfactor that scores the flights according to the pilot's personal performance level. The pilot's personal performance level is based on his history of submitted OLC flights. On the next page is the table of pilot factors:

Three more factors are taken into account over the usual scoring: pilot-factor, homebase-factor and plane-factor.

The homebase-factor is being introduced to encourage cross-country flying from the pilot's home airfield and not only on centralized competitions or vacations. Because of this, every flight from the home airfield get the full score, but all other flights get only 80% of it.

The plane-factor is based on the index of the plane. To give the elder training planes a better chance in competing, the normal index is amplified. This is achieved by squaring the index.

Beginners listen up: Do you realize what kind of damage you could do on a good day in the 1-26? For your first flight to Mountainair and back, you get a little over 100km. Here's the math on the points:

*Pilot factor * plane factor * distance*
 $= 3.0 * (100/63)^2 * 100 = 756$ OLC-Plus points

Make it a FAI triangle, and get

$3.0 * (100/63)^2 * (100 + 0.3 * 100) = 983$ OLC-Plus points

To calculate the ranking, the three highest scoring flights of

| If your maximum OLC-Classic distance claimed is:* | then your pilot factor is: |
|---|----------------------------|
| <50 km | 4.0 |
| <100 km | 3.0 |
| <300 km | 2.0 |
| <500 km | 1.6 |
| <700 km | 1.4 |
| <1000 km | 1.2 |
| >1000 km | 1.0 |

**Maximum distance claimed in the history of your OLC Claims*

each pilot are accumulated and build up his overall score of the season. The winner of Destination is the pilot with the highest overall Destination score.

A note about "awards"

I have mentioned several ways to "win" in the OLC.

Understand that, at the end, nobody is obligated to provide awards, trophies, plaques, certificates, prize money, etc. for being at the top of a score listing for an OLC category. Your only guaranteed prize for winning is an increase of personal satisfaction in your own accomplishments. The exception may be the OLC-League races, where you rely on your team to post fast scores in order to end up at the top of the scoreboard.

Following is a list of categories that US pilots may consider:

Overall Champion, Best Flight, Pilot Total, Club Total, Airfield Total:

Club, Airport, Region, USA, Continent and entire World

League Racing: USA and World

Speed Champion: Club, Airport, Region, USA, Continent and entire World

Barron Hilton Challenge: open, 18m, 15m, standard, club, doubleseater

and overall

Destination: Club-level contest

As you can see there are quite a few categories some at several different levels. The intent is for everyone to find something that they enjoy competing in and have fun with it.

Final thoughts on OLC scoring

There are lots of things to consider as far as OLC scoring strategies during the coming winter as we think about next season. By no means have I exhausted the scoring possibilities here. I'm sure that this will provide lots of entertaining discussion over the long winter as we think about all the places we would like see from the sailplanes this summer. And remember, if you look at your logbook at the end of the season and realize that you've accomplished more than what you thought possible from yourself, then *you* are the winner.

Cross Country Soaring An Introduction



Module 1

Date:
February 12, 2011
Time:
10:00am-12:00pm
Place:
TSA (Clubhouse or
Hanger, depending
on # signed up)



RSVP: Bob Gibbons, rcgibbons@ieee.org

Module 1: Thermalling & Weather Forecasting (2/12/2011)

Module 2: Task Planning & Speed to Fly (3/12/2011)

Module 3: Final Glide, Instrumentation, & Post Flight (4/9/2011)



Sponsored by:
Texas Soaring Association

TSA Board of Directors Meeting Minutes

16 October 2010

Investment Advisor

The investment reports for the Morgan Stanley/Smith Barney and Charles Schwab accounts were presented. The Morgan Stanley/Smith Barney account was underinvested, and that the Charles Schwab account was up by about 15%.

Treasurer

No report at this time. The new treasurer needs to take over from the old treasurer. This is scheduled for October 25th, 2010 at the TSA accountant's office in Midlothian.

A new schedule of the club's fees and charges has been released.

Membership

A membership chairman was needed. Omri Kalinsky volunteered.

Flight Operations and Training

Bob Gibbons expressed an interest in teaching a cross-country soaring seminar ground school. It was commented that there was sufficient interest in the club for this type of training.

The Duty Instructor program needs to be reinstated and training seminars conducted. It was noted that students need to be more proactive in scheduling instructors.

Tow Pilots

It was reported that everything was okay with the tow pilots.

Sailplanes

The annuals for the 1-26 and PW-5 were completed. It was commented that the sailplanes were disassembled further than required for their annuals. Three PW-5s will be up and ready. The Duo Discus is ready to fly. The LS-4 is being repaired after a gear-up landing. The damage was not extensive.

Non-owner insurance can be purchased for about \$175/yr to cover liability on TSA club ships.

The topic of whether to sell or repair the PW-5 in Mockler's shop was discussed. If sold, the money could be used to offset the cost of the club's PowerFLARMS. An argument was also made that TSA could use four PW-5s during the summer. The decision was made to get firm estimates from both Mockler and Mansberger.

Tow Planes

It was reported that 34Z was available for towing and 35Y is available, if necessary. 35Z has approximately 9 hours remaining before requiring an oil change. A progressive annual is planned to begin in November.

The rebuild is underway for 42L.

Tow plane availability for other events requires board approval. TSA has a standard contract for supporting off-site events and the board needs to be kept informed of the requests. TSA can support many other events if we have four tow planes available.

The tow plane radio issue was discussed. The issue needs to be resolved before next season's soaring begins.

OLD BUSINESS:

PowerFLARM

Commitments of \$4,000.00 had been received to date. The quantity discount applies to 38 units. Bob Gibbons will have a discussion with the FLARM vendor inquiring about their availability to be at the TSA Gliderport to support FLARM operation and installation.

Website

Kris Herrick will now be responsible for TSA's website.

Line Chiefs

Line chief "No Shows" continue to be a problem. It was suggested that "No Shows" should be placed on the "No Tow" list. An e-mail should be sent one week before the line chief duty date.

NEW BUSINESS:

Operations Manual

It was stated that TSA's Operation Manual needs rewriting.

New Membership Package

A new Membership Package is needed.

Trailer Czar

TSA needs a glider trailer czar who could get the trailers ready for use. This could be the subject of a work day.

Investment Policy

The question was asked the board if TSA needs an

investment policy. It was stated that an existing policy is in place but that a review of the club's constitution would be conducted for guidance.

Audit Committee

An audit committee needs to be assembled and an audit of the clubs financial records needs to be conducted.

Operating Budgets

Should budgets be considered for operating the club? Department heads would be responsible for creating their budgets each year. It was suggested that the board members think about this issue for the next board meeting. It was suggested that we should not budget more than half of the cash flow. A comment was made that the budget process would not work very well. It was noted that the cash flow needs to be controlled effectively. For example, reimbursements for up to \$150.00 can be requested by a member. Reimbursements between \$150.00 and \$499.00 can be approved by one director. Reimbursements greater than \$499.00 require board approval.

Clubhouse

Termites and mice have been reported in the club house. The board will check on obtaining an exterminator from Midlothian.

Flight Test Evaluations

Bob Gibbons expressed his desire to continue the series of Dick Johnson/Dean Carswell sailplane flight test evaluations. Bob has a 2-place jet that he would like to flight test. He indicated that five to six tows to

about 11-12 thousand feet would be sufficient to complete the flight test.

It was stated that TSA should consider performing the tests. Some concern was expressed about insurance and that TSA would need a "Hold Harmless" agreement with the owner of the aircraft. It was decided that additional information regarding the tests needed to be obtained. Bob Gibbons took the action to gather additional information for the board.

Building Czar

New member Jay Cox has volunteered for this position.

Office Manager

It was reported that Mitch Bauer had volunteered for this position

Airport Committee

An airport committee is being formed. Gerry Kiefer has volunteered to serve as chairman for the group. A board member will be required to provide oversight for the committee.

Christmas Party

If a party is to be conducted, plans need to be made (where and when?). Tom Barkow has hosted the party previously but he will be unavailable this year.

Rick Howell BBQ Party

Discussions regarding a joint Viper Club/TSA BBQ party for Rick Howell were conducted during the Board meeting. Plans for this party have been delayed until Rick's health improves.

OTHER BUSINESS:

The next BOD meeting is scheduled for November 20, 2010 at 0930 hours at the TSA clubhouse.

TSA Board of Directors Meeting Minutes

20 November, 2010

Investment Advisor

It was reported that the Smith Barney investment account was not moving very well. It was also stated that the Charles Schwab investment account (12-31-12 Portfolio Account-Funds from the Dallas Gliding Association) had a good month. It appears that the market is very unstable at the present time.

Treasurer

The treasurer was absent from the board meeting but had submitted his report to the board before the meeting

October figures look good. We have had a good month of October. Our cash situation is more than comfortable and we are entering the winter months in a good situation. There are no immediate concerns about our cash flow.

On the expense front, nothing unusual springs out. Maybe the level of our utilities could be improved, e.g., insulation of the club house and certain improvements in that area.

Membership

It was reported that lists of all activities (membership, tow pilots, instructors, etc.) now

exist. A potential new member may be joining the club today.

It was noted that Fred Voltz had resigned due to family reasons (he may rejoin at a later date). It was also reported that Tammie Searles (Carswell) had resigned. A motion was made to permit Fred and Tammie to reapply at a later date without paying the \$500.00 fee; both are in good standing with the club. The motion was approved without dissent.

A comment was made that TSA may wish to have a booth or display at the Fort Worth Alliance Airshow to attract new members. The question was asked if sufficient flight instructors were available to support a larger membership. The new members would require flight training. The comment was also made that TSA really needs to go after "transition" pilots for new members. It was suggested that perhaps TSA could host a WINGS Seminar for the FAA.

Tow Pilots

It was reported that the tow pilot program is in good shape.

OLD BUSINESS:

Flight Test Evaluations

The proposed flight testing of the jet powered TST-14 glider was discussed. Bob received confirmation from the owner that a TSA member would be riding in the back seat during the flight tests. The Texas Soaring Association will agree to a "hold harmless" agreement with the glider's owner before any flight tests would be conducted. TSA would want an

attorney to review the agreement before signing. The proposed flight tests would begin in the January/February 2011 period. It was suggested that the flight test program be limited to 10 tows.

The motion was made to proceed with the flight test program as outlined above. The motion was approved without dissent.

PowerFLARM

Issues related to FCC approval of PowerFLARM and the collection of payments for the order were discussed.

Champ Sale

It was decided that TSA will not purchase the Champ.

Clubhouse

It was reported that the mice and bugs previously detected in the club house have now been taken care of by exterminators.

Logger Calibrations

The question before the board is, "Who should pay for having the loggers calibrated?"

It was commented that TSA should only need one. Another comment was that one should be calibrated each year. It was stated that the individuals should pay for the calibrations.

It was mentioned that the upcoming PowerFLARM will have an IGC certified data logger in each unit. We likely do not want to make it a policy for TSA to take responsibility for maintaining all IGC loggers in a certified state in view of the 13 additional data loggers that will be arriving with the

PowerFLARM. The board discussed maintaining a single IGC logger in a certified state. No conclusions were reached by the board.

NEW BUSINESS:

Property Taxes

The question was asked about the aircraft personal property taxes being assessed by Ellis County. The assessed value should be based upon the depreciated value of the aircraft; 42L is in a re-build condition, for example. It was noted that the Ellis County Tax Office is open Monday thru Friday. Information regarding the taxes and possible reevaluation may be obtained there.

Defibrillators

It was noted that a service bulletin for TSA's defibrillator has been received. It is important that the unit's service be conducted.

Rick Howell

It was reported that Rick Howell is now bed ridden. After this Board of Directors meeting, Rick Howell passed away on December 4, 2010.

Anne Turner

It was also reported that Anne Turner's husband, Bill, is seriously ill. After this Board of Directors meeting, Bill Turner passed away on November 25, 2010.

Youth Members

It was reported that TSA has 17 youth members; nine are pre-solo. This count is down by 1 on the pre-solo youth. It was suggested that each youth

member of the year be allowed to become a full member with a 50% discount off the normal transition fee. Currently, a youth member who wishes to become a full member upon becoming ineligible for the youth program must pay half the normal initiation fee, which works out to \$250. It was proposed that we make this fee \$125 for any youth member of the year upon transition to full membership.

Water Well Quality

TSA received a notice from the State of Texas Department of Environmental Quality indicating that TSA was in compliance with underground water contamination and that all test wells should be covered.

Christmas Party

Questions have arisen as to whether the Christmas party could be held in the tow plane hangar. The heaters in the hangar are working OK. It was asked if alcohol in the hangar would cause any problems. Some additional investigations regarding potential sites for the party are planned.

Hangar

Two questions were raised by the board regarding the status of the hangar space rented by Jeff Baird. Is the hangar occupied or empty? And is Jeff still being charged for the hangar rental? The situation will be reviewed by Terry Stroud or Andre deBaghy.

Talihina Operations

The issue of ferrying tow planes to Talihina and refueling them while there was brought up.

The concerns about refueling at Talihina involve the use of plastic or metal containers and making the proper ground connection. The use of plastic containers is not to be done at all, and metal containers must be grounded. Evaluations of methods to determine a safe way to refuel the tow planes will continue.

If tow planes are to be flown to a location where normal refueling operations can be conducted, that ferry time, plus the round trip ferry time to Talihina from TSA, will be equally shared by the members being towed at Talihina. All other tow charges will be assessed as usual.

OTHER BUSINESS:

The next BOD meeting is scheduled for December 18, 2010 at 0930 hours at the TSA clubhouse.

TSA Board of Directors Meeting Minutes

18 December, 2010

Treasurer

It was noted that the financial status is looking good. Real estate taxes are due in January, 2011. It was stated that the status of personal property taxes being assessed on the gliders and tow planes needs to be determined.

Tow Planes

It was reported that two tow planes, 34Z and 04L, are up and operational. 35Y's annual is almost complete. It was noted

that the tow planes are in good shape.

Gliders

The radio in the LS-4 has been worked on. The PW-5 (14) wing has been sanded and the annual should be signed-off by John Barr the next time he is at TSA. The PW-5 needing repairs will be taken to Mansberger to get a repair estimate. It was noted that David Mockler had indicated that his shop was swamped by work.

Membership

It was reported that the membership list is up-to-date (including life members). Paul Searles and Rich Sharp submitted their resignations. A motion was made to readmit Paul Searles to TSA membership at a later date waiving the \$500.00 membership fee. The motion passed without dissent.

It was suggested that during the next board meeting the board should bequest life/emeritus memberships for some of the members.

Flight Training and Instruction

It was stated that Steve Altman may be available to provide assistance to John Latson as Assistant Chief Flight Instructor.

OLD BUSINESS:

Glider Trailers

The club is in the process of locating 1000 N struts for the glider trailer. The missing license plate for the trailer has not been returned yet. It was

suggested that it may be in David Mockler's shop; should check there.

TSA Web Site

TSA's web master reported that the web site has been kept up and that the TSA Constitution will be added soon.

It was suggested that more than one person should be involved with the web site. It was asked if the web site could be updated to include the new officers.

It was suggested that a step-by-step procedure for posting items on the web site be created.

The complete membership list on the web site will be reviewed and updated.

It was stated that the web site is becoming more and more important to TSA.

Youth Members

It was stated that there wasn't a lot to report on. Three youth members will be removed because of a lack of participation. It is expected that four new youth members will be accepted by the end of the month.

Club House

Estimates are being obtained for rebuilding the front and back doors of the club house. Improvements to the grill and patio areas are also being considered.

Loggers

It was stated that loggers are installed in the PW-5s. A comment was made that only one logger should be kept in certified condition. A small,

self-contained logger could be used. Small loggers should be researched for potential use. It was added that the Flarm will have loggers. It was stated that one has 30 days after an event to get the logger certified. (It was later established that one has 60 days to get an electronic logger certified).

It was stated that logger calibration expense could be shared by the logger users.

Christmas Party

The Christmas party will be this evening (December 18th) in the tow plane hangar. TSA is expecting about 60 people to attend.

New Member Welcome Package

It was commented that the New Member Welcome Package is being prepared for board review during the next meeting in January. Many documents have been compiled into a single package.

It was asked if the "Orientation Givers" have a check-list to use so that all needed items are discussed. It was added that the "Ride Givers" list also needs updating.

NEW BUSINESS:

2012 1-26 Contest

Tom Barkow has asked the TSA Board of Directors to consider hosting the 1-26 contest during the period 14-23 July, 2012. It was noted that the end date will occur one week before the World Competition begins in Uvalde. One or two of TSA's tow planes may be required to

support the Uvalde event. Mark Gurley has volunteered to be the 1-26 Contest Director. TSA will be required to fund the Sanction Fee for the proposed 1-26 contest.

A motion was made to approve the dates of the contest. It was approved without dissent.

Safety Meeting

It was reported that Lee Kuhlke will make a presentation at the next Safety Meeting discussing PowerFLARM and collision avoidance.

Bob Gibbons was asked to run the Safety Meeting.

A concern was about pilots keeping their heads in the cockpit too much. This is a safety issue. It was then stated that FLARM is a single component designed to remind the pilot of what's around him.

The date for the Safety Meeting will be approved at the next board meeting on January 15, 2011.

Overdue Accounts

It was commented that some members are overdue in their accounts and that payments should be remitted to TSA.

No Tow Enforcement

It was suggested that the No Tow list should be provided to the tow pilots for enforcement. It was suggested that this is not a good idea. A statement was made that the list should be provided to the line chiefs and added that individuals on the list should be notified of the situation. It was stated that this works best by the honor system.

We should make certain that members are current for towing; three tows within the last 90 days.

Safety

The board was reminded about the "First Flight" Safety Program and it was suggested that TSA should reinstate it. TSA pays for the sailplane time and the members pay for the tow. A motion was made to do so and was passed without dissent.

Audit Committee

TSA is having a difficult time finding members to accept this job. A couple of members are needed for this assignment.

Public Relations

A public relations committee will be established to promote soaring activities and opportunities to the public in hopes of obtaining new members. Contacts need to be made with TV stations, chambers of commerce, etc.

Grob Pilot Hoist

The question was asked about disposition of a portable pilot hoist used to assist pilots into, and out of, the Grob. TSA no longer has any use for the hoist. A motion was made to give it away to whoever wants it. The motion was passed without dissent.

Hangar

It was stated Jeff Baird has removed his sailplane out of his hangar space in the new hangar and that Sherman Griffith would like to use the space. The hangar spaces are managed by Terry

Stroud (TSA's Hangar Czar) and that he should be contacted.

Work Day

It was stated that a work day needs to be identified in order to get chores done around the airfield and club house.

Talihina Operations

It was stated that there is a FBO in Mena, Arkansas. At least one board member wants TSA to use Mena for the towing operations and wants to appoint a committee to evaluate the two operation sites. It was stated that an alternative solution would be of benefit to TSA's towplanes.

A counter-reply was given that Talihina is in a valley with a good south flow. There are places to land in the valley. One board member said that he is OK with the Talihina site as long as grounded metal cans are used for towplane refueling (no plastic fuel containers should be used).

Another board member said that Mena is not the best soaring location. He added that a committee is not prudent because TSA members are already going to Talihina. Another board member added that piloting skills really need to be current when flying out of Mena. And another board member stated that he has always flown out of Talihina with no problems.

The TSA Secretary was asked to research the minutes of previous board meetings regarding Talihina flight operations.

Off Site Operations

It was stated that the minimum charges of 3 hours/day for weekdays and 4 hours/day for weekends are the normal charges for off-site glider charges. It is important that TSA gets the correct money charges and log book time for this type of operation. It is also important that waivers be completed and returned for non-members riding in TSA aircraft. It was further stated that this information needs to be included in the Operations Manual re-write.

Marfa Wave Camp

It was noted that the Marfa Wave Camp that is operated by Burt Compton is no longer an open event. Burt is a TSA designated surrogate to work with the Albuquerque FAA center for the wave camp. TSA "owns" the wave camp airspace.

The question is who at TSA wants to take over the wave camp?

Carol Walker Membership Status

A discussion of making Carol Walker an Emeritus Member in exchange for discounted rates for tow pilot training was conducted.

This issue will be resolved at the next board meeting in January.

OTHER BUSINESS:

The next BOD meeting is scheduled for January 15, 2011 at 0930 hours at the TSA clubhouse.