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Ground Launching at TSA

by Steve Altman

Strong gusting winds.
 Low ceilings.
 Turbulence everywhere.
 Too windy to get a tow plane out of the hangar.

Sixty degrees pitch up at 300 feet AGL in strong winds and gusts.

“Crack!” The rope breaks.
 Negative G pushovers at 100 feet AGL.

Did I mention strong winds and gusts?

Sounds like a great day to catch up on those chores at home, doesn’t it?

Not if you’re part of the TSA
GROUND LAUNCH ELITE!!!!

Just recently we had the conditions listed earlier and we

accomplished 38 operations with intact aircraft and huge grins.

The strong south winds even allowed Wells Morse and me to work the little known but powerful Dicky Ray Ridge. No need to go to Talihina when ten dollars will get you an ASK21 and a tow and ridge lift. Not a bad deal, eh?

Now, down to the history and particulars of the present day ground launch operations at TSA. It started with Wells and Tom Barkow messing around in the bowels of an ASK21 we had opened up for annual. I asked them what was going on and found out they were hooking up the CG hook so they could ground launch. Well, I had been asking about ground launching the 21s ever since I joined the club. I said, “Great! Let me help.”

It turns out that Wells has a lot of experience in auto towing (as

do many of our members) and had the rope and hook assembly that he and Dean Carswell used previously. I explained that I had my ground launch endorsement and had taught auto towing seminars at Caddo Mills. So we began assembling everything we needed and going over procedures and preparing for GL day at TSA.

The first GL day was on a Thursday with a light north wind and no aero towing being done. Red 21 slipped the bonds of earthly attachment and went to the heavens behind a land-bound towing device.

I hadn’t flown ground launch in a few years so we decided that the front seat of the ASK21 was mine, but the back seat would remain empty so no one else would risk life and limb on my possibly atrophied skill set. Off I went with Wells driving, former club member Mick acting as observer, and Jeff Casto and Omri (no last name

needed) acting as my ground crew.

Light winds, rusty skills, and not wanting to break a rope on the first flight had my touch being somewhat light and I got about 600 AGL on the first tow. Since the fence at the south end had been removed, I was able to make a tight pattern and a 100 yard ground effect final and then touch down just past the old fence line.

Yahoooooooo!!!! I did a couple more, getting higher on each one, then, **BOOM!** The rope broke at 600 feet.

I landed and we went to work on the weak link.

Everything was repaired and tested, but then I needed ballast to test the altitudes achievable with two up. Now, don't ever let Jeff Casto tell you that his good sense and reason will always prevail over his desire for a good time. Baloney! I said I

needed a passenger and Jeff knocked Omri to the ground and jumped into the rear seat. I found out later that Omri fell to the ground in a fetal curl, not due to Jeff, but afraid he was going to get tapped for his more than ample ballasting capabilities. "Are you crazy? I'm not going to do anything that stupid until I know everything about it," or something close to that came gushing out of the quivering mass on the ground. Even the offer of a FREE BACON SANDWICH couldn't get him in the plane. The man has his convictions and sticks to them.

I guess he found out everything he needed to know before doing something that stupid because now you have to beg him to get out of the back seat and let someone else instruct on autotow days.

Jeff and I did a circuit getting to 800 feet and then we swapped seats and I got another 800-

footer. After listening to Jeff whining about my patterns, I asked Wells and Mick each to fly while taking advantage of my superior ballasting skills. Two more 800-footers. We had the proof of concept and early operational procedures out of the way. Next—a seminar!

After checking with the powers that be, we got the OK to hold a seminar. What weekend? January was cold and windy and the latter part looked perfect to shut down aerotowing and devote an entire weekend to autotowing. Who knew that one of the best weekends of the winter was going to happen during the autotow seminar? Well everyone was very nice about it and the seminar went off extremely well.

We had a bunch of members show up on Saturday and about half a bunch on Sunday. The turnout was extremely gratifying for those of us who set up the seminar. The



notification we sent out stressed that the seminar was to get instructors and a few of our most experienced ground launch pilots up to speed and to build a set of operational guidelines and procedures. Despite knowing they wouldn't get to fly, many members showed up both days.

We took advantage of the great British Gliding Association website and its extensive documentation on ground launching in our seminar presentations. Also, we have the good fortune of having Wally Scott as a member of TSA and we benefited from his presentation skills, his extensive ground launch experience, and his superb flying skills.

Here is what we have settled on as requirements to ground launch at TSA. You need the FAA ground launch endorsement and a TSA ground launch endorsement.

The FAA endorsement consists of training flights with an FAA ground launch endorsed instructor, with multiple rope breaks at certain critical altitudes. More on these rope break altitudes in a bit.

The TSA endorsement consists of an FAA endorsement and a tow vehicle driver, tow vehicle observer, wing runner signoff. And at a minimum a glider private pilot ticket with 100 hours glider PIC time. You will not be permitted to act as PIC during a ground launch

operation at TSA, or in a TSA aircraft anywhere, unless you have this endorsement.

The rope breaks and recoveries are critical pieces of the ground launch experience. We all know that a rope can break at any time and we have hard and fast rules about what we do at any altitude. With ground launch we also have to follow stringent rules. As the aircraft begins to climb, the pitch angle will steadily increase to forty degrees below two hundred feet. Now I can guess that there are quite a few of our members that cannot remember the last time they purposely pitched up to forty degrees at any altitude much less below two hundred feet.

After two hundred feet, the pitch angle can go as high as sixty degrees. There you are at two hundred and forty feet at sixty degrees pitch up and BANG! ...the rope breaks. An immediate pitch down to a steep approach attitude is required to regain airspeed. Because the aircraft will lose ten to fifteen knots in less than two seconds a Negative-G pushover at two hundred and forty feet is required! When is the last time you did that? As a consequence, we practice rope breaks from ten feet to six hundred feet to assess your reaction time. Plus, the rope may break anywhere along its length and a break at the tow vehicle end will be extremely soft. A soft break usually takes longer to recover from because the bang is

missing and only rapidly diminishing airspeed and feeling light in the seat are all you have to alert you to the emergency.

So your skill set will be enhanced. Your logbook will fill up. Each operation will cost only ten dollars versus an aerotow pattern flight charge.

Perhaps you will even become a mystical hero—trained in one of the arcane arts—to all of the folks that stop on the road to watch.

Sunday in strong, gusting winds with a two thousand foot cloud base, Omri, firmly planted in the backseat like a badger defending his den and with me as front ballast, thermalled to two thousand MSL from a thirteen hundred foot MSL tow. We could have kept climbing and gotten away, but the whining over the radio from the crybabies on the ground and the fact that twenty five hundred feet would most likely be achieved just as we slipped into Class B airspace convinced us to return to earth.

We, the TSA GROUND LAUNCH ELITE, invite you to test yourselves. Overcome the petty FAA rules. Surpass the stringent TSA requirements. Become one of US. Learn the SECRET handshake. The huge grins are no secret.

Batteries and Club Gliders

by David Cheek

We have four different battery “situations” for club gliders at Texas Soaring. There is one battery type for the ASK-21 gliders (kept in the hangar near the aircraft), another for the single seat gliders (kept upstairs in the clubhouse) and two unique batteries for the LS-4 and the Duo Discus (these are also near their own aircraft).

The batteries are all charged by the same type of charger and all, except for the LS-4 tail battery, are six-cell 12 volt batteries. We do not have a tester for the ASK-21 batteries because they are all fairly new.

When you remove a battery from a charger, pick one with a solid green light. That shows it completed charging and is ready to go. Your second choice would be a battery showing a flashing green light on the charger.

If the battery fails to run the radio and the electric vario, please mark it and let me know about it. We will try to have some labels near the battery chargers to do this.

The batteries for the five single seat gliders (the PW-5 fleet and the 1-26s) are upstairs in the clubhouse. The same rules apply--pick a battery on a charger showing a solid green light if you can. If not, pick one with a flashing green light. Never pick a battery showing a

solid red light. That shows that fast charging is still in progress and your battery might go dead in flight.

When you return a battery, if all the chargers are connected, your used battery should replace a battery that is showing solid green on the charger. We have five chargers and more than five batteries for the gliders.

There is a battery tester on the shelf with the batteries. Please



check the battery before taking it to the glider. It could save you another trip. Sometimes an aging battery will provide the correct voltage, but cannot do that while providing current for the glider equipment. The tester provides a substitute for the glider equipment, allowing you to discover this before going out to the glider.

Label bad batteries if you can, or put them on the floor under the battery shelf if you cannot. I will look at it.

The LS-4 has a space for a large 12 amp-hour battery behind the seat back. There is another special battery of seven cells and 14 volts that is contained in the vertical stabilizer. Both of these batteries are next to the LS-4 and the tail battery has its own 14-volt charger that **WILL NOT CHARGE ANY OTHER BATTERY**. These are all labeled, so read and follow the labels. The LS-4 horizontal stabilizer must be removed to replace and charge the tail battery, so if you don't know how to do this, you have not been completely checked out in the LS-4.

All of our chargers are Battery Tender™ type, except for the LS-4 tail battery. The LS-4 main battery uses a larger version of the charger because the main 12 amp-hour battery is larger and takes more current during fast charge. Except for that, and connector differences, the 12 amp-hour battery could be used on the smaller Battery Tender™ chargers.

The single seat gliders, including the main battery in the LS-4, use a two pin Cinch Jones connector. The ASK-21s and the Duo Discus use a connector we are calling “automotive” for lack of a better name. There are adaptors on the battery chargers in the clubhouse and on the LS-4 large charger to connect to the Cinch Jones connector. Please do not remove these adaptors. They do not belong anywhere else.

If you accidentally connect a battery from the ASK-21 to the tail battery charger for the LS-4, you will ruin that battery, so don't do it. The LS-4 tail battery is white, long and labeled. The ASK-21 batteries look very different. If you see a misconnection of this type, please disconnect it before damage is done.

The Duo Discus batteries and the ASK-21 batteries and chargers are really the same, except that the ASK-21 batteries are in a metal box to allow secure mounting in the

aircraft. Still, separate areas and labels have been provided so that the correct batteries will be close to the proper aircraft.

There are some single seat batteries that are large capacity. A standard size battery comes with a capacity between 7.5 and 9 amp-hours and is listed, in code, on the side of the battery. There is one 12 amp-hour "double sized" battery, wrapped in green tape, in the clubhouse. This is used in PW-5 number 14, or "TSA," because it has more equipment and takes more power. All of the other PW-5s

and all 1-26s don't take much power and should fly for over six hours with any of the batteries, but try not to use the large 9 amp-hour batteries in these planes.

I try to check each battery before the soaring season starts, but some will fail during the season. Just get another one and let me know. Batteries should never be a problem in a club glider.

Cambridge Volume Control

by David Cheek

When you fly in a club glider equipped with a Cambridge 302 variometer, do you sometimes find that the volume control does not work? This usually happens when the unit is in the altimeter setting window, which it will reach about 15 seconds after turning it on or interrupting the power.

If you are not on the home screen, the rotary knob will control the altimeter setting, not the volume, so look at the screen and if you only see altitude and an "Inches" setting, and both of them change when you turn the knob, that's the problem! Just set the altimeter, then double-punch the button (you know about the button, don't you?).

A double push on the button will always take you to the home screen on the Cambridge 302. If you are not familiar with the home screen and all of the information it provides, there is an excellent video introducing the unit on Paul Remde's website for Cumulus Soaring. Find it at:

<http://www.vimeo.com/624960>



If you have other questions about the Cambridge 302 or 303 units in the club's gliders, contact me.

Don't be surprised if the 302 goes back to the altimeter

setting page while in flight after you have completed the altimeter setting. This is very confusing when it happens, so be sure you know what the home screen looks like and beware of an in flight restart. You will not be the first or last person this happens to. If it happens, just double punch the button and go on. It happened to me three times during a two hour flight in the LS-4, and it has happened in several different aircraft, so don't blame it on just one system or aircraft.

On another flight in the LS-4, it worked great and did not reset at all. So if it happens to you, let me know and it will be looked into.

By the way, if the 302 restarts in flight, your first clue may be that the volume control does not work. See the first paragraph.

Jon Carsey, TSA Founder

by Bob O'Neal

The SSA website has a wonderful new feature which allows members to read all the issues of Soaring Magazine online, even those going back into the 1930s.

Many articles contain the rich history of TSA: people, local and national contests hosted by the club, flight testing new designs, safety articles, youth soaring, and other stories where TSA members have made

significant contributions to the soaring community. From time to time, we thought that it would be interesting to our members to reprint some of these Soaring Magazine articles in Spirals to give current members some insight into our club's past.

So, the first one up is the obituary of Jon Carsey from the September 1962 issue. Jon started TSA in 1947, along with Wally Wiberg and E.J. Reeves, and was a five time SSA president from 1950-54, created Spirals, started the youth program, and promoted the idea

of a member owned soaring club at the national level. Most of the ships of the day were WWII surplus TG-2s and 3s, LK-10s, and Pratt-Reeds. The issue even has a picture of the first production fiberglass ship, the Phoenix.

By profession, Jon was a renowned Dallas architect who designed the White Rock Lake boathouse and some pretty posh Highland Park residences. The link to the archive is at: <http://www.ssa.org/magazine/archive/>



Soaring

A STRAIGHT LINE ISN'T . . .
MEMORIAM TO JON D. CARSEY
ON BEING A DO-IT-YOURSELF BIRD



THE JOURNAL OF THE SOARING SOCIETY OF AMERICA **1962** NOVEMBER
35 CENTS



Photo by Frank Rogers & Son

Jon D. Carsey
Architect
SSA President, 1950-1954

JON D. CARSEY

A GREAT SOARING MAN

One of the Greatest Contributors
of the Past Quarter Century

by E. J. REEVES

We are sad today—all of us in soaring, and many others too. We are sad because Jon Carsey is dead—September 11, 1962. We loved Jon; all in soaring loved him. We did because—well, we did because he was Jon.

I reckon I never knew a better man than Jon, nor had a finer friend. Certain am I that soaring never had a better friend. Jon's very favorite people were soaring people. He liked to be with them above all other kinds. And, he had a vast acquaintance, many, many friends; in the field of his profession; in the business world everywhere. But he liked soaring people best, I know.

It seems strange that I find it difficult here to speak of Jon, but I do. Many times over the past years when I would be trying to write something, figuring a business deal—many things, I would show it to Jon. He would look at it carefully and give me the best benefit of his thoughts on the matter. Maybe he is up there now looking over my shoulder as I write this.

The history of soaring in America is interesting and unique. So many were the times that circumstances were such that it seemed utterly impossible for the movement to continue. Somehow it seems that all of aviation has been like this. But invariably there would come a man. Jon Carsey was such a man. He came actively into the affairs of the Soaring Society of America at a time when things were at one of the lowest ebbs in its history. Almost like a Moses, he led us out of the wilderness. SSA is like that; otherwise, you and I would not be reading this very magazine today.

Jon Carsey came along, a lamp lighter with a bright torch. He rekindled the flame as he marched along through most of twenty-five years. By reason of many men and particularly by reason of Jon, our fires burn brighter and more gloriously today. Let us not forget men

of Jon Carsey's stature. I don't believe we ever will.

Lest I become carried away with my trying to tell of Jon Carsey, let us recount these things.

Jon was the first person with whom I became personally acquainted who had some first-hand knowledge of gliding and soaring. This was more than twenty-five years ago and he, more than any other person, aroused my interest and kept it going all of these years.

He was the one person primarily responsible for the starting of soaring activities in the Dallas-Fort

DEDICATION

This issue of *Soaring* magazine is dedicated to the memory of Jon D. Carsey, who contributed so much of his talent and energies to SSA. The lead article on this page by E. J. Reeves, who was so close to Jon, and memoriams by two others who knew him well, pay tribute to Jon's contributions and full life.

Worth area and, with the Ross brothers of Wichita Falls, for the advent of the sport in the entire Southwest. He, along with Harland and Vernie Ross, was one of the very early advocates of the possibilities for level country soaring.

He was a Charter Member and primary organizer of the Texas Soaring Association in the mid-forties. He, more so than any other individual, put soaring's show on the road in the Southwest.

Jon was a distinguished president of SSA during the years 1950-51-52-53-54. He served as a director of both SSA and TSA for many years and was TSA's second president.

He was a Life Member of SSA. He would have been even without paying the dues.

His interest in flying extended over a lifetime. He recounted to me how he and a neighborhood group of lads in Oak Cliff (a Dallas sub-

urb where Jon was raised) constructed an early primary glider from a picture they found in a magazine. He told of the fortunate fact that the craft could not be made to fly although many attempts were made. Each resulted in a harmless crash, and back to his Dad's barn (these were horse and buggy days) they would go for rebuild.

Jon might very well have turned to aeronautics as a profession had a proper school been handy. Instead he went into architecture and structural engineering. He attained distinction in that field and was for many years a member of the American Institute of Architects. Many residences and commercial buildings stand in Dallas and Texas which were designed in his office.

Jon Carsey was the prime mover in organizing and conducting the first National Contest in the Dallas-Fort Worth area, the 17th, in 1950.

He played a prominent part in many regional and national contests in Texas and elsewhere. His latest contest activity was in the 28th Nationals at Wichita, Kansas, where he edited the daily contest bulletins. This, incidentally, was one of Jon's many innovations in tournament soaring.

Jon was the first man to show how a newly-formed local soaring club could successfully organize and conduct a national tournament. And, more important, he demonstrated how this could be done and financed in a way so as to leave substantial monetary accruals.

He showed how, through frugality and proper husbandry, a soaring club might be highly solvent, respected by the entire community and effectively advance the general movement. Amazingly enough this accomplishment on Jon's part later brought him considerable personal sadness. But he all the same blazed a new trail and a better pattern was cut. This, of his many contributions, will be to his everlasting credit.

The years 1952-53 were trying times in the life of this our official journal. At that time Jon moved *Soaring* magazine, lock, stock and barrel into his home. There he cleared an entire room to accommodate its composition. This, at a time where there was serious question as to when or whether another issue would appear.

Jon and his devoted followers had
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Canadian News

Edited by DAVE KING

Items for this page should reach Dave King, 220 Iona St., Ottawa 3, by the 5th for the next month's *Soaring*. Photographs are welcome, but can't be returned. Copy should be about as you want it to read. Newsletters are welcome but we don't always have time to revamp them into items suitable for *Soaring*. "Letters to the editor" are invited.

Wave Expedition at Pincher Creek, Alta., Oct. 6, 7, 8, 1962

Another successful soaring week end has been completed at Pincher Creek. Pilots attending were Frank Woodward of Seattle, Wash., with his Ka-6; Al Wilson of Seattle, Wash., with a Weihe; Ed McClanahan of Richland, Wash., with his Schweizer 1-23H; Ross Grady and Don McLaughlin of Edmonton with their BG-12; Roy Olson of Edmonton with a 1-26; Walter Hillen, Calgary Cu Nim President, and Jos Fark with a TG-3A; Bill Thudium of Calgary with a BG-12; Harold Townsend of Regina with a BG-12A; Harold Eley of Regina and Wilbur Eley of Colonsay with a Schweizer 1-26; Bob Shirley of Moose Jaw with an L-K; and Julien Audette of Regina with his Schweizer 1-23G. Quite a large number of members from the various clubs were present and helped in many ways (crewing, etc.) to make this weekend successful. Nearly all pilots had their wives and families with them. There is no doubt as to their enjoying the weekend, and that is the kind of spirit that will help soaring become a family sport.

Bill Yankewicz and his wife, Tannis, motored all the way from Winnipeg, Manitoba, to observe and help us during the whole weekend. This experience should assist them to foster soaring in Manitoba. Both have received their Glider Pilot Licenses at the Virden Gliding Club.

The Calgary Cu Nim Club had their tow plane available with Ralph White as tow pilot. The Regina Gliding and Soaring Club Super Cub was ably flown by Don Green and Doug Currie.

Wave conditions did not develop to their best, so as to permit flights to establish new records, but in any case, several good wave flights were made, most of these with no indications of lenticular clouds.

Ross Grady earned his Diamond altitude leg with a flight to 26,600 ft. MSL on his altimeter. His height gain of approximately 20,000 ft. was the best during the week end.

Harold Townsend, Wilbur Eley, Don McLaughlin, Ed McClanahan and Bill Thudium also made flights in the range of 26,000 ft. MSL. Harold and Ed already had Diamond altitude but Don, Wilbur and Bill

are having barographs calibrated to determine whether or not they made the necessary gain of 16,404 ft.

The highlight of the weekend was on Sunday afternoon when our gracious hosts, Alvie and Mrs. Cook sponsored a barbecue which was most delicious and enjoyed by approximately 250 persons. The field was buzzing with aircraft, sailplanes and cars all day, and this was the largest turnout we ever had to watch our operations.

Another year of wave flying at Pincher comes to an end, and we would like to take this opportunity to again thank the Cooks for their generous hospitality in making their facilities available to us.

Our thanks also are expressed to our most co-operative weather officials at the D.O.T. Weather Office in Pincher Creek, and forecast office in Edmonton.

See you all again at Pincher Creek in 1963!

JULIEN J. AUDETTE

Buckingham Air Show Very Successful

A local paper heads off its report of the show like this:

"There were periods when the traffic on the ground and in the air was somewhat dizzying. But the traffic controller standing on the ground with his red and green flags managed to keep everything moving in an orderly fashion and there were no bent wing-tips or tailplanes suffered during last Sunday's Air Show, organized by the Buckingham Gliding Club."

This was the tenth air show of the Buckingham club. Despite a chill in the air and a completely overcast sky, which at times offered a threat of rain, a great number of people were at the field to see the gliders, airplanes and a helicopter in operation.

Two unexpected exhibition numbers were added to the program at the moment they went on. The first was a most beautiful flying formation of four planes symmetrically placed about a Super Cub towing F. Finke's L-K arriving via air from St. Jerome. At the break-up (release), two parachuters dived out and made a spot landing. This was indeed very colorful and highly appreciated. Doug McCormick was here with his Fauvel and again we quote the local paper: "The performance of the Fauvel was beautiful to watch as its pilot wheeled and soared with the skill of a master over the small airfield with thousands of eyes following his manoeuvres." The new 2-22C of the local club made a number of flights and was admired by all both on the ground and in the air. Raymond Bastien's Ka-6 along with F. Finke's L-K took care of the aerobatics. In the meantime two Skyhawks and a helicopter were engaged in non-stop flying taking up passengers anxiously waiting on the ground for their turn. Bernard Mannion and Jean Paul Vaillancourt had the Moth going all afternoon. All in all it was a very good, old-fashioned show and already many are talking about the one next year.

Jon D. Carsey

(Concluded from Page 5)

something less than expert knowledge of the graphic arts. But under his drive and leadership, this magazine took on a new look; was timely published and has come on now to its preeminence in aviation publication.

Jon was, of course, a frequent contributor to *Soaring* and to other aviation publications, here and abroad.

Until 1952, America had never sent a team into a World Soaring Championship. That year Jon organized the team and the financing for our entry in Spain. He personally led our team there to our first and creditable appearance in a World's.

He was one of the more enthusiastic organizers of the First Odessa Records Camp in 1951. It was during this effort that Richard Johnson so brilliantly set the present-standing world distance record of 535 miles. No mean soaring meteorologist in his own right, Jon had carefully studied the weather in the area on this and the days previous. He urged the participating pilots to all-out distance on this day. The results are in the record books. And they might not be there but for men like Jon Corsey.

As President of SSA, Jon, along with Mrs. Mary Carsey, visited with nearly all soaring clubs and groups in America. Also they saw something of similar groups in their extensive travels abroad. I would presume that no other President, officers or member of SSA has ever personally visited so widely with soaring people.

The home of Jon and Mary for so very many years, and especially their estate at 8318 Inwood Road in Dallas, was truly the "Mecca" for soaring people. I would guess that over a period of some twenty years, no other private home and family hosted so many soaring folk. This went both for house guests and gala social occasions as well.

Jon was the deserving recipient of countless honors in soaring; many trophies, plaques and awards, including, in 1961, a special soaring plaque and election to the Helms Soaring Hall of Fame in Los Angeles, California; and in 1952 the greatly cherished Warren E. Eaton Memorial Trophy by SSA in recognition of his special contributions to

the art, sport and science of motorless flying.

Jon was not the "hot rock" pilot type, although he was a licensed power and glider pilot. But he loved the game genuinely. Fortunately he chose to assist it in a more effective and needed way. He labored long and strenuously at this love in order that other men could fly. By reason of his devotion, other men have flown further, faster and better than ever before.

Men like Jon Carsey do not come our way often. And now that Jon has made his last take-off, his fervent hope would be, I am sure, that those of us still awaiting our turn at tow, do our best as Jon did, for this sport we all love so well.

All others of us weep, but he has need to shed no tears. He has attained the goal; he has been officially observed at the turns.

Jon Carsey

by EUGART YERIAN

Twenty-three active years in soaring plus at least twenty-three of reading about it have taught me to look for the qualities of inspiration and insight that make up the devotion to the soaring way of life practiced by its long-time enthusiasts. "Fly boys" who don't understand what is going on around them are plenteous, but every now and then someone comes along who maybe doesn't even much like to fly, but who understands what soaring is about and is willing to use his abilities and make the necessary sacrifices to do everything he can to further the art.

John Carsey cannot be put in this class as one of a group, select as it is, because by his actions he "wrote the book" for the group. Jon got into soaring because of an interest in flying, to be sure, but once in he relished and made great use of the opportunities to serve in a very fundamental way. His service didn't include much flying—his glider flying consisted mostly of riding dual with only a very few solo flights—but what he did do represented a real solidifying of both the SSA and the Texas Soaring Association.

Jon was an architect with a great measure of that mixture of brass-tacks practicality and the mystical flair of the artist that is so necessary to success in that profession. Those same qualities gave him his Olympus grasp of the grandeurs of soaring.

As soon as Jon was elected to the presidency of SSA he spearheaded the efforts to pull SSA together and get the magazine published on a regular basis. He also pushed TSA into being the top local glider club in the nation. He designed and took the initiative in building that fine line-up of TSA glider hangars. He helped "trustee" that club into being the far richest in the country. He traveled extensively to visit soaring clubs; he took an Internationals team to Spain. He demanded the presence of SSA directors (no matter how far they or he had to travel) to thresh out problems of SSA.

As many as Jon's contributions were, undoubtedly his greatest was teaching the lesson that personal contacts in soaring are important. His home was the crossroads of the world for soaring pilots, their wives, their families, their friends. There I have met soaring people from everywhere, all sharing in a lavish, warming and freely given hospitality. Jon was never too busy to call his friends in for an impromptu party in honor of a soaring buff from England or Australia or Poland or Seattle. This was not just a contest-time activity with Jon and his wife Mary, but one which went on continually all through the years and right up until the time of his passing. The affection which dozens and dozens have felt for Jon is a very real thing which will be with all of us until we are gone, and then will still live on in the solid contribution he made to the Soaring Society of America.

Jon D. Carsey Soaring's Friend

by H. MARSHALL CLAYBOURN

To those of us who are fortunate enough to know soaring, it has given us some of the happiest moments of our lives. Not only from the joy of flight itself, but from the many wonderful friends we have the opportunity to know. One of the saddest occasions occurs when we lose a companion with whom we have shared these pleasures. Surely the darkest of these moments occurred with the recent death of Jon D. Carsey, for he not only shared our pleasure of soaring, but worked tirelessly to see that soaring was possible for many.

Jon was not a great soaring pilot or, really, even much of a pilot at all, for he rarely flew. So you won't

find the record books filled with his name. Nor was he a designer of new and clever sailplanes. He was one of those rare individuals who worked tirelessly and unselfishly to make our soaring possible; much as do our ground crews. But in Jon's case, his efforts were not so direct or readily apparent as a crew's services. He worked quietly, almost behind the scenes, and his contributions to our activity are almost beyond count.

It was my good fortune to meet Jon 11 years ago, just the week after TSA members returned from the Odessa Records Camp. Unlike too many of us, who won't take the time, Jon always had time to talk to the newcomer; patiently answering his questions and explaining how it all works. TSA was then operating off the Irving Airport, a dusty, shadeless airport. After a couple of weeks of operating there, Jon showed up with an old tent—as I remember, it was an old undertaker's tent. That was a mighty welcome addition, especially for wives, in that 100°+ heat. This was typical of Jon, no task was too small or any item too inconsequential. He was equally capable of tackling the most difficult jobs. The amount of work he did to get a U. S. soaring team to Spain, in 1952, was unbelievable. And it was, for the most part, a single-handed effort. The Carsey home at 8318 Inwood Road was the "home" of soaring during this period—the great and near great from all over the world were welcomed there. TSA's *Spirals* was published there when its masthead read "Open to anyone interested in Soaring." TSA grew to greatness under this philosophy and, to a large extent, through Jon's leadership. *Soaring* magazine was edited there, with about all the TSA hands volunteering to stuff the envelopes at mailing times. Jon, among others, signed a note that permitted the building of the TSA "T" hangars, without using monies from the Association's Trust Fund. He designed the hangars and was frequently the weekend straw boss during the construction stages. He designed the bar in the club house and led the entire project that made the TSA club house one of the finest in the country. He was, in fact, instrumental in securing the rights for TSA's return to the Grand Prairie Airport. He found time to write

(Concluded on Page 21)

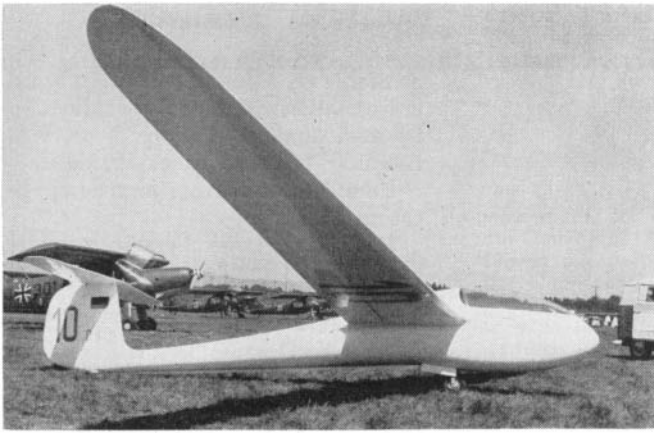


Photo by Fritz Sebek

The Phoenix sailplane flown by Rudolf Lindner, 1962 German National Soaring Champion. The wheel retracts in flight. Some of the towplanes can be seen in the background.



Photo by Fritz Sebek

Rudolf Kaiser, designer of the Schleicher Ka-6 series of sailplanes, chats with German and World Standard Class Champion Heinz Huth as Nancy Sebek watches the birdie.

1962 GERMAN NATIONALS

by FRITZ SEBEK

The German National Soaring competitions were held at Freiberg, a picturesque city at the foot of the rolling hills of the Black Forest. The event ran from May 27th through June 8th.

The site was a French occupied airfield at the edge of the city and a short distance from the French and Swiss borders. Some of the tasks were flown across these boundaries.

The well-organized meet was blessed with the best weather in the history of German soaring competitions.

Twenty-seven of the 42 competing sailplanes were Ka-6's. Ten Luftwaffe Dornier Do-27's launched all sailplanes in 45 minutes.

The first ten pilots in each class, their sailplanes (Zug, stands for Zugvogel) and scores were as follows:

Open Class

1. Rudolf Lindner	Phoenix	4685.9
2. Rolf Kuntz	HKS 3	4635.8
3. Rolf Spanig	Zug. III	4569.6
4. Rudolf Gailing	Phoenix	4510.1
5. Emil Bucher	Phoenix	4297.3
6. Wolf Lemke	D 34 d	3661.2
7. Dr. E. Frowein	Zug. III	3512.8
8. Jakob Laur	Zug. III	3043.8
9. Wilhelm Auer	Zug. III	3003.2
10. Gunter Haase	Phoenix	2804.8

Standard Class

1. Heinz Huth	Ka-6CR	4148.7
2. Hans W. Grosse	Ka-6CR	3729.9
3. Dr. W. Bulang	Ka-6CR	3698.1
4. Hans Pietsch	Ka-6	3695.7
5. Otto Schauble	Ka-6CR	3609.5
6. Karl Fischer	Ka-6CR	3597.8
7. Dr. W. Gross	Ka-6CR	3525.3
8. Ullrich Plarre	Ka-6	3413.6
9. H. Schmidt, II	Ka-6CR	3400.5
10. Gernard Roemer	Zug. IV A	3378.1

French Wave Season Results

Issoire is the primary center operating in France for wave soaring on a commercial basis. They accept interested French and foreign pilots who may arrange to fly in the equipment of the center or, as many do, bring their own ships. It is located in the mountains of south-central France near Vichy.

During the 1961/1962 wave soaring season (Oct. through March), 23 days produced flights of more than 3,000 meters gain (as compared with 32 days in 59/60 and 30 days in 60/61) and another 80 days produced usable waves. Gold altitude gains were made by 56 pilots and 17 made Diamond altitude gains.

Pilots at the Center included 75 Germans, 50 French, 26 Dutch, 18 Belgian, 5 Americans (including Mike Little who got his Gold altitude and Col. Seneff who got his Diamond), 3 English and one each from Luxemburg and Canada.

Three altitude gain records were broken: world feminine multi-place by Mmes. Trouillard and Suchet from France, 8571 meters (28,120 ft.); Dutch national, 8,000 meters by a Mr. Krols; and the Belgian national multi-place.

MAJ. R. F. LITTLE

OSTIV News

The "OSTIV Section" of the October, 1962, issue of the Swiss *Aero Revue* had the following contents:

Full technical data, three-view drawings and photos of these sailplanes: the two-place American Laister-Kauffmann LK-10; the Ru-

manian IS-9 (a single-place, pod-and-boom powered type) and IS-13 (a 15-meter span single-place with L/D of 24); and, from Czechoslovakia, the L-425 Super Sohaj (L/D of 26), the Orlik (L/D of 32.5), the VSM-40 Demant (L/D of 33) and the L-21 Spartak (L/D of 35.5).

Jon D. Carsey

(Concluded from Page 19)

and publish *Flypaper*, a one-sheet, midmonth, supplement to *Spirals*. He was a co-owner of many sailplanes. While he rarely flew, and had little actual need for a sailplane partnership, he did this that others might enjoy soaring. He started the practice of Daily Bulletins at National Soaring Contests. He organized the design contest that resulted in the selection of the SSA emblem. He was the first TSA member to champion a club-owned gliding facility. While President of SSA he and Mary visited almost every active soaring club in America, giving the Society a badly needed sense of unity. He helped organize and direct three National Contests and many regional ones.

These are but a few of the things Jon did for soaring; some important, some not. His greatest interest was in the young and he strongly supported every youth training program, both in TSA and on a national level. For these things, and many more unsaid, all soaring will sorely miss Jon. Most of all we will miss him because he was a friend who personified all the finest things that word implies.

TSA Board of Directors Meeting Minutes

15 January 2011

Treasurer

Andre de Baghy reported that the club's financial position looked good and cash reserves exist. He said that SSA dues had come in under budget.

Andre said that TSA will pay the current tax bill but that a claim will be filed to get the property tax reduced or refunded. He is working with the accountants to address this issue.

Andre also indicated that accounts receivable is always an issue. Many accounts are 60-90 days past due. Members with accounts more than 60-90 days past due will be placed on the "No Tow" list.

Membership

Omri Kalinsky reported that Tom Woodward had resigned his membership in TSA. He added that he believes that a potential for seven additional new members exists.

Life Membership

Dave White stated that some of TSA's membership richly deserves to be made Life Members. Four members are currently life members; Lu Jokisch, Ken Jacobs, Sam Fly and Glenn Parks. Dave said that he would nominate Jim Rider as a new life member. Tony Weigand made a motion to the board to nominate Jim Rider as a life member. Casey Kay seconded Tony's motion. The motion was passed without dissent.

Tow Pilots

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

Sailplanes

David Cheek reported that the radio installed in the LS-4 was back in shape. A rodent problem was noted. The LS-4 needs to be reassembled. John Barr completed the annual inspection and is ready to sign off on it. Jim Rider commented that Tom Barkow wants to re-do the LS-4 instrument panel.

There was nothing on the PW-5 repair estimate from Mansberger.

Tow Planes

Jim Rider reported that three tow planes were up and that two of them were within 10 hours to the oil change. He said that 35Y would be the primary tow plane. The annual inspection has just been completed.

OLD BUSINESS:

PowerFLARM

Bob Gibbons expressed his desire to discuss Flarm payment options for a possible delivery date in April. The private owners that have ordered the Flarm will be notified of the ship date. They will have two weeks to send their check to TSA.

John Barr will be contacted regarding the Flarm installation in the aircraft.

Website

No report.

Youth Members

Three youth members had been ousted due to non-participation. He noted that a youth member's presence on the field does not count toward work credit. The youth must be actively doing some productive work to receive work credit. Jim Rider commented that a minimum of 4 hours work plus some volunteer work should be required. This requirement needs to be stressed to the youth members. A full member must approve work performed by the youth. Dave said that he would like some feedback on the work being performed by the youth members.

Omri Kalinsky commented that he recommends the youth members sign-up for assistant line chief duty at least once, and possibly more often, each soaring season.

Dave White expressed to the board that he would like to present the Youth Member of The Year with a 50% reduction in the membership fee when updating to full membership. The fee would be reduced to \$125.00 from \$250.00. Andre de Baghy made a motion to accept David's proposal. Andre's motion was seconded by David Cheek. Andre's motion was passed without dissent.

Club House

Jay Cox reported that he had received an estimate from David Gooding regarding replacement of the clubhouse doors. The replacement doors would have a commercial frame with clear glass storm doors. The board suggested that other references

be obtained prior to making a commitment to have the work started. Jay will check references (with Mark Gurley's assistance).

Dave White commented that the downstairs doors are in very bad shape and need attention. Andre de Baghy said that money was available to make the necessary repairs. Jim Rider commented that TSA has a sales tax exemption for purchased materials (Lowe's or Home Depot).

It was also noted that Anne Turner wants to move the grill and send the small grill to storage.

The propane tank next to the clubhouse will be replaced after the quantity has fallen to 10%.

Test Wells

Dave White said that plugging the test wells on the TSA property is being reviewed. He will contact a drilling company to obtain information about the well plugging.

Safety Meeting

The annual Safety Meeting will be conducted on Saturday, March 26th. Lee Kuhlke will attend the meeting to speak about collision avoidance (Power Flarm). The Safety Meeting program will consist of presentations pertaining to:

1. Collision Avoidance (Lee Kuhlke)
2. Operation Manual (John Latson and Steve Altman)
3. Website (Kris Herrick)
4. Soaring Accidents (John Latson)

In addition, new soaring cards will be issued and the opportunity to sign up for line chief duty will be made available to the membership.

Talihina Operations

The primary tow plane for the Talihina operation will be from the Oklahoma club. TSA's tow plane will be used as a back-up. The arrangements for a TSA tow plane should be made prior to the day the tow plane is needed.

New Member Welcome Package

The New Member welcome package is ready. Kris Herrick will upload it to the TSA website. Bob Gibbons will ask Phil Umphres for legal advice regarding the requirement for the prospective member's spouse to have their signature notarized.

Audit Committee

The audit committee will be headed- by Jeff Baird. Andre de Baghy said that he would check with Jeff to determine the status. Andre also said that someone other than a TSA member could perform the audit. The audit covers only activities occurring during the past year.

Carol Walker Membership Status

Carol Walker officially accepted the emeritus membership status offered to her. She also indicated that she could provide discounted instruction rates to TSA members wishing to obtain tailwheel training.

Demonstration Rides

Approximately 20 demonstration rides may be

made on Friday, February 4th. The persons desiring the glider flights are from out-of-town and are in the area because of the Super Bowl. These flights will be classified as "Promoting Soaring and Education." The flights will take about 4 or 5 hours. Tows will be to 2000 feet. Three tow pilots and three "ride givers" using three gliders will be required to support this project. Two or three ground personnel will also be required. Jim Rider will manage this activity. Casey Kay will be assisting Jim with the project.

Marfa Wave Camp

Andre de Baghy sent an e-mail to Burt Compton telling him that no one at TSA would be available to organize the wave camp this year. Andre told him that TSA wanted to reserve the air space responsibility with the FAA. He said that he had not received a response from Burt, to date.

NEW BUSINESS:

Moriarty Soaring Camp

Dave White has asked Terry Stroud to organize a soaring camp in Moriarty, New Mexico sometime during May or June. Terry would only have the responsibility for the camp's organization. Jim Rider said that he could provide Terry with a checklist to organize the event. David Cheek said that a TSA instructor could be available to help take the gliders to Moriarty.

Cross County Seminar

Bob Gibbons will be hosting a cross country seminar on the second Saturdays in February,

March and April. Bob stated that he needs a PC projector for the class. Bob O'Neal and Tony Way were identified as potential sources.

Jim Rider commented that the student should be able to disassemble, trailer, and re-assemble a PW-5. The trailer should be ready-to-go prior to flight. An instructor must sign off for the student to go cross country.

Parachute from Duo Discus

Parachute acquired with the Duo Discus has about 20% life remaining. It was suggested that it be sold and the proceeds applied toward the purchase of Flarms. Norm Snyder estimated that the parachute was worth about \$300.00. Tony Weigand made a motion to proceed with

the sale of the parachute. David Cheek seconded Tony's motion. Tony's motion was then approved without dissent.

Pancake Fly-In Breakfast

Bob Gibbons volunteered to coordinate this event. He said that he believes mid-July would be the best time for this to occur.

Airfield Improvements

Andre de Baghy said that he had two ideas that he would like to present to the board:

1. Improve the grass runway. This could be achieved by using fill sand, disk harrowing the grass runway, and/or using a heavy roller.
2. Build additional closed hangars. He wants to review options.

Jim Rider offered to bring his information regarding hangar construction options to Andre.

Glider Staging on Runway

It was relayed to the board that gliders are being staged on the runway and causing delays in the operations. Dave White said that he will talk to the instructors. He will also get Steve Altman to help with this issue. Dave said that this is an instructor issue and that it will be resolved.

OTHER BUSINESS:

The next BOD meeting is scheduled for February 19, 2011 at 0930 hours at the TSA clubhouse.

TSA Board of Directors Meeting Minutes

19 February 2011

Treasurer

Income had dropped, as expected, for the winter soaring season. Cash condition is reasonable. The property taxes have been paid. A hearing with the Ellis County Tax Assessor regarding TSA's property taxes will be conducted within the next month or so, since TSA will contest the current property tax assessment.

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

Membership

TSA had three new members join: Gary Wyatt, David Alder and Alan Fairbairn.

Flight Operations and Training

Requests to sign-up for duty instructor were sent out—response has been slow. A comment was made that the duty instructor function is a good program but it has not been working well. Another comment was made that getting students out early will help the system work more effectively. Students need to be aggressive about getting instructors. It was commented that the instructors need to have an instructors meeting.

“First Flight” and flight reviews are coming-up and that instructors will be required for those activities.

Life Membership

The board passed a motion to make John Barr a life member of the organization.

Tow Pilots

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

Sailplanes

Red-21 has the harness out of the aircraft but replacements will be installed and the ship will be ready for auto towing.

Mansberger has contacted the factory regarding repairs to OL. The factory will work out the

details for the repair procedure, should we decide to have OL repaired. Cost of the repair is \$12,000.00 for the wing and \$2,000.00 plus cost of canopy for the canopy repair.

David Cheek reported that the LS-4 is currently not available for use.

Tow Planes

Jim Rider reported that three tow planes are operational but he said that only 34Z and 35Y should be flown at the present time. 04L should not be flown before March 1st. Jim said that 34Z should be flown during the month ahead. An oil change and 50 hour inspection will then be performed.

The radio installed in 35Y will be replaced by a King KY-97 radio. It was noted that the wiring harnesses are different for each aircraft. Jim Rider will obtain the replacement radios for the tow planes. Two radios will be purchased and installed.

OLD BUSINESS:

PowerFLARM

Reports are that the Flarm will still be available in April. Bob Gibbons noted that we should have a firm delivery date prior to accepting funds.

Website

The information on the TSA website is being updated.

Club House

It was noted that the replacement estimate for the club house doors did not include storm doors. Comments were made that storm doors do not

function very well because of high winds. The upstairs door will not be replaced at this time. It was stated that a reference for the contractor had been received.

A motion was made to accept the contractors bid, excluding the storm doors and the upstairs door. The motion was passed with one dissenting vote cast.

Safety Meeting

The annual Safety Meeting will be conducted on Saturday, March 26th. The meeting notice will be sent this weekend. The Safety Meeting program will consist of the following:

1. Collision Avoidance/Flarm (Lee Kuhlke)
2. Operation Manual (John Latson and Steve Altman)
3. Website (Kris Herrick)
4. Soaring Accidents (John Latson)
5. Wing Runner Procedures (Wally Scott)

Soaring cards will be issued and the opportunity to sign-up for line chief duty will be made available to the membership.

A BBQ lunch will be served the membership following the Safety Meeting.

Test Wells

Dave White said that the test wells on the TSA property have already been filled. The issue is now considered closed.

Line Chiefs

Omri Kalinsky reported that Wally Scott had volunteered to accept the responsibility of Chief Line Chief.

Work Day

The 26th of March was suggested as a good time for the work day.

Audit Committee

The audit committee will be headed by Jeff Baird. A letter will be provided to Jeff stating that the TSA Board of Directors are aware that Jeff would be performing this duty as a volunteer (pro bono), that Jeff is not a professional accountant, and that he would not incur any liability as a result of the audit.

Marfa Wave Camp

Andre de Baghy said that the Wave Camp will be April 16-23. Burt Compton informed Andre that if all of the initial invitees do not elect to participate, he will open the soaring camp to additional flyers. There was no mention of responsibility for the air space. Jim Rider stated that any pilot violating the airspace at Marfa will get the violation; not TSA.

Moriarty Soaring Camp

David White said that he had no response from Terry Stroud about organizing a soaring camp in Moriarty, New Mexico sometime during May or June. Terry would only have the responsibility for the camp's organization.

Pancake Fly-In Breakfast

Bob Gibbons will coordinate the Pancake Breakfast. He said that mid-July would be the best time for this event to occur.

Loggers

The issue was deferred until a later date. A sub-committee will be formed to work the problem.

NEW BUSINESS:**Auto Towing**

Dave White indicated that auto towing will be occurring next week and that a procedure needs to be established regarding the charges associated with the operation. Casey Kay said that the auto tow ticket should be \$10.00 plus the glider rental.

Jim Rider stated that TSA's chief rope maker, Tony Way, indicated that a new rope is needed for the auto tows. Jim said that Tony has the weak links required for the rope. It was noted that there is 2000 feet of Dacron rope on a spool in the tow plane hangar.

Wells Morse said that the weak links are on the glider-end of the rope. He added that crosswind limits during auto tows should be reviewed.

Ten drivers have been checked out on auto towing.

Dave White stated that auto towing is a less expensive way to achieve landing practice. However, we cannot mix aero and auto tows at the same time.

David Cheek indicated that the auto tows are a useful skill to maintain.

TSA Women's Seminar

An inquiry has been made regarding TSA hosting the Women's Soaring Pilots Association (WSPA) sometime during 2012. The board will check with Costello Insurance about any insurance questions.

1-26 Contest

An opportunity to host the 1-26 Glider Contest at TSA in 2012 exists. The event may include PW-5s as well.

Off Site Tow Plane Contest Support

TSA is likely to be asked to support Uvalde and Llano contests during the month of August. Tow plane and pilot are required. It was noted that TSA's 34Z obligation is only to contests in Hobbs, New Mexico.

The tow pilot must have a commercial license for these contests. Two tow planes would remain at TSA during the month of August. Jim Rider said that TSA can support the two contests in August. He said that TSA would receive \$40.00 to \$50.00 per tow and get reimbursed for ferrying fuel costs.

Jim said that the paved runways at the contest sites are hard on the tow plane's tail wheels and

that some would be possibly ruined.

One board member said that he believed that TSA should only support one contest.

It was stated that TSA's first responsibility is to the membership.

Dave White asked Jim to work on this issue.

TSA Spending Priorities

A committee was formed to establish future spending priorities for TSA. At present the committee members are Jim Rider, Wells Morse, Casey Kay and Andre de Baghy. Formal spending requests should be made to Jim.

It was suggested that a fund for club house refurbishment or replacement should be established for the future.

OTHER BUSINESS:

The next BOD meeting is scheduled for March 19, 2011 at 0930 hours at the TSA clubhouse.

TSA Board of Directors Meeting Minutes

19 March, 2011

Investment Advisor

Steven Graves presented a very interesting and informative discussion regarding the

economic health of the economy as related to TSA's investments.

Treasurer

No report.

Membership

Omri Kalinsky reported that TSA has four new members, Michael Holmberg, John Duke,

Pat Ensign and Michael Daniel. TSA also has two new youth members, Jon Hart and Cameron Pool.

Omri also reported that Tim Best had submitted his resignation from TSA.

Tow Planes

Jim Rider reported that two tow planes are fully operational. He said that 04L's annual is due next month and that they have already begun its 50-hour inspection. A King KY-97 radio will be installed next month. He stated that the radio issue for all aircraft is being worked.

Jim added that 42L's engine needs to be run. He also wants to get the tow planes washed.

Tow Pilots

Wells Morse reported that everything was in good shape with the tow pilots. He said that he is planning a meeting with the tow pilots following the safety meeting next week.

Gliders

The fuselage of Green 21 was taken to Mansberger Aircraft for an estimate to repair the cracks in the fuselage. It was noted that these cracks are not insignificant. The repair cost will be approximately \$3,000.00. The board passed a motion to proceed with the repairs to Green 21.

Black 21 is flying. No estimate has been received yet on Red 21 but it is expected to be more expensive because the damage is more extensive. The canopy struts for Red 21 are in route to California.

Jim Rider reported that annuals for the yellow 1-26 and PW-5 (7) are finished and that annuals for the gliders are being kept up with.

John Barr is working on a notice regarding the forward fuselage damage and canopy interlock.

Flight Training and Instruction

Casey Kay will coordinate a summer seminar to be held sometime in July.

OLD BUSINESS:

Youth Members

Dave White reported that there are 16 youth members, with one on suspension. Seven of the youth members are pre-solo. He said that four slots are being offered. Dave said that members should observe the youth members to see that they are actually working and wearing their vests.

Jim Rider commented that the youth members are not washing the airplanes, and when they do, they do not do a good job.

Website

Kris Herrick reported that the current host provider is not keeping up with the demand. He wants to move to a larger provider to get increased performance. The cost will increase somewhat. The board asked Kris to obtain the cost increase. It is expected to be approximately \$40.00 per month.

Kris stated that he wants to spend some time improving the front page of the web site. Jeff Casto added that he would like to not have the SSA FAST program on the front page. He prefers to have the \$100.00 paid directly to TSA.

Clubhouse

It was noted that the repairs to the front and back doors of the club house have not been completed.

Kevin Renshaw acquired a steel table for the club house patio.

Safety Meeting

The annual safety meeting will be conducted on Saturday, March 26th. The meeting notice will be sent this weekend. The program will consist of the following:

1. Update on Collision Avoidance/Flarm (Bob Gibbons). Lee Kuhlke decided that his presentation could be made later when the Flarms are delivered.
2. Operations Manual (Steve Altman)
3. Website (Kris Herrick)
4. Wing Runner Procedures (Wally Scott)
5. Aircraft Damage to TSA's Fleet (David White)

Soaring cards will be issued and the opportunity to sign up for line chief duty will be made available to the membership. Board members are urged to arrive by 8:30 am.

Wally Scott requested that copies of his father's biography be permitted to be on sale at the safety meeting. The board agreed to Wally's request.

A BBQ lunch will be served the membership following the safety meeting.

Line Chiefs

Omri Kalinsky reported that Wally Scott will make a presentation during the safety meeting next week regarding line chief operations and wing running.

Work Day

Dave White said that the 26th of March would not be a good time for the work day. Therefore, the

2nd of April has been set aside for that operation; work in the morning and fly in the afternoon.

Pancake Fly-In Breakfast

Bob Gibbons said that the pancake breakfast will be in mid-July. He believes that this will be the best time for this event.

Financial Committee

Jim Rider reported that several initiatives are being considered:

1. Runway improvements; disk and roll the grass runways. Need to discuss this further with Lu Jokisch.
2. Committed funds for 42L are \$25,000.00; funds expended for this project have not been very much, to date.
3. Need to fix the new hangar doors. Tom Barkow completed this task last week.
4. The paint booth needs to be completely refurbished, or replaced. Wells Morse noted that the roof needs repairing prior to any refurbishment being undertaken.

NEW BUSINESS:

Boy Scouts

The boy scouts will be at TSA on May 21st.

Women's Soaring Pilots Association

Dave White asked the board about TSA hosting the Women's Soaring Pilots Association (WSPA) sometime during 2012. Dave wants to know if TSA wants to proceed in the efforts to host this event.

Damage to TSA's Aircraft

Dave White brought the recent damage to TSA's fleet of aircraft to the board's attention. He is concerned with how the club is going to cover these costs in the future. Considerable discussion on the subject was conducted by the board members. Some of the possible actions discussed were as follows:

- Continue with self insurance for hull damage and a \$3,000.00 responsibility assessed to the member involved with the damage.
- Continue with self insurance but increase the member's liability to \$5,000.00. The board's consensus was to not consider this option.
- Require members that fly the club's aircraft to have renter's insurance.
- Increase aircraft rental rates and/or increase the monthly dues in order to cover the expense of in-motion insurance coverage.
- Standardization of flight instruction and procedures to minimized damage to our fleet of aircraft.

Wells Morse had a very interesting presentation regarding a ten-year damage history and cost of aircraft repairs. The bottom line of the presentation is that the club has saved approximately \$250,000.00 during this period because of TSA's self insurance procedure. Dave White is planning to talk to the members on this subject during the annual safety meeting next Saturday.

This issue was tabled until the next regular scheduled board meeting in April.

Board Liability Insurance

Board liability insurance is required by TSA's constitution. In addition, TSA has a theft policy (financial theft). The current policy expires March 21st. Steve Graves, Wells Morse and Phil Umphres all agreed that the policy is money well spent.

The board passed a motion to continue this insurance.

Soaring Magazines

It was suggested that the extra Soaring magazines received at the clubhouse be placed in local FBO offices in the area. A sticker should be placed on them to indicate that they came from Texas Soaring Association.

TSA Airfield Operations

Jim Rider had two comments regarding TSA's airfield operations:

1. Instructors are encouraged to clear the runway; not get ahead of sailplanes in the line.
2. Acrobatic flights over or near the field do not mix with tow plane operations, up to 5,000 feet, when other flights are being conducted.

OTHER BUSINESS:

The next BOD meeting is scheduled for April 19, 2011 at 0930 hours at the TSA clubhouse.