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### Contest Report, Sam Fly Labor Day Contest

by Bob Gibbons

Labor Day weekend, Sept 3–5, TSA hosted our annual Labor Day contest. This year, we dedicated the event to our long time member, Sam Fly.

Those of you new to the club may not be aware of the many contributions Sam has made to TSA over the past 40 years. For just one example, you can see Sam’s handiwork in our pristine fleet of towplanes, in particular, 35Y, which bears Sam’s name on the cockpit sidewall in honor of his tireless efforts in maintaining and rebuilding this plane, and, in fact, our entire fleet of towplanes.

But back to the contest report. As all of you are aware, this summer has delivered some of the best soaring weather we have seen since the last severe drought in 1980. While this has been a difficult time for farmers (and North Texas lawns), it has been an

*“You can see Sam’s handiwork in our pristine fleet of towplanes.”*

extraordinary few months for soaring pilots. We’ve seen consistent cloudbases up to 12,000 ft and lift approaching 10 kts. Coming into the Labor Day weekend, many of our pilots have logged OLC flights exceeding 700 km and posting OLC speeds approaching 90 mph. Perhaps routine for the western

mountains, but highly unusual in the flatlands of North Texas.

The week preceding the Labor Day weekend had seen a break in the very high temperatures that had driven our extraordinary weather. However, the first day of the contest, Saturday, offered the promise of a return to the earlier strong weather. Our CD, Bob O’Neal, called two tasks, one for our Sports Class contestants, and the other for our FAI (Super) Class ships (water ballast allowed). The Sports Class was assigned a 1<sup>st</sup> turnpoint of Cleburne Airport, and then set free to choose their own turnpoints for a total flight time of 2.5 hours. The FAI Class had a 1<sup>st</sup> turnpoint of Clifton, and then were free to choose their turnpoints for a total flight time of 3.0 hours.

The morning looked pretty clear with no sight of cumulus. As noon approached, we had a light north wind, which was not indicative of normal summer conditions. However at launch time, we started to see a few cumulus clouds forming to the west, and then a few thin cumulus formed around TSA. We had 21 ships competing, ranging from 1-26s to the latest 18M racers. Starting at 1pm, we began launching, with the entire fleet quickly launched with 3 towplanes. All contestants found good lift to heights approaching 7500 ft. Several lucky contestants in fact found some shear wave and were able to climb to almost 10,000 ft before the start.

As the gate opened, all contestants headed to their respective 1<sup>st</sup> turnpoints of Cleburne (Sports) and Clifton (FAI). This run to the west and southwest was generally trouble free. As we have seen so often this summer, the conditions once we got west of the Brazos (west of Clifton and Pecan Plantation) was excellent. We had 4/8<sup>th</sup> cumulus coverage with bases around 7500 ft - 8000 ft.

After the 1<sup>st</sup> mandatory turnpoints, most of the contestants worked the cloud

field between Clifton, Hamilton, Stephenville, and Mineral Wells. As the allotted time approached, all the ships began to work back toward TSA, which, again as usual, was sitting in a wide blue hole devoid of any cumulus. Some found good climbs to 8000 ft or above and were able to make 40 mile final glides, others were not so fortunate and had some nervous stretches back to TSA. Fortunately, all but one ship made it back to TSA (if you don't count the 2 landouts in the 1-26 Class). I mean really, what would a 1-26 contest be without landouts.

Results are shown in the attached figures. In the FAI Class, Sherman Griffith had a truly outstanding flight, achieving a raw (unadjusted) speed of 88 mph, easily eclipsing the excellent talent in his class. In the Sports Class, your author barely eked out a win over Tim McCallister.

The 1-26 pilots kind of did their own thing, but rumor has it that the finishing order was; Kevin Renshaw 1<sup>st</sup>, Tom Barkow 2<sup>nd</sup>, and David Cheek 3<sup>rd</sup>.

This excellent day was followed by an excellent dinner catered by Babe's

Barbeque. We recognized Sam for his long contributions with a plaque signed by all the pilots.

Unfortunately, this would prove to be the 1<sup>st</sup> and last day of the contest. The following Sunday and Monday served up winds that exceeded 30 mph, and often touched 40 mph. Safety considerations precluded launching on either day.

Nevertheless, the contest was an outstanding conclusion to an outstanding summer, and in recognition of an outstanding TSA club member.

Thanks to Bob O'Neal for organizing this contest and to Terry Stroud for handling scoring, and to all the non-flying members who dedicated their time to handle launch and retrieval duties.



## Day 1

## FAI Super Class \*\* Official \*\*

## Day 1

Saturday, September 03, 2011  
Sam Fly Labor Day Contest  
Texas Soaring Association

## Mod. Assigned Task

ID	Name	Distance (Miles)	Radius
1	01 TSAClubHs	0.00	5.00
24	24 Clifton	45.98	
2	02 TSAFINISH	97.01	

Minimum Time: 03:00

Cumulative		Contestant			Day		Handicapped		Actual		Remarks	
Rank	Points	ID	Name	Glider	#	Points	Speed	Dist	Speed	Dist	Code	Prts
1	1000	1W	Sherman "Gman", Griffith	ASG-29/18	1	1000	86.35	259.03	88.11	264.31	MT	
2	923	2XX	David "1up", Mockler	ASG-29/15	2	923	79.74	252.53	79.74	252.53		26.49,44.53,49.38,6.67
3	887	WR	Bill "Jester", Ruehle	ASW-27	3	887	76.63	264.02	76.63	264.02		26.53,21.47,38.24,21.64,67
4	839	IT	Dick "papa", Mockler	Discus 2B	4	839	72.48	264.61	71.06	259.42		26.49,26.53,49.21,44.25,32.31,67
5	823	XN	Terry "?", Stroud	ASW-27	5	823	71.06	287.60	71.06	287.60		26.85,49.33,24.58,86.67
6	815	16	David "california", Greenhill	Discus 2A	6	815	70.36	258.36	68.98	253.30		26.49,68.33,46.32,31.67
7	765	9U	Wells "TPW", Morse	LAK-12	7	765	66.03	257.40	66.03	257.40		26.13,32.31,67
8	694	3M	Dan "professor", Mockler	ASW-20B	8	694	59.91	194.37	59.91	194.37		26.62,49.85,21.44,64.67
												26.72,22.66,67

## Day 1

## Sports Class \*\* Official \*\*

## Day 1

Saturday, September 03, 2011  
Sam Fly Labor Day Contest  
Texas Soaring Association

## Mod. Assigned Task

ID	Name	Distance (Miles)	Radius
1	01 TSAClubHs	0.00	5.00
22	22 Cleburne	19.65	
2	02 TSAFINISH	44.44	

Minimum Time: 02:00

Cumulative		Contestant			Day		Handicapped		Actual		Remarks	
Rank	Points	ID	Name	Glider	#	Points	Speed	Dist	Speed	Dist	Code	Prts
1	1000	EF	Bob "stretch", Gibbons	Ventus cm-17	6	1000	58.75	155.37	67.14	177.58		76.44,21.85,47.44,38.96,73.67
2	998	EY	Tim "coach", McAllister	SZD-55-1	2	998	58.61	167.37	62.28	177.87		22.44,53.49,74.48,32.31,67
3	953	SL	Omri "Kippah", Kalinsky	H-201 Standard	3	953	56.01	169.36	54.91	166.04		22.47,76.44,24.38,74.61,32.31,67
4	907	7X	Phil "Barrister", Umphres	303 Mosquito	4	907	53.31	143.16	56.71	152.30		22.23,47.85,44.76,22.31,67
5	895	VA	Lynn "Wildman", Wyman	PIK-20D	5	895	52.61	171.96	55.37	181.01		22.79,38.85,47.44,96.36,30.11,67
6	693	OZ	Tony "magellan", Weigand	Ventus ca-15	6	693	40.69	118.60	45.21	131.78		22.44,38.24,54.86,67
7	640	CK	Casey "KFC", Kay	Discus cs	7	640	37.59	142.28	40.03	151.53		22.76,65.73,5.54,86.67
8	569	47	Don "hack", Coder	Discus b	8	569	33.41	105.56	35.94	113.56		22.79,24.30,32.31
9	392	TW	Tom "jolly", Wideman	PW-5 Smyk	9	392		101.48		86.00	AB	22.3,98.54 >2
10	0	TM	Bob "tequila", O'Neal	304C	10	0				0.0	F	
10	0	007	Gary "James", Matthews	Carat A	10	0				0.0	F	

**Codes:** MT—Flight time less than minimum time.

AB—25pt Airfield Bonus.

F—No flight log.

## On Line Contest— 2011 Results

by Bob Gibbons

This year's OLC season completed on October 10, 2011.

The new season (for 2012) started the following day and

will conclude on the 2<sup>nd</sup> Monday in October, 2012. The offset from a normal calendar year is to permit fair participation by pilots in the Southern Hemisphere.

This year, TSA had an outstanding showing, helped in

no small part by our record breaking heat spell, and, to a lesser degree, by the increasing number of TSA pilots participating. This year, TSA finished 2<sup>nd</sup> in the USA in terms of total mileage flown. The table below details the top 10 US clubs.

#	Points	Club	km	Flights	Pilots
1	201,918.01	Albuquerque Soaring	194,383.75	599	46
2	164,787.94	TSA-Texas Soaring Association	160,263.73	516	31
3	157,887.03	Tucson Soaring Club	139,326.19	672	37
4	107,590.54	Soaring Society of Boulder	107,307.49	424	48
5	102,777.59	SGC Seattle Glider Council	102,154.37	374	31
6	102,755.52	Warner Springs Gliders	104,578.67	348	27
7	82,482.15	Soaring Club of Houston	78,971.64	285	21
8	78,001.71	Northern California Soaring Ass.	80,835.38	237	16
9	76,279.69	Tehachapi Soaring	77,203.04	239	23
10	74,887.88	Minden Soaring Club	73,453.97	141	13
2011 USA Club Totals for top 10 Clubs					

While the Albuquerque club far surpassed our total mileage, they had the clear advantage of flight in the mountains (not only stronger lift, but faster speeds at the higher altitudes). In

addition, they had the benefit of 50% more pilots participating (46 vs 31).

World-wide, TSA placed within the top 10, at #8, with the

Albuquerque club achieving 3rd place. Albuquerque, TSA, and Tucson were the only non-European clubs to break into the top 10. The table below shows these results.

#	Points	Club	km	Flights	Pilots
1	274,275.30	AFZ UnterwÄssen (DE / BY)	266,614.86	797	73
2	219,972.26	SFZ KÄnigsdorf (DE / BY)	220,178.70	721	104
3	209,800.21	Albuquerque Soaring (US)	203,127.87	609	46
4	189,323.17	HAC Boberg (DE / HH)	194,152.34	630	66
5	187,749.52	FCC-Berlin (DE / BL)	188,348.41	564	53
6	172,446.87	LSV Burgdorf (DE / NI)	170,677.35	582	58
7	171,262.94	Amsterdamsche C v Zweefvliegen (NL / )	175,781.25	541	62
8	164,787.94	TSA-Texas Soaring Association (US )	160,263.73	516	31
9	157,887.03	Tucson Soaring Club (US )	139,326.19	672	37
10	147,751.52	Fliegergruppe Wolf Hirth (DE / BW)	160,390.19	496	50
2011 World-wide Club Totals for top 10 Clubs					

The “Points” column (#2) in this table shows total mileage, computed with a maximum of 6 legs, and with handicapping applied. The 4<sup>th</sup> column (km) shows the unhandicapped mileage total (in km). Again,

the European clubs show the influence of the larger number of pilots flying cross-country (and submitting to OLC). Who were our pilots flying the most miles? The table below shows these results for our top

20 pilots in this 2011 season (from Oct 2010 to Oct 2012). Again, the “Points” column is handicapped miles, while the “km” column is the raw unadjusted mileage.

#	Points	name	km	Flights
1	25,319.98	Andre de Baghy (US)	26,589.14	75
2	18,715.94	Bill Ruehle (US)	19,007.59	42
3	13,206.00	Terry Stroud (US)	12,595.84	30
4	10,555.40	Bob ONeal (US)	9,513.61	34
5	8,919.90	Bob Kibby (US)	8,390.92	26
6	7,981.89	David Cheek (US)	7,576.51	31
7	7,830.44	Omri Kalinsky (IL)	6,632.69	21
8	7,389.57	Lynn Wyman (US)	6,717.04	20
9	7,109.96	Wells Morse (US)	7,338.55	18
10	6,863.73	Bob Gibbons (US)	6,832.41	30
11	6,569.16	Sherman Griffith (US)	6,622.07	13
12	6,045.41	Timothy McAllister (US)	6,033.84	19
13	5,556.26	John Bourland (US)	5,442.86	23
14	4,662.80	Dick Mockler (US)	4,343.40	14
15	4,403.03	Conrad Kay (US)	4,073.09	21
16	3,538.72	David Mockler (US)	3,491.94	6
17	3,335.10	Vic Lambert (US)	3,562.38	21
18	3,105.48	Anthony Weigand (US)	3,052.28	12
19	2,459.25	Phillip Umphres (US)	2,295.91	8
20	2,318.67	David Greenhill (US)	2,680.86	6
2011 TSA Pilot Mileage Summary				

During the peak season (April to August), the OLC also runs a speed contest, termed the OLC League. This speed contest is based on the average speed over a 2.5 hour window during the flight. The OLC computer chooses the time period to maximize this speed. As with the OLC mileage totals, the

achieved speed is multiplied by the glider’s nominal handicap. This speed contest is scored over 19 weekends (Saturday and Sunday) from the end of April to the end of August.

There are two league classes, Gold and Silver. As a club placing within the top 14 last

year (actually, 6<sup>th</sup> place), TSA competes in the “Gold” League. The table below shows the results for this year, with TSA placing 3<sup>rd</sup> overall in the USA. This is quite an accomplishment for a flatland club flying at sea level.

#	Points	Speed	Club
1	152	5,303.37	Albuquerque Soaring
2	140	4,765.95	Warner Springs Gliders
3	133	4,465.66	TSA-Texas Soaring Association
4	119	4,197.61	Soaring Club of Houston
5	118	3,885.31	Hole in the Wall
6	111	4,162.42	Tucson Soaring Club
7	107	4,042.68	Black Forest Soaring
8	97	3,869.84	SGC Seattle Glider Council
9	88	3,350.28	Carolina Soaring Association
10	87	3,412.05	Soaring Society of Boulder
2011 OLC Speed League Results for USA			

While it is not easy to pull out the pilots who have contributed to this high placing in the OLC League, we can identify our fastest pilot by looking at the

statistics for the Speed-OLC. This is a listing of the fastest 5 flights that each pilot submits. The table below shows this summary for our top 15 pilots.

The “sum” number is the total sum of the handicapped speed (in km/hour) for the fastest 5 flights of each pilot. No surprises here.

#	Name	Sum
1	Bill Ruehle	832.77
2	David Mockler	795.51
3	Terry Stroud	772.81
4	Sherman Griffith	769.9
5	Andre de Baghy	768.31
6	Wells Morse	698.96
7	Dick Mockler	684.29
8	Bob Oneal	651.91
9	Bob Kibby	638.98
10	Omri Kalinsky	619.86
11	Bob Gibbons	612.54
12	Timothy McAllister	597.65
13	John Bourland	587.64
14	Lynn Wyman	581.8
15	David Greenhill	572.49
2011 OLC TSA Fastest 5 Flight Sum		

Over the years, the OLC has developed into a very popular forum, providing an outlet for pilots across the USA (and indeed across the world) to compete on a weekly level for the best flights. The OLC has been a major driver in increasing the amount of cross country flights across the world.

Don't see your name on any of the lists? This season, get registered on the OLC website ([www.onlinecontest.org](http://www.onlinecontest.org)), download your flight logs, and upload them to the OLC. We have flight loggers in several of our single place ships, as well as in the Duo. And the OLC will also accept a broad range of

commercial GPS-based logs (Garmin, Magellan, etc).

TSA encourages all our pilots to get registered, download your flight logs, and start flying cross country.

## Searching for a New *Spirals* Editor

By Jeff Casto

*Spirals* is in need of a new editor. This will be my last issue, so we need someone to step forward and take the reins.

*Spirals* serves not only to keep our membership informed of current club events, but to also document and preserve our long and storied history.

If you've been looking for a way to serve TSA, this important job may be for you.

Please contact me concerning this opportunity so we can keep *Spirals* going for our current members and for future generations of TSA members.

## TSA Board of Directors Meeting Minutes

16 July 2011

### Emergency Procedures Guide

The Emergency Procedures Guide had been completed. The guide contains procedures to be followed for aircraft accidents, late/overdue aircraft, injury to individuals, heat stroke and exhaustion and other emergency situations that may arise. The procedures contain information that all members should become familiar with. They will be kept in orange colored binders located by the clubhouse patio door, in the tow plane hangar and in the new sailplane hangar door, near the east end.

### Treasurer

The treasurer was absent from the board meeting and a treasurer's report was not submitted.

### Financial Advisor's Report

TSA's Financial Advisor was absent from the meeting but had provided the board with information related to the club's investments. He indicated that the metal/mining investments had lost some value but had recovered. He still believes that the metals/mining investments are the best for the present time.

### Flight Operations and Training

Casey Kay's racing seminar is planned for 27-28 August. Jim

Rider commented that he desires glider assembly, disassembly and trailer instruction be given during the seminar. Casey stated that no cross-country flights would be permitted until Jim's training has been completed.

Wells Morse stated that he would like for the acrobatic flight box relocated to the west side of the TSA gliderport.

TSA currently has a low availability of flight instructors.

### Tow Pilots

The club is short of tow pilots at the present time. Planning is needed to have tow pilots available for scheduled rides.

**OLD BUSINESS:****Audit Committee**

Jeff Baird has completed the audit report. Everything was satisfactory and a letter would be forwarded to the board.

**NEW BUSINESS:****Nominating Committee**

Dave White stated that it was time to begin the nominating process for officers and directors for the 2011/2012 term. He said that a nominating committee should be formed and that he would like for a current director to be chairman of the committee. Omri Kalinsky volunteered to be the committee chairman. The size of the committee should be limited to three or four persons. David added that the committee should be made up of current and active members.

Bob Gibbons sent an e-mail to the board members prior to the board meeting in which he identified potential members for the nominating committee.

Jim Rider stated that the names of the nominees should be made available to the membership early for review prior to the general membership meeting.

It was suggested that the general membership meeting should be 24 September, 2011 following the board meeting that day.

**Civil Air Patrol (CAP) Encampments**

An inquiry regarding CAP encampments with glider rides has been made to TSA. Some problems exist with the CAP; they want the instructors/ride

givers to be in CAP uniform and they have other requirements, as well. It was noted that the CAP members would be required to be TSA members.

**OTHER BUSINESS:**

The next BOD meeting is scheduled for August 14, 2011 at 0930 hours at the TSA clubhouse.

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**TSA Board of Directors Meeting Minutes**

14 August 2011

**Treasurer**

The treasurer was absent from the board meeting and a treasurer's report was not submitted.

The SSA's FAST program has added some additional requirements:

1. A flight instructor is required for the flight and,
2. The program is limited to "first time users only."

Some of TSA's board members expressed concerns about the club's inability to verify the second requirement. A comment was made that TSA should opt out of the FAST program.

One board member noted that demonstration rides are much simpler to conduct. Dave White will be making contact with the SSA regarding this issue.

Security involved with credit card processing is being reviewed. The TSA treasurer will follow up with this.

**Membership**

The Membership chairman reported that the following individuals have joined the club: Tim Raven, Rick Mager, Julian Heinrich, Ty Mayo, Robert Montgomery and James Montgomery (youth). He also said that Paul Bloxham, Lionel Chesseboeuf and Josh Seifert have submitted their resignations from the club.

The following individuals have completed their probationary period and are ready to be admitted to full-membership: John Bender, Michael Daniel, John Duke, Pat Ensign and Ryan Gann. The board approved these individuals into full-membership.

**Youth Membership**

There are now 17 youth members. Nominations are in order for the Youth Member of the Year.

**Flight Operations and Training**

TSA currently has a low availability of flight instructors.

**Tow Pilots**

Wells Morse reported that the tow pilot status is in good shape. Wells noted that one new tow pilot is almost ready to be checked-out.

**Tow Planes**

Three tow planes are operational. One is supporting the contest in Llano.

## Sailplanes

The Duo Discus is up for its annual this month. This needs to be completed prior to the Labor Day contest.

The LS-4 has been experiencing some resistance during landing gear retraction. This problem has arisen since the gear-up landing experienced by the LS-4. It was noted that the LS-4 retraction mechanism is almost all new.

The 302 logger in the Duo Discus was experiencing problems. Jim Rider said that the static tabs were reversed and he reconnected them properly. He added that this may have something to do with the 302 problem.

Jim also said that the data logger in a PW-5 had been removed and he doesn't know where it is. Also, the canopy support for a PW-5 needs to be repaired.

It was noted that work on the gliders requires proper supervision and documentation. A meeting is suggested to discuss maintenance procedures with TSA's members working on the gliders.

## Labor Day Contest

The Labor Day contest will be conducted during the Labor Day weekend. This contest will be in honor of Sam Fly.

## Website

Kris Herrick attended the board meeting to report on TSA's website. He indicated that there have been some negative comments pertaining to the site's stability but that he believes things are going well.

He indicated that three to four responses per week were received. Some of the difficulties may be related to our website server. Wells Morse said that he believes that we could move to another server site for the same value. He added that he believes the I/O on our web site is low. Bob Gibbons said that he would like for Kris to get a list of potential service providers including cost information.

There have been some problems during the log-on process.

Bob Gibbons expressed his desire to get a web cam connected to the website.

## OLD BUSINESS:

### Operations Manual

No updates have been introduced.

### Financial Committee

Jim Rider reported that the runways are in need of repair. He noted the following specific items that need to be addressed:

1. Bumps on the paved runway causing unsafe conditions. The bumps cause problems for the tow planes. Jim suggested that operations move north on the runway for operations taking off and landing to the south.
2. Jim suggested that we should pick a strip (approximately 75 feet wide) on the grass strip and level that section with a disk harrow and fill with additional material (sand,

etc.) then roll to level the section.

Jim said that this needs to be done next month, after the Labor Day contest; this is approaching a critical point. Jim also noted that this repair effort should be started after the heat breaks. He thinks this is a larger job that Lu Jokisch can handle. Wells Morse added that the area could be stabilized by adding lime.

Jim further stated that he believes another slanted runway access should be added further north of the existing slanted access.

Wells commented that we need to determine the cost of the runway repair work. Jim said that we need someone to work this issue, as it is important. Jim asked the TSA Secretary to research the TSA minutes to determine the details of previous runway repairs/costs.

### Audit Committee

No formal report received to date.

### Parachutes

It was reported that the spare parachutes have not been sold, to date. It was suggested by some of the board members to advertise in other places.

### FLARM

Bob Gibbons reported that he expects the Power Flarm "brick" units to begin deliveries in the December-January time frame. He would like to use the TSA billing system to collect payments from the private owners. He noted that the discount was based upon a

“one-point” contract. Bob said a decision on this issue is not required at this time.

### **1-26/PW-5 Contest**

The contest will be hosted by TSA next summer. The contest will be conducted Wednesday-to-Wednesday.

### **Uvalde Financial Report**

The financial report for the Uvalde contest indicated that the pilot made 88 tows at a price of \$55.00 per tow. He presented the club a check in the amount of \$4093.37.

The contest provided the pilot with \$160.00 for his two weeks work. Jim Rider made a motion to additionally reimburse the pilot for his rental car plus \$60.00 per day for his accommodations. The motion was approved by the board without dissent.

### **NEW BUSINESS:**

#### **Nominating Committee**

Omri Kalinsky, chairman of the Nominating Committee, along with the other members of the committee, Brent Frerichs, Carol Walker, Bill Ruehle and Don Westcott, selected the following members for election to the TSA board during the next Annual Membership meeting:

Directors: Larry Mitchell, Don Westcott, Terry Stroud and Lynn Wyman.

President Elect: Phil Umphres

The General Membership meeting will be conducted on 24 September 2011 at 6:00 PM in

the Tow Plane Hangar. A meal will be served following the meeting.

### **Christmas Party**

Dave White noted that the location of this year’s Christmas party should be determined. Omri Kalinsky said that he believes Terry Stroud may host the party. Dave said that he will contact Terry regarding the party.

### **Salvation Army Air Show**

Flight operation for the Salvation Army Air Show will be conducted from the TSA glider field. This is planned for September 11, 2011 at 9:00 AM.

### **Annual Membership Meeting**

The Annual Membership meeting is planned to be conducted on September 24th at 6:00 PM in the tow plane hangar. Mark Gurley will be contacted regarding the arrangements for dinner (Babe’s Chicken) following the meeting. Some of the items to be discussed during the meeting include the runways, financial report, Power Flarm, Terry Stroud’s OLC results, fire cart and naming the youth member of the year.

### **Pro Bono Flights**

It was noted that all “pro bono” flights must be approved, in advance, by the TSA Board of Directors.

On July 23rd, the rides given to Boy Scouts were not documented. Tow tickets are required. This allows proper record keeping of the glider flight time; tow plane flight

times are maintained by the tow pilots. A procedure for all “pro bono” flights will be determined.

No additional “pro bono” flights should be conducted during the remainder of 2011.

### **Tow Tickets**

New tow tickets have been made; 5000 white and 2000 blue. The blue tickets are of a different design but contain the same information on them.

### **Tie-Down Cable**

A request for some additional tie down cables to be installed in from of the PW-5 hangar was received.

### **Carol Walker’s Instructor Check-Out**

One of Carol Walker’s instructors is in need of an endorsement for a check ride; she wants to get this accomplished at TSA using an ASK-21. It was noted that he would need to be a legitimate member of TSA to do this. The board noted that the individual would need to be classified as a Vacation Member (a \$300.00 deposit would be required; \$50.00 for membership and \$250.00 for flights).

### **Fire Trailer**

Tom Barkow has installed a new engine and pump on the fire trailer. Jeff Casto posed the question: Is training required to operate it? The fire trailer will be discussed at the membership meeting. Some provision for winterizing the fire trailer is needed; a considerable portion of the plumbing is exposed.

**Business Cards**

David White noted that Lee Coleman had made 250 business cards for TSA.

**Building Fund**

Dave White suggested that a building fund be established for a future club house replacement. He said that he believes donations could be accepted from the club's members.

**National Aerobatic Championships**

The National Aerobatics Championships Association wants TSA to provide a tow plane for their event. This event will be conducted at the Grayson County Airport during the period 25 September to 1 October. They guarantee 5 tows per day, at \$60.00 per tow, to an altitude of 5,000 feet. The U.S. Air Force will also provide a tow plane for the event.

Jim said that he is not ready to say yes or no at the present time; he wants to obtain additional information. The Board of Directors gave Jim the authority to act on this issue.

**OTHER BUSINESS:**

The next BOD meeting is scheduled for September 17, 2011 at 0930 hours at the TSA clubhouse.

**TSA Board of Directors Meeting Minutes**

17 September, 2011

**Treasurer**

Andre de Baghy said that the financial report from Steven

Graves was good and that TSA's investments have been successful. He noted a 1% to 2% increase in the TSA account.

Steve has placed a significant portion of TSA's investments into precious metals. The DGA account will be turned over to TSA after January, 2013. (Ref. BOD minutes, June, 2011.)

Andre noted that TSA's monthly income is currently exceeding expenses. He said that income is down a little but TSA should not be concerned.

Jeff Casto commented that the shortage of flight instructors may contribute to the small decline in income. Andre said that the membership is dynamic (in and out). Omri Kalinsky said that the membership is growing but the instructor shortage may be causing a slight reduction in income.

Andre stated that TSA's primary expenses can be broken down as follows:

1. Taxes (real estate)
2. Professional (accounting)
3. Insurance
4. Youth program
5. Utilities

Jim Rider inquired about the gasoline taxes TSA pays for the fuel. He wanted to know if TSA gets any tax refund for non-road use. Andre will check on this issue for Jim.

It was stated that long term projects such as runway repair, club house and hangars need to be budgeted.

Jim Rider added that he wants to discuss the following during the membership meeting:

1. Runways (both paved and grass)
2. Club house
3. Hangars for private owners
4. How to fund the items above

Additional discussions were conducted; they were concerned with such items as equity reserves, budgeting for club improvements and paying for professional services (instructors). David White commented that some of the issues, if adopted, could cause liability concerns. Casey Kay noted that this could also impact TSA's 501c3 status.

**Membership**

A returning member, Dave Horton, wants to rejoin TSA and have his membership fee waived. Andre said that he needs to send a letter to the board requesting the board's approval. Jim Rider said that Dave has an A&P license with IA and has done work for TSA previously.

Ty Mays will have his TSA membership fee refunded, less any flight charges he has accrued.

**Flight Operations and Training**

Tony Weigand reported that the instructors fund may need to be used in order to get additional instructors for the club.

**Tow Planes**

Jim Rider reported that the oil had been changed on 35Y and that the starting problems were

corrected. He said that two magnetos had been purchased and that two more were being rebuilt; spares are now available for use. Jim added that the oil will be changed on 04L at the end of September. He said that 34Z is being held back, at present, and will be sent to the Grayson County Airport on September 24th to support the Aerobatics Championships being conducted there. David Cheek will fly tow for TSA at the contest.

Jim said that TSA made money at the Llano contest and he added that TSA is making some money by providing tows at offsite events.

### **Sailplanes**

Jim Rider also reported on the status of the club's gliders.

Jim said that the LS-4 is down with its landing gear problem. The parts need to be installed in the glider to correct the problem. The LS-4's annual will be performed at the same time.

The Duo Discus and a PW-5 are having problems with their 302s; possibly due to bad batteries.

Black ASK-21 is reported to have a random noise coming from the left-hand side of the cockpit. This is in the region where the hydraulic system is located. It was noted that a reported crack was superficial and may be only a scratch.

### **Youth Membership**

TSA now has 17 youth members. Two of them are planning to go to college. Two new youth have been offered

membership into the youth program. Dave White announced that he will name the Youth Member of the Year at the membership meeting next Saturday, September 24th.

### **Runway Improvements**

Jim Rider noted that landings should be made on the paved runway and not the grass. He said that the large cracks in the ground are dangerous and damaging to aircraft. He added that aircraft should be removed from the runway as quickly as possible. He said that gliders can still be launched from the diagonal.

### **OLD BUSINESS:**

#### **Operations Manual**

There have not been any new developments with the Operations Manual update.

#### **Audit Committee**

No formal report received to date. TSA needs to get something from Jeff Baird.

#### **Parachutes**

Bob Gibbon stated that we need to make a list of TSA's parachutes and their dates of manufacture. Having this information will provide guidance regarding the replacement of the older parachutes.

Pat Ensign attended the board meeting and reported that the club's parachutes are getting "beat up." They are dirty, sweaty and have some damage to the harness. He suggested that they be sent out to be evaluated for fitness. Pat said another way to protect them is to keep them

covered when not in use; used pillow cases can be used to cover the parachutes. The pillow cases can be sat upon while flying. He said that the parachutes can be sent to Allen Silver to get evaluated. We could send one for a test case.

Jim Rider noted that the club could be invoiced for the evaluation, but if over \$500.00, the cost would need to be approved by the board.

The board approved sending one parachute for evaluation with cost up to \$500.00.

Pat noted that proper care and usage of the club's parachutes needs to be emphasized by the instructors.

It was also the consensus of the board that Pat could accept reasonable offers to purchase the club's used parachutes.

### **FLARM**

Bob Gibbons noted that the Power FLARM deliveries may begin sometime in December or January. John Barr has determined that 337s would be needed for the tow planes but not for the gliders. special attention will be required for locating the antennas on the aircraft. Jim Rider said that Dave Horton may be able to help with the installations.

### **Officer/Director Nominating Committee**

The nominating committee selected the following members for election to the TSA board during the next annual membership meeting:

Directors: Larry Mitchell, Don Westcott, Terry Stroud and Lynn Wyman.

President Elect: Phil Umphres

The General Membership meeting will be conducted on 24 September, 2011 at 6:00 PM in the Tow Plane hangar. A meal will be served following the meeting.

## **NEW BUSINESS:**

### **Christmas Party**

A date and location for the TSA Christmas party needs to be determined. The tentative time was set for sometime during the first three weeks in December (3rd through 17th). The location needs additional research before a decision is made. Some possible locations were identified.

### **Annual Membership Meeting**

The Annual Membership meeting is planned to be conducted on September 24th at 6:00 PM in the tow plane hangar. Dinner will be served following the meeting. Some of the items to be discussed during the meeting include the runways, financial report, Power FLARM and naming the youth member of the year.

### **Fire Extinguishers**

All fire extinguishers have recently be inspected and

certified. Jeff Casto stated that the locations of the fire extinguishers need to be pointed out to the members.

### **Pro Bono Flights**

A procedure is being prepared to address the giving of "pro bono" flights to non-TSA members.

### **Insurance Payment**

TSA has received a bill from Costello Insurance in the amount of \$2,300.00. The board approved the payment.

### **Private Hangars**

A proposal for the construction/purchase/lease of private hangars will be developed during the upcoming winter. It was noted that the Houston club has private hangars in use (20-year lease plus the property tax). TSA will need to review any contracts (lease or sale) before any funds are expended on the project. The contracts will need to be very clear. Bob Gibbons noted that 6-8 glider carousel type hangar could be considered for the project.

### **Safety**

Casey Kay reported that he is very concerned about TSA's safety culture. He said that aviation is not dangerous but that it is unforgiving.

He stated that he was involved with a "near collision" at

approximately 2,000 feet while he was piloting a tow plane. Another incident involving a rope break caused the ground crew to scatter. Casey said that breaks after tow release should always be to the right.

Casey said that TSA needs a safety official that communicates with the membership on a regular basis. A blast emailing to the membership should be provided on safety issues. He said our safety communications need to be improved.

Board members need to be alert for any safety issue that arises, at any time.

Casey said that the Safety Officer should coordinate with the board, instructors, tow pilots, line chiefs, etc. Casey added that he would start the safety officer position.

The board approved reinstating the position of Safety Officer.

## **OTHER BUSINESS:**

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