



Spirals

NEWSLETTER OF THE TEXAS SOARING ASSOCIATION

AUGUST 2009

THE NEW TSA YOUTH PROGRAM

Dave White

The TSA Youth Program has been the subject of much discussion recently. I volunteered to take over as coordinator recently, and have spent a lot of time trying to figure out who is actually in the program, what is needed to overhaul the program, and how to administer it to maximize benefit to both the youth members and the club. I have now produced an all-new Youth Program Handbook, which has been approved by the Board of Directors and distributed to all prospective youth members.

This article will describe the program and provide adult members with what you need to know about the new scheme. We all interact with the youth members at the club, and your help is needed to insure that the young people are supervised, directed, and rewarded while participating.

Highlights of the new youth program:

- An increase in the initial membership fee to cover the cost of materials and SSA dues.
- A six month probationary period is required for all new youth members.
- Five new categories of youth membership:

1. Priority: The top five youth members, based on work and training participation.

2. Active: Those who work and/or fly an average of twice per month, and receive second priority for flying.

3. Inactive: Youth who do not meet the criteria for Active status. There is a time limit for remaining in this status.

4. Suspended: Flying privileges lost for infractions of program rules. There is also a time limit for this category.

5. Pending: Applicants who cannot be accommodated in the flying program due to a lack of slots. These persons may work to build credits in preparation for flying.

- The previous limit of ten pre-solo students is retained and will now be enforced. There is no other limit to the number of youth members, but new applicants cannot begin flying until a slot is available.

- An annual award for Youth Member of the Year will be created, to be presented at the spring seminar.

- Adult members are asked to provide feedback on a new form when they see good OR bad conduct on the part of any youth member. This form will be made available in the clubhouse, or you may send email to me and I will complete the form for you.

- Youth members are not allowed to use club computers unless authorized by an adult.

- No youth members may stay overnight in the clubhouse or hangar without constant adult supervision.

- Youth members are not allowed to drive golf carts unless they have

a driver's license or are certified by a member of the Board of Directors. They must complete training prior to being allowed to drive carts.

- There are regularly assigned tasks with stated hour values that will be given to individual youth members each month. Adults are asked to inspect the job before signing the work log. This includes tasks such as washing gliders and towplanes, trimming grass, cleaning the clubhouse, aluminum can recycling, cleaning/sweeping hangars, golf cart servicing and cleaning, and trash pickup.

- A new list of tasks that must be accomplished prior to flying each day is provided.

- A new requirement for youth members to take a 30 minute break in the clubhouse, prior to a flight lesson. This will give them a chance to re-hydrate and cool down to improve their flying performance.

- **Working youth members must wear a yellow vest to receive credit for work hours. NO VEST, NO CREDIT! The vest also has a card on it that the youth member will use to indicate their qualification to drive a golf cart.**

- There is a new limit of six (6) hours per day allowable for credit.

- Activities such as flying, studying, eating, resting (except for reasonable breaks), socializing, and using computers are not creditable as work.

- Misuse of golf carts is prohibited. Carts are only to be used under the



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direction of an adult; simply riding around aimlessly will result in loss of driving privileges.

- Several self-study training programs are mandatory for current and new youth members. Topics such as dehydration, heat stroke, wing running at TSA, and others are included in the handbook.
- New guidelines for youth member conduct are included in the handbook, as is the disciplinary process for rule infractions.

So, what is requested of adult members?

The primary request is for your awareness and help in supervising the young members. ***Please insure that working youth members are wearing the new yellow vests.*** This is for safety and supervision reasons, and is mandatory for work time to be creditable. Next, if you see a youth member who does not appear to be productively engaged, give them a task to perform—there are always lots of things that need to be done around TSA! You can provide feedback on the program in general and individual members as you see the need. Your input is very important to the program! Finally, please inspect youth work where appropriate, and remember that no more than six hours may be logged on any day.

This new program is a work in progress, and will evolve with experience. Your comments and questions are always welcome. The handbook will be available on the TSA website eventually, but if you

would like a copy, please email me and I will send you a copy. My email address is davewhiteav8r@aol.com.

Remembering Dean Carswell

Lee Coleman

It's a great honor to have been trained by Dean Carswell over the years. He knew many club members as friends. I knew him as one of the gatekeepers to the skies.

I have to say that the keys to them were not just handed out as a gesture of socialistic equality. Therefore I considered him always as a teacher as I do all of the instructors at TSA.

He just happened to be the one that really kept me on edge, which in some ways has passed on in my soul as a guardian and critical voice whenever I even think about flying.

He had the uncanny ability to peel down to raw unexposed deficits in my pilot knowledge and scrub away the deadly rotten skin of false confidence.

I'll always remember that when he phased checked me for solo, I could have sworn that he put a huge grasshopper on the back of my neck right after tow release. Without a waver I effectively grabbed the critter with my left hand and threw him out the vent window.

One time, after a very poor check ride in which he threw everything at me to trip me up, he gave me the debriefing of my life in which he somehow hit on a personal nerve in which he said to me in so many words that I could either work harder to be a pilot or continue to erode by drinking and partying in which he

suggested that I not be a pilot.

How he knew that I was indeed trying to mix both was profound insight. I spent 3 months away from TSA angry.

I re-tested with Dean when I came back. I then logged my best summer that year with the mature attitude he instilled. I am indebted with my life for his psychological boot to the brain.

As instructor and student, I remember the lures to bring me to poor decision-making in flight and how I indeed would trip up result in a "I have control" as a corrective lesson. His debrief was a debridement without anesthesia, but our sport is not a tender social event when death or severe wounding is the outcome of poor decision making.

My last instructor ride was with Dean this last April in which we did stalls, where he unearthed doubts about what I knew about FAR's and minimum altitude. I was correct in my answers. He had me take two flights to perfect my landing. Then said, "You're fine Lee, you just have to keep flying, at least two times a month. Keep flying."

Dean's legacy is part of his soul remains here on earth in my brain to help save my life when flying.

After meeting my son years ago he asked him, "Are you going to be a pilot like your dad?"

"Maybe." My boy said.

I am a pilot indeed. A good part by Dean's time he gave to me and leading me through *the gate*.

What better friend can there be than one that gives the gift of flight?

Thanks Dean and all of the superb elite CFIG's at TSA.