



March 2008

Spirals

The Newsletter of the Texas Soaring Association

THE WARREN E. EATON MEMORIAL TROPHY 2008 RECIPIENT: DEAN CARSWELL

Jim Skydell

(Awarded each year to a person who has made an outstanding contribution to the art, sport, or science of soaring flight in the United States, as determined by the SSA Awards Committee with the approval of the SSA Directors. It is considered SSA's highest award. The trophy is in the form of a tall, vase-type silver cup, depicting in bas-relief soaring planes and clouds. It was presented to SSA in 1939 by Mrs. Genevieve Eaton in memory of her husband, Warren E. Eaton, founder and first president of SSA, who died in a glider accident at Miami, Florida, on December 1, 1934.)



“I believe Dean Carswell has made contributions to the art, sport and science of soaring relating to both safety and the general enjoyment of our sport that are almost too numerous to count.

Dean has worked tirelessly to improve soaring safety. He devised and formulated the SSA Master Cross-Country Program in 2000, and in so doing, became the first SSA Master Instructor. Dean has also served as an instructor for numerous SSF Flight Instructor Revalidation Clinics over many years.

Dean will complete his 9th year as a Region 10 Director in 2008. He served as a Vice-Chairman from 2002 to 2003, and as Chairman of the SSA Board from 2004 to 2005. Since then, he has graciously filled the thankless and unenviable role of SSA Secretary, expending a huge amount of work being responsible for the minutes of not only full Board meetings, but personally taking the minutes at over 60 Executive Committee meetings. He has also served on the Emergency Business Plan Task Force.

Dean has authored 12 separate articles in SOARING magazine since 1994, in which he reported on the flight characteristics of some of the most important sailplanes in recent history. Having personally flown over 140 types of gliders over more than 12,500 hours and 3,500 flights made him the obvious choice to author the monumental compendium: “SSA Sailplane Directory” in 1997. Somewhere along the line, he

earned a Gold Badge with two Diamonds.

Everything mentioned above, however, pales in comparison to several instances when Dean Carswell single-handedly assured the survival of the SSA.

In 2005 there was a significant difference of opinion between SSA Executive Committee members and Trustees of the SSA Foundation, regarding disposition of the large Kunda bequest. This gift occurred when SSA was in dire financial straits (we all now know why). Our Foundation representatives felt the gift should become part of the SSA endowment and not be available to SSA operations, while all Executive Committee members felt Mr. Kunda had donated the money to the SSA without restriction, including operations. Dean skillfully negotiated a resolution that allowed the Operating Reserve Fund to be established. This foundation “bucket” serves as the Society’s cash flow “shock absorber.” On more than one occasion since its creation, the ORF has been the only thing that kept SSA solvent and in existence.

Dean once again assured the Society’s survival when he single-handedly persuaded the SSA Foundation Trustees to make the loan SSA required to pay delinquent State and Federal taxes. Over many days, he alone negotiated on behalf of the entire Executive Committee to establish the loan terms and agreement between the SSA Board and SSA Foundation Trustees. Additionally, Dean wisely made certain the agreement stipulated the Foundation would make further funds available to the SSA if required to pay interest and penalties relating to the delinquent taxes. This second layer of protection for the Society may well yet be required.

Dean also negotiated the departure of past-SSA President Larry Sanderson from the Society. Having completed that onerous task, Dean took over the reins as Chairman of the Board and successfully guided the SSA through an extremely tumultuous time.

But Dean’s most important contribution toward

assuring the survival of this seventy-five year old organization is much more diffuse than the events noted above. For years, he has tirelessly served as the Society’s “General Counsel.” His advice to each and every Executive Committee member has been nothing short of priceless. On innumerable occasions when we were trying to do our best for the SSA, we were all the beneficiaries of Dean’s advice and counsel, as he drew upon his far-reaching background in law and business. As part of the SSA Executive Committee, I bore personal witness to Dean helping every single one of us decide not only what the SSA needed during the most dangerous time in its history, but how we could accomplish it.

Without Dean Carswell, there would be no SSA today.”

Spirals photos by:
Oats Schwanzenberger, Joe Cieliesz, Dave White



ONLY ONE PAIR OF HANDS . . .

TSA has four towplanes, four two-seat gliders, and five single-seat gliders. All of these need annuals, repairs, inspections, and in the case of Pawnee 34Z, a complete rebuild. Every week, it’s the same handful of people who show up to do this vital work--but they can’t do it all. How about YOU? When it’s a rainy Saturday and you know you won’t be flying, how about checking to see if the hangar is in need of your help? You’ll have a good time, and you’ll learn something about your club’s equipment, too.

A GOOD GLIDER PILOT IS ALWAYS LEARNING!

Galen Kaufman

(Greater Houston Soaring Association "Cloud Streets," September 2007)

I recently got a chance to do some soaring in Marfa, TX with Burt Compton. We didn't have time for a chalk talk but had a nice flight focusing on thermaling techniques. Here are my notes from his lesson. Burt also recommends Bob Wander's Art of Thermaling. (Burt Compton's Thermaling Tips, Marfa TX <http://www.flygliders.com/>, (800) 667-9464)

WHEN SEARCHING:

The most important point: have a strategy. Have your #1, #2, and #3 cloud always picked out. Consider the life cycle of each cloud; look for moving wisps within the cloud, flat bottoms, triangular shape. On the ground, see the shadow projection and look for holes to indicate a weak cloud. Always be looking for soaring birds. Always consider wind and direction.

WHEN THERMALING:

Clear your turns! Choose the name of someone you care about to go with Right or Left. Imagine you're thermaling with one wing high. The Germans like a bank angle of 38 degrees; others say 45 is best. You can roughly quantify 45 degrees by lining up two screws on your altimeter with the horizon. Now when you are closer to the core, your high wing will be pushed up a little. Don't do anything or change your turn, just note the direction of when this "push up" happens. Then, at 270 degrees from that point, flatten your bank for 3 to 5 seconds, then go back into the turn. That's it! That should help you sniff out the center of the thermal. Burt's dad, Fritz Compton, wrote an article saying "high wing points to the lift." When a thermal pushes you up, it will pitch you slightly down and forward since your CG is forward of the center of lift. It's like catching a wave on a surfboard. Feel for this bump and pitch and then compensate; ease the stick back and tighten your turn—stay in the surge. Don't let it push you into a slight dive which then ejects you from the thermal. Sunny side up! (Fritz said that way back

when) i.e. the lift is often on the sunny side of the cloud. But not always. When you are under a cloud, make gradual, shallow turns while you are feeling for lift. But don't waste too much time under any one cloud. If the lift is not obvious, move on.

ON FLYING:

Keep a light touch on the stick. Feel the glider and the air around you. Don't rely on your standard variometer! The lag can be as much as eight seconds. You must react faster than that to fly optimally. Keep your gaze outside, not on the instruments. An audio variometer is essential. Fly at your minimum sink speed under clouds, and speed up between clouds! Be aggressive: put the nose down and speed up to 65 knots or more as soon as you are in sink. But use gradual speed transitions between holes and clouds; anticipate the changes, but wait for them. Begin to speed up when you are leaving a thermal. Remember to clear the area. Regarding rudder control, note that:

- 1) Rudder alone will not turn the glider.
- 2) Turning with ailerons alone will produce adverse yaw initially, but the fuselage and vertical tail will self-correct shortly thereafter.
- 3) In order to spin, you must stall first, then use excessive rudder. Don't ever try to use excessive rudder to turn the glider.

While turning, a slip is too little rudder but is inherently safe. A skid is too much rudder and can result in a turning stall and spin—very dangerous at low altitudes and in thermals!



COMPLACENCY: WHAT, ME WORRY?

Martin Hellman (Copyright 2007)
([http://ee.stanford.edu/~hellman/soaring/
PASCO_2007_talk.html](http://ee.stanford.edu/~hellman/soaring/PASCO_2007_talk.html))

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

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

To do that, I will focus on three areas. The first I’ll call the 99.9% safe maneuver. This is one that you can execute safely 999 times out of a thousand. But one time in a thousand, there will be an accident, possibly fatal. If we execute such a maneuver only once in our flying careers, there’s a small risk. But, if we execute it a hundred times, there’s a good chance we’ll get bitten. Worse, the fear level that we felt the first few times evaporates as we become comfortable with the maneuver. But that’s just complacency masquerading as confidence in our skill level.

Of course, there’s nothing magic about 99.9% and the danger also applies to a 99% safe

maneuver or a 95% safe maneuver. Each success still builds more false confidence—complacency—but we tend to get bitten earlier. This was the case in the loss of two of the world’s most expensive gliders, the Challenger space shuttle in 1986 and Columbia in 2003.

The original design for the shuttle booster rocket did not allow for any O-ring erosion, but a number of otherwise successful flights with some O-ring erosion produced a mentality that there was nothing to worry about in spite of this unpredicted behavior. In such a “What me worry?” environment those who expressed concern were ignored. The Thiokol engineers who tried to delay the launch due to the cold weather were seen as overly cautious ninnies — with catastrophic results. Escaping the grim reaper time after time led to complacency instead of a design review and modification. Those steps only occurred after the disaster.

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

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

- High speed low passes
- Crossing ridges at low altitude
- Close-in ridge flight
- Becoming enveloped in clouds



Landing out—especially in difficult circumstances

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

Considering high speed low passes (technically a missed approach), as most of you know, you start this maneuver from altitude and dive to convert height into speed. You skim a few feet over the runway, near the glider's maximum speed and then pull up, reconverting most of that speed into altitude. This gets you to an altitude of about 500 feet, from which you can fly an abbreviated pattern. It's an entrancing maneuver to watch, as you can see from the picture below. While beautiful to watch, low passes entail added risk.

Kempton Izuno is known to most of us for his superb piloting on long distance soaring adventures. When I spoke with Kemp about this session and low passes, he told me he no longer skims the runway because of a scare he had: "I got a good scare from attempting this in my Libelle at Minden a number of years ago. It was the end of a long triangle flight and I was well ahead of my crew. So I got relaxed and hadn't noticed that a waving action had set up. On the long dive, I didn't notice that the speed wasn't picking up as it should. I was diving in sink, and by the time I reached the runway I only had about 100 knots and then was pulling up into sinking air. I had at best, 300 ft on the downwind leg and barely made the runway. Only on final did I notice puffs of dust blowing off the side of the runway indicating the rotor touching down. I was lucky it didn't turn out worse."

What happened to Kemp on this particular day? He hit unusually strong sink during the dive—one of those rare situations that made this a 99.9% safe maneuver for him. So he ended up close to the ground much earlier in the process than he should have, and he had no warning of the problem until it was too late—there was no easy way to monitor his total energy and note that it was dissipating more rapidly than normal, plus he was preoccupied with a number of other variables. While he pulled off the landing with no damage to himself or his ship, he decided it was a risk to

which he didn't want to expose himself again. So now, if he does a low pass, it's two to three hundred feet above the runway, not right on the deck. That extra safety margin makes the maneuver a lot less risky.

Am I saying you shouldn't do low passes, or that the pilot in the picture is taking an unacceptable risk? Absolutely not! That's an individual decision, based on skill, the conditions (stable air would have removed the possibility of Kemp's particular problem), and more. What I am saying is that low passes entail extra risk that we need to take into account both in our decision making process and when we talk about them to others whose skill level we don't know. For example, the pilot shown above has over 16,000 flight hours, has been doing this maneuver at air shows for over 30 years, will not do them in turbulent conditions, ensures that he has radio contact with a trusted spotter on the ground who is watching for traffic, and usually does them downwind so that he only has to turn around in a "tear drop" to land. The fact that someone with that kind of experience exercises that much caution should say something to the rest of us.

Taking ridge crossings at low altitude as the next example, let's look at Bruno Gantenbrink's famous 1993 talk debunking the statement that the most dangerous part of soaring is the drive to the airport. Gantenbrink exposes that foolish statement for what it is, calling it "the dumbest, most ignorant saying that has found a home in our sport." He also notes that in the 1985 world comps, when he was flying with Klaus Holighaus, they were about a mile from a pass with only a couple of hundred feet of extra altitude, and did not know the wind direction. Holighaus crossed the pass while Gantenbrink turned back into bad weather, and a loss. Gantenbrink states, "There was a 99% chance that I could have made it through the pass. Klaus was a little higher and made it. I would have made it if nothing unforeseen had happened. However, only the smallest thing needed to have gone wrong, such as flying a little to the right or left of Klaus' path. That can make a big difference in a pass." In August 1994, a year after this talk was given,

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

Turning to close-in ridge flying, this is a maneuver that kills experienced pilots at a too regular rate as noted by JJ Sinclair in his safety article, "Don't Smack the Mountain 101", on pages 9-11 of the September 2007 Valley Soaring Association's Windsock newsletter. There's also an excellent discussion in the September 1984 issue of Soaring magazine, by Henry Combs, entitled "That Beautiful Mountain and Her Sinister Trap: A Possible Explanation for Some Unexplained Ridge-Soaring Crashes" reproduced here with SSA's permission. Both of these articles note that it only takes about 500 fpm differential lift on the wings of a glider to totally overpower the ailerons. Most of us have experienced such "bullet thermals" that hit one wing and bank the plane uncontrollably. At altitude, they're usually just a nuisance, but if you're close to the ridge and it's your outboard wing that has the extra lift, it's a recipe for disaster — you're banked into the ridge and can hit it within a second, leaving no time to recover. That combination of events doesn't happen often, which is what puts it in the 99.9% safe category. But it seems to happen often enough to kill some very good pilots on a regular basis.

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

accelerating so rapidly from about 10 kts to almost 30, that he didn't have time to retreat. Suddenly, he found himself in the cloud. Without the horizon to cue him as to what was up and what was down, Kemp became spatially disoriented and, as is usual in that situation, found himself in a high-g dive. Kemp maintained his cool, remembered a recovery technique that he'd read about in Soaring (see his article for a description), and was able to utilize it to escape before the wings were torn off the glider — but not before he found himself flying backward! Kemp now maintains a larger safety margin when flying near clouds and is alert to the fact that the feeling of ecstasy when you find strong lift can turn sour almost instantly. Note that the "unusually strong lift" he encountered was what turned a 99.9% safe maneuver into an almost fatal one.

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

As to the danger involved in landing out, most glider pilots who routinely land out are rightfully proud of their ability to put their glider down in a farmer's field, a dry lake, or similar. While almost all landouts are uneventful, or involve at most minor damage to the ship, to avoid complacency it is necessary to remember that occasionally they can go terribly wrong. I've heard a number of pilots talk about coming close to hitting barbed wire fences or other obstacles that could not be seen from the air, and which could have resulted in disaster. While a fatal landout accident at Minden in May 2000 had other causal factors, he would have survived if he hadn't hit a barbed wire fence. Witnesses with whom I talked soon afterward called it a fluke that the fence was in just the wrong place — again signs of a 99.9% safe maneuver.

The second theme of this session is that

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

On June 11, 2005, a student pilot was killed in what was almost surely a ridge flying accident. The NTSB accident report states that the glider “impacted terrain . . . The student pilot . . . was fatally injured [and] . . . had approximately 12 hours of flight experience over 18 training flights . . . this was the student pilot’s first flight in this make and model of aircraft. . . . a search airplane found the glider on the back side of a mountain ridge . . . The tow-pilot stated . . . that the ‘ridge lift’ just northeast of the airport was ‘very good.’” As in most accidents, there were a number of factors, but I think you can see why I suspect inadequate caution when describing the thrill of ridge soaring to new pilots may have been one.

There’s one last theme that I hope will help us see problems before they evolve into accidents or fatalities. Many years ago, I heard an expert on industrial safety give a talk in which he noted that for every fatality, there were roughly ten injury accidents; for every injury accident, there were roughly ten property damage accidents; and for every property damage accidents, there were about ten “scares” or near accidents. He then argued, and I heartily agree, that to avoid fatalities, we should try to treat an injury accident with as much concern as if it did result in a fatality. To avoid injury accidents, we should try to treat a property damage accident as if an injury did occur. And to avoid property damage accidents (we do love our ships, right?), we should try to treat scares as if an accident had resulted—and certainly not as if cheating fate means we have the skills needed to try a stupid maneuver again! That’s called complacency and that’s when we end up looking like Mad Magazine’s Alfred E. Neuman.



INSTRUCTOR CORNER

Dean Carswell

Flight Review Ground School. These will be offered monthly on the first Saturday of each month thru April, conducting by that day’s duty instructor beginning at 1000.

Duty Instructor. Duty will continue on Saturdays. Larry Mitchell has set up a public calendar on Google for instructors to post their days of availability and non-availability. Students will be able to check the calendar and coordinate with any available instructor.

First Flight. The TSA Board of Directors elected to continue the First Flight program in 2008, with one flight per member before May 1, 2008 free of glider time charge (must still pay for the tow). Tow tickets should state “FIRST FLIGHT 2008”.

Instructor Rating Renewal by FIRC Attendance. The only FIRC designed specifically for glider pilots is the one offered by the Soaring Safety Foundation. The TSA Board of Directors has approved the reimbursement of SSF FIRC Fees for attendance by active TSA Instructors in 2008. Note that to obtain a rating renewal by FIRC attendance, your existing rating must not have expired. The present SSF FIRC schedule for 2008 can be found at <http://soaringsafety.org/events/firc.html>. Let me know if you plan to attend an SSF FIRC. For reimbursement, submit your receipt from the SSF FIRC fee to the Treasurer on a regular TSA Reimbursement Form.

FIRC Attendance by Students. This is wel-



comed – if you have a student whom you feel could benefit, please encourage him/her to attend. As a clinic with physical attendance, and real people, as opposed to on-line, there is the opportunity to ask questions, and interact with other glider pilots.

TSA Board Meeting, December 15, 2007. The Directors had some discussion on the much ventilated subject of student demand, commitment and progress, but without making any decisions. Andy confirmed that he is continuing to work on updating the TSA Student Syllabus. Andy also put on the table for consideration the proposal (on which he has already solicited instructor opinion) that students must pass the FAA knowledge test (those students that are required to take it) before being sent solo for the first time, a rule which was imposed by the MIT club when he was a member.

ASK-21 Issues. By design, the pitch trim lever spring arrangement is supposed to release after full aft and full forward stick has been selected - for example, after stalling, if the trim lever was selected fully aft, it will move forward when the stick is moved forward off the back stop. Also, we have had to replace several K-21 tailwheel hubs damaged on landing. A technical reason for this is underinflated tailwheels. I am advised that squeezing the sidewall of the tailwheel is an unsatisfactory method of checking the tire pressure. The suggested method is to sit on the tailboom and observe for signs of underinflation (flat at the bottom). Please adopt this procedure, ensuring that there aren't sharp items like keys in your back pockets. Using a tire pressure gauge is NOT recommended as the small volume of the tire results in a significant loss of pressure when checked - if it wasn't low before, it will be after.

As a practical measure, please have a minimum airspeed of 55 knots at the start of the flare - this will restrict downward motion of the tail on touchdown. Lastly, exercise particular care when landing with spin ballast weights fitted, and avoid rolling from asphalt onto grass, or vice versa.

THE TSA SPRING SAFETY SEMINAR IS TENTATIVELY SCHEDULED FOR APRIL 26, 2008. WATCH THE WEBSITE FOR DETAILS AND PLAN TO BE THERE!

SAFETY TIDBITS

From Tom Knauff's e-newsletter, 2 January 2008: The NTSB web site <http://www.nts.gov/ntsb/query.asp> lists 42 USA glider accidents for 2007. These are only the reported accidents. Since many, if not most glider accidents go unreported, there is no way to know how many accidents really occurred. The NTSB lists 5 fatal accidents in 2007. I am aware of seven fatal accidents. Of the reported accidents, 62% are West of the Mississippi; 38% East of the Mississippi. There is an almost equal number of SSA members East and West of the river. Historically, since 1983, there have been 6.4 fatalities per year. Western pilots average nearly 70% of all reported glider accidents. In broad terms, the cause of glider accidents break down to #1 landings, #2 Takeoff, and #3 in-flight. Basically, we do not know how to takeoff or land.

(tknauff@earthlink.net www.eglider.org)

Energy Absorbing Cushions. A recent report into a serious accident that occurred last year stated that: These (energy absorbing cushions) had a major effect in reducing the hazard of compressive spinal injuries in what were very significant impacts. The BGA reminds all owners and operators that energy absorbing cushions can save lives and strongly recommends that all gliders are fitted with these inexpensive aids.

“It is with regret that the Texas Soaring Association must report the death of youth member Nino D. Baldacci on Saturday, April 10th, 2008. While crossing the runway at the Texas Soaring Association in a golf cart, Nino was struck and killed by a towplane that had just landed. The towplane was damaged beyond economical repair, but the pilot was uninjured. Also damaged in the accident were two ASK-21s awaiting takeoff on the parallel taxiway. Nino was the son of Waldo and Lulu Baldacci of Dallas. Funeral and memorial services are pending and will be announced as soon as possible.”

RUNWAY INCURSIONS AND TSA

Dave White

No, it didn't really happen—yet. Pretty harsh, right? The death or injury of a member of TSA hurts all of us, especially if it's due to a preventable accident. What about the financial repercussions for TSA from such an accident? What about the lawsuits that would follow such an event? Every flying day at TSA, we see the first act of a sequence that could lead to a serious accident—and we often see it more than once in a day.

There is a tendency to see the whole runway incursion problem as irrelevant to our little airport at TSA. There are no airliners, traffic is usually light, the layout is pretty simple, and there is no tower or confusing signage to lead us astray in our gliders and towplanes. So it's not our problem, right? **WRONG!** We have a constant stream of golf carts and pedestrians crossing the runway. We have private gliders being towed all over the field to or from their hangars. We have students who don't always stay on the runway they land on. **WE HAVE A PROBLEM**, and it's going to lead to a tragedy if we don't fix it soon. A runway incursion accident will almost certainly be messy—high speeds, minimal directional control, and possibly a spinning propeller will make that a certainty.

When is the last time you saw someone about to cross the runway take the time to look both directions and make sure that no traffic was approaching from either end of the runway? When is the last time YOU looked both ways before walking out on the runway? When was the last time you landed on the grass and then crossed the asphalt runway on the way to the hangars or the angle taxiway? Were you positive that nobody was landing on the asphalt runway behind you?

The only solution to this problem is for each of us, whether youth member, adult, student, instructor, or private ship owner, to take personal responsibility for preventing a runway incursion accident. Discipline yourself to respect the runway environment and never enter the operating area without first acquiring complete situational awareness. Look around, listen to the radios, and obey the Line Chief if he/she tells you to remain clear. Don't just go racing off to retrieve a glider out in the grass—look both ways and make sure you aren't about to pull in front of traffic on the runway. Finally, watch out for each other—if you see someone who might not be aware of the hazards associated with the TSA runways, stop them and talk to them—you might save their life with a few words!

Line chiefs are the first line of prevention here. You **MUST** take responsibility for monitoring the vehicle and foot traffic on the field during glider operations! You are not just there to keep track of takeoff and landing times—you are the eyes and ears of the club and the safety of the operation is **YOUR** direct responsibility. My suggestion would be that you keep control of the golf cart fleet and assign them to specific tasks, rather than let them run around the field at random. Fewer carts on the move means less chance of an incursion.

An accident related to a runway incursion is a nightmare scenario for TSA. The resulting injuries, equipment damage, and financial impact will haunt us for a long time. I believe it's just a matter of time until we really do read about a club tragedy, unless we change our ways.

**TSA BOARD OF DIRECTORS MEETING MINUTES
17 NOVEMBER 2007**

Treasurer

Searching for a new accounting firm. October statements had not been sent out by November 15th.

Operations and Training

Andy Frechtling made the first of an annual \$2,000.00 donation for a scholarship fund to support the training of new CFGI instructors.

A revision to the training syllabus is in development and may be available for the soaring season.

Maintenance

Terry Stroud generously donated a drill and a set of standard and metric sockets.

We continue to lose things from the shop. Tools are not being put away properly. All of TSA's AN hardware is for club ships and not for private ships.

The gas pump is leaking and needs repairing—still in warranty.

Sailplane annuals are moving forward. Lots of problems are cleared and all radios are now operational.

ASK-21 wing covers are very fragile and special care must be exercised with them. At least two persons are required to install or remove the wing covers.

Membership

No resignations since the last BOD meeting.

BOD approved Dave Perkins becoming a lifetime member.

Tom Daniell, Sam Fly, Jr., J. Mark Wood and Digant P. Dave completed probation and were approved for full membership.

OLD BUSINESS

DG-1000T Status: Rick Howell attended this Board of Directors meeting and made an emotional and a very generous donation of \$25,000.00 to be applied toward the purchase of the DG-1000T.

Committees and Assignments: Bill Ruehle will handle new member orientation. Tom Barkow will be Safety Director. Openings for Youth Coordinator and Field maintenance exist.

Paint Booth: Re-work had been completed, thanks is due to Neal Palmquist, Sam Fly, Jr. and Bill Ruehle.

Other: The runway sealing project needs to be completed. TSA DVDs are now available for the ride promotion and may be purchased for \$10.00.

NEW BUSINESS

Audit Committee: Discussed a proposal regarding self insurance, debit cards and online payments.

Mineral Rights and Gas Leases: We should determine the status of TSA's mineral rights on our land. The state currently owns the rights but may be possible to regain 50% of the rights. BOD authorized up to \$5,000.00 for an attorney to research and reclaim TSA's mineral rights.

15 DECEMBER 2007

Treasurer

Continuing search for a new accounting firm. Specifications will be provided to prospective firms.

BOD authorized the annual donation to the Salvation Army in the amount of \$500.00.

The electric meter in the hangar B shop will be removed to save the monthly expense.

Operations and Training

An instructor pilot availability schedule using Google calendar is being developed.

Discussed proposal that student pilot solos would not be permitted until the student passes the FAA written test for the rating sought.

We need to get a better commitment from the students. Suggestion was made that youth members should have a cash/work credit prior to training entry.

Champ repairs are almost complete. Tow pilot training in the Champ is important because of impending tow pilot shortage.

The 2008 First Flight Program will begin after January 1st.

Maintenance

We need to bring in youth and other members to help getting the sailplane annuals completed.

Canopy covers for the PW-5s have arrived.

Oxygen systems for some of the ASK-21s and PW-5s are being investigated.

Membership

New members: Charles Savage, Cameron Savage (youth member), Edwin (Russ) Bird Jr., Corey Bird (youth member) and Carter Neill (youth member).

Hugh Grandstaff and Ela Cybulska have submitted their resignations.

David Siegert and Tom Browning completed probation and were accepted into full membership.

OLD BUSINESS

Committees and Assignments: An opening for the Youth Coordinator still exists.

Insurance: Discussed an insurance program to cover the \$3000.00 deductible for damage to sailplanes, and whether an increase in dues or renters' insurance would be the best method. \$3.00 to \$5.00 per month dues increase would eliminate the present deductible.

Debit Card: Discussed possible use of debit cards for TSA business.

On-Line Payment System: A concept for on-line payments from members was briefly discussed.

NEW BUSINESS

2008 1-26/World Class Contest Plans: Reviewed plans and budget for the 2008 1-26/WC Contest at the TSA Gliderport during July 2008. Entry fee for the event will be \$300.00. Tows to 2000 feet will be \$48.00 per tow. Three tow planes will be required.

Dick Johnson Flight Tests: Approved TSA support for Dick Johnson's sailplane flight tests. Six to eight high tows will be required for each test.

New Year's First Flights: Special flight deals are approved for the 2008 First Flight program: Glider fee is waived but tow is at the regular rate (through 30 April).

Flight Instructor Recertification: TSA will pay the fee for the Flight Instructor Recertification Clinic for TSA CFIGs who need to renew their license.

Weather Station: TSA's present weather station is unreliable and needs to be replaced. Replacement prices are being investigated.

DFW Class B Changes: TSA will have a knowledgeable representative to participate in the DFW Class B redesign committee.

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Treasurer

Rolling quarterly financial record audits will be conducted.

Search for a new accounting firm continues.

Continuing the research of the Gas and Mineral rights of TSA.

Maintenance

Adjusting all tow plane annual inspections so that they fall in the off season.

Glider maintenance is up to date. Black 21 is down for annual inspection and will be stored until soaring season. Green 21 is back in service.

Covers for the ASK 21s are ready to be installed.

Membership

6 new members: Robert J. Tezyk, Stan Kern, Mark Brown, Jeff Whittle, Jim Wallace and Steven Turner. Conrad Kay completed probation and was accepted into full membership.

4 persons will be removed as members for non payment of dues.

Some youth members have not paid their SSA membership fees. These individuals will be called to ascertain their desire to continue as youth members.

SSA annual membership renewal was complete.

BOD waived both the initiation fee and membership dues for Steven Turner because of his service in the Marines, his long association with TSA, and all the work he has done.

Operations and Training

Instruction at TSA is being provided with little delay. A training seminar in April is tentatively planned.

OLD BUSINESS

Runway sealing: BOD reviewed a proposal for completing runway sealing project. A volunteer is needed to take over this project.

NEW BUSINESS

TSA Patio Project: A proposal was made to improve the patio area behind the club house. TSA agreed to fund this project. Additionally, to offset the cost of the project, Ann Tuner has offered to make customized 12"x12" paver stones. These can be offered for sale to the membership at \$30 each. The stones can be made with member names and other designs. Project to be managed by Ralph Kolstad and Paul Searles.

Boy Scouts: In 2007, 100 scout flights were authorized and 66 scout and plus 5 adult flights were actually flown. Five troops provided work on the field and four troops camped at TSA. 100 flights were approved on an on-going basis by a previous Board and are thus available for the 2008 scout flights.

Banning Fireworks on TSA Property: Discussion about the recent grass fire created by fireworks on New Years. The Operations Manual will be amended to ban of fireworks on TSA property.

Off Site Tow Plane Support: Members can request tow plane support for soaring adventures away from TSA. The following policy was developed:

1. One TSA member will act as the Leader for the trip and will be billed for the tow plane charges and non-TSA members' tow charges.
2. Leader makes request to Director of Tow plane Maintenance or the President.
3. Tach time for the ferry flight is billed to the Leader at the retrieve rate (currently \$90/hr).
4. Non-TSA members at the off-site must sign a TSA Temporary membership form
5. All tows will use TSA tow tickets, and will be billed at standard TSA rates + \$5.
6. Leader's membership number goes on ALL non-TSA tow tickets & is billed for non-TSA tows.
7. TSA will provide a box with spare tow ropes, cans of oil, temporary membership application forms, tow tickets, tie down kit, etc.

TSA in the 2007 On-Line-Contest (OLC)

Bob Gibbons

The On-Line Contest has rapidly become a fixture of the international soaring community since its inception in 1998. Each year participation increases, and each year more pilots realize the satisfaction of sharing flight information and accomplishments with other pilots across the world. Last year TSA finished 7th in OLC miles among US clubs (84,108km over 270 flights). This year we did not do quite as well in our OLC placing, 10th in the US. As would be expected from our very wet summer weather, we flew slightly fewer miles, 74,175km, though we did manage more flights, 344 flights. This outstanding accomplishment, in view of our weather, was the feat of just 22 of our pilots. Figure 1 shows the

#	Points	Pilot Name	KM	# Flights
1	6,096.03	John Bourland (US)	7,251.61	39
2	5,667.58	Bill Ruehle (US)	6,633.99	24
3	4,304.73	Dick Mockler (US)	5,041.00	25
4	4,022.61	Bob Gibbons (US)	4,869.62	26
5	3,759.09	Bob Kibby (US)	4,197.95	26
6	2,988.93	Terry Stroud (US)	3,345.65	18
7	2,292.94	Rick Howell (US)	2,616.91	12
8	2,204.16	Britton Bluedorn (US)	2,433.56	17
9	1,810.28	Timothy McAllister (US)	1,997.02	11
10	1,374.96	James Rider (US)	1,559.63	13
11	777.87	Michael Evans (US)	896.09	3
12	508.23	Rick Lewis (US)	551.79	3
13	488.05	William Ruehle (US)	585.24	3
14	476.58	Steven Turner (US)	536.15	2
15	291.74	Wells Morse (US)	333.42	1
16	280.63	Oats Schwarzenberger (US)	265.21	5
17	191.49	Bob Kembel (US)	227.26	2
18	189.63	Ralph Kolstad (US)	232.27	2
19	152.83	Joe Cieliesz (US)	155.24	3
20	152.64	Vic Lambert (US)	170.50	2
21	146.40	Gerry Kiefer (US)	161.32	1
22	115.88	Sam Fly (US)	136.05	1

total mileage and flights from our 22 TSA pilots.

Again this year, the OLC conducted a speed competition on 19 consecutive weekends during the summer season. The speeds for the fastest 3 pilots from a club are summed and represent the club's speed score. This year the OLC League included flights made from any airport,. In this competition, TSA placed 12th in the USA. If you're interested to see who are the fastest pilots at

Round #	Place	# Clubs	Points	Speed	Pilots		
Round 1	22	50	29	202.87	Andre deBaghy	Bill Ruehle	Rick Howell
Round 2	-	27	0				
Round 3	8	45	43	169.15	Andre deBaghy	Rick Howell	Bill Ruehle
Round 4	24	50	27	122.22	John Bourland	Dick Mockler	
Round 5	21	43	30	151.23	Paul Bloxham	Dick Mockler	
Round 6	31	35	20	37.73	Andre deBaghy		
Round 7	16	46	35	221.8	Rick Howell	Bob Gibbons	Bob Kibby
Round 8	1	44	50	329	Rick Howell	Michael Evans	Andre deBaghy
Round 9	5	32	46	310.5	Rick Howell	Michael Evans	Bill Ruehle
Round 10	-	48	0				
Round 11	15	42	36	163.94	Andre deBaghy	Tim McAllister	Bob Kibby
Round 12	4	42	47	255.41	Bill Ruehle	Morse Wells	Rick Howell
Round 13	16	50	35	213.59	Dick Mockler	Rick Howell	Bill Ruehle
Round 14	27	29	24	35.08	Andre deBaghy		
Round 15	8	37	43	203.79	Bill Ruehle	Bob Gibbons	Bob Kibby
Round 16	7	42	44	267.73	Bill Ruehle	Dick Mockler	Bob Gibbons
Round 17	-	31	0				
Round 18	7	50	44	275.99	Bill Ruehle	Dick Mockler	Bob Gibbons
Round 19	15	50	36	200.96	Rick Howell	Bob Kibby	Bob Gibbons

TSA, Figure 2 shows the weekly summary of the USA OLC League. The table shows how many points TSA accumulated, total (handicapped) speeds, and the three pilots who scored the points on each weekend.

What about next year? The 2008 OLC runs from October 9, 2007 to October 13, 2008. In 2007 we had only 22 pilots uploading flights to the OLC. If all our pilots flying cross country uploaded to the OLC we would surely place higher. None of our 1-26 pilots appeared to have filed an OLC claim. The 1-26 carries a very attractive handicap and can accumulate significant OLC points. For example, a triangle flight from TSA to Luscombe Acres, down to Hillsboro, and back to TSA totals 79 km in actual mileage, and with the 1-26 handicap of 0.61, this results in a scored OLC distance of 129km. An ASW-27 would have to fly nearly twice as far, 147 km, to achieve the same OLC score. The OLC process is easy, no declaration is needed, just an IGC flight log. You can fly wherever you want, just follow the good clouds if you wish. A number of flight loggers can generate the required IGC flight log, including the Cambridge units in the club PW-5s. The OLC now supports an easy interface for direct upload. You can even use non-certified loggers like a Garmin handheld GPS for the OLC Classic. The Albuquerque club has a good description of how to upload IGC log files using the OLC Direct Claim interface. Visit http://www.abqsoaring.org/misc_files/USA-OLCTutorial.pdf for this file.

We all know TSA is the US's foremost cross country club; let's show the rest of the world!

***WE ARE IN DESPERATE NEED OF STORIES—
BADGE FLIGHTS, TRAINING EXPERIENCES,
CONTEST STORIES, LESSONS LEARNED,
OR ANYTHING ELSE THAT MIGHT BE OF
INTEREST TO THE MEMBERS OF TSA.
WE ALSO NEED PICTURES OF SOARING OR
MEMBERSHIP ACTIVITIES, AS WELL AS
HISTORICAL STORIES OR SOUVENIRS.***

***SEND THEM TO THE EDITOR, DAVE WHITE, AT
DAVEWHITEAV8R@AOL.COM.***

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