



Spirals

NEWSLETTER OF THE TEXAS SOARING ASSOCIATION

FEBRUARY 2009

The Green Team

By Lee Coleman

When I get an e-mail from anyone regarding TSA, I open it up because it's usually good news. Not an exception with one I got from Bob O'Neal. It was to prep Green 21 for annual.

I came out as told to at 10:00 a.m. and the parking lot had a lot of cars in it. Wow all those people for Green 21, we'll be done by noon. Well that was not the case. It was the BOD meeting.



So I say hi to Joe Cieliesz sitting in the clubhouse and tell him I'm here to work on Green 21. He's there for the same thing.

I had not been out to TSA since October, and driving in I saw the new "big dog" hanger. I had to stroll over there to look. I'm impressed. Not only because it's impressive, It's impressive that I could not take a peek inside since it is a secure

hangar that is totally enclosed. I worry every time a tornadic front comes through the area. I think whatever is in there is going to be protected well.

So I take some snaps and then go to the tow plane Hanger and see someone with a pony tail in this window tinted van. I'm thinking it's some old lady waiting for somebody in the hangar.

I go into the hangar to check out the

scene and see that it's filled up with planes. And then I see Sam Fly walk by with a pony tail!

I'm going to need an eye exam before season flying. Things are always changing out at TSA. A long haired Sam Fly turns out to be a pretty Bad a** combination. It proves that I have to get to the club more often so things aren't such a shock.

I tell Sam what I'm there for and

he tells me my leader is Tony Way and to go get him out of the BOD meeting.

By the time I got back to the Clubhouse the meeting was adjourned. Tony gave me a ride back to the tow plane hangar.

I thought we were going to have to drag Green 21 out of the new hangar so I could get a peek at the setup. But I think I'll have to attune my situational awareness too since the plane was already de-rigged in the tow plane hangar when I walked in earlier.

I think TSA is the country club of all Soaring Clubs. I fully expected to be pulling pins and straining and lifting K21 wings but someone did the hard part. Who they were, hats off! It was disassembled down to seat pan removal!

So the next phase of the annual inspection was to clean the bird.

I cleaned two turkeys I shot last month and that was a mess. This cleaning however was a breeze. I think there is a lot of sustained attention by students to keep the K21's clean and tidy. The covers are doing their job, even though it's a real chore to put them on.

I suddenly found myself surrounded by over six club members ready for action. We filled buckets of clean

water and got sponges and gave the K21 a bath. I got the K's belly, which I wanted to because I could lay down on the job. Be warned though that there's a fierce mud streak down there that takes some elbow grease to remove.

Tony Way, and Joe, along with Doug Reeves, Casey Kay and the Reliable Rick Howell were topside. There was another loyal club member that will give me hell to pay for not remembering his name but did some bathing and wing twisting too along with some tape residue removal on the wing roots.

The tape residue removal took a lot of time until Jim Rider got out his special stash of 3M adhesive residue remover from his house. Daub it on and wait a moment, then wipe away. Only a tiny bit needed rubbing and reapply. The tapes were probably the same tapes that we put on after we unloaded it off the 18 wheeler 3 years ago. Seemed like it. I have some fingernail left, but just a little.

Waxing came next and as I was labouring over the root tape gunk, the topside dudes had cleaned and coated both top surfaces of the wings, tail surface and rear fuselage to the roots.

They catch up quick.

While I was attending to the root of the problem, vacuuming the cockpit was also being performed by Doug and Joe. There won't be a layer of sand in your face when you go zero G in Green 21, at least for the first few flights this year.

I then helped flip wings over to do the underside. We waxed the rest of

plane from the TE fuselage root to the nose. After that it was lunchtime.

I stayed on while the topside of the Green Team dined since I had to redeem myself for taking so long on the tape residue. So I got the residue off the wings and since I had the solvent remover I attacked the wing that had a big asphalt scrape. I used the Goo Gone for that and flooded it on to loosen the tar. It took a little time but if I scrubbed the scratch gouge with my fingernail wrapped with the T-shirt cloth in the groove it beat the tar out of it! Scrubbed actually.



I then began sponge bathing the wings and by the time I got half done with one the crew walks back in and gets at it again. Casey starts cleaning the canopy. Rick bathes the other wing while Doug waxes the wing I'm working on cleaning up to where he has to wait for me. I'm turning into a slow poke. You could start a car detail company with this crew and make a profit.

By that time I finished the bath. Rick caught a bit of residue I missed and I hit that and then saw Tony taking the tail wheel off. I now have the PIO trophy Rick, (rest his soul as eyes above us) promised me when I had a PIO incident last May. Funny thing though, Tony had a slip of paper

stating that another club member admitted to dinging it too. And we counted 5 flat spot in the rim so each will have to pay 1/5 the cost of the wheel! Whew.

I helped Tony de-tire the rim and now have it. The new one is an anodized custom "bling" wheel. It looks more expensive so everyone better be careful.

I had to go after that so I left at 2 p.m. and I looked like it was almost to completion for the AP inspection.



Then I'm sure the plane will magically reassemble itself and tow its way back to its nest.

I'll head back out for the finish out of Green 21. But I must say that with a team of 7 to 8 members, things go fast. I was an honor to serve with the pilots of TSA to keep our fleet in top shape. It was not hard at all. As Rick Howell said that day. "All we are doing is just maintaining and preserving something that is well made and already in great shape."

Indeed it is in great shape thanks to all that keep it that way during the year and to those that take it apart and put it back together.



MINUTES OF MEETING OF DIRECTORS

Texas Soaring Association, Inc.
17 January 2009

A scheduled meeting of the Board of Directors was held at TSA on 17 January 2009, at 9:09 AM. The following Directors and members were present and participating at the meeting:

Officers Present:

Tom Barkow, President
Bob O'Neal, President Elect
Mark Gurley, Treasurer
Harry Barnard, Secretary

Directors Present:

Jim Rider
John Latson
Andre deBaghy
Terry Stroud
Bill Ruehle
Wells Morse

Absent:

Bob Kembel
Anthony Way

CALL TO ORDER:

Tom Barkow, President, stated that a quorum of the Board of Directors was present, and that the Board meeting would be conducted.

The minutes of the December 20, 2008 Board of Directors Meeting were approved, without dissent following a motion by Jim Rider and that was seconded by Bill Ruehle.

REPORTS:

Treasurer

Mark Gurley presented the Treasurer's Report to the Board. The report was broken down into

three main topics. As presented below:

1. Checking account balance (31 December 2008): **\$48,583.23**
2. Check Register Balance (31 December 2008): **\$52,823.63**
3. Fuel tank level as of 31 December 2008 (dip stick): **2390 gallons**

Mark also presented Steve Graves Financial Advisor's Report.

The Treasurer's Report was approved by the Board. The Treasurer's Report, Financial Advisor's Report and the TSA Monthly Fuel & Aircraft Report are included as attachments to these minutes.

Mark reported that 65 club members had signed-up on the web site.

Bob O'Neal asked about the benefits TSA is receiving from Smith-Barney. He also asked about how TSA was operating from a cash stand point. Jim Rider commented that the annual cash flow matched expenses during the period of the two-place sailplane replacements. John Latson is in favor of getting TSA's money out of the Smith-Barney account. Steve Graves is working this issue and will change account managers in the near future to achieve better investment avenues.

Tom Barkow noted that we should have a standard format for the financial report at each of the Board Meetings. He added that a cash flow report would be important and that both check register and bank balance are not so important; one will be sufficient. Mark Gurley said that the cash flow report would reflect seasonal effects due to cold

weather periods. He noted that December, January and February are usually not profitable months.

Tom Barkow added that the engine intended for 34Z needs to be overhauled and will cost approximately \$30,000.00.

Membership

Bill Ruehle reported that no new members have signed-up and that four members have resigned; Ken Boyce, Mike Cristie, Ron Hanna and Fred Schroeder. Bill added that Don Coder was now off of probation and that two more members will be coming off probation next month.

Bill said that he will be sending the club member's SSA dues out today. Bill also stated that TSA members should go to the new web site and register their information. He also said that this information should be up-dated annually. Bill commented that some of the youth members still don't understand that their SSA dues must be in cash (or check).

Mark Gurley commented that perhaps TSA should pay the youth's SSA dues. TSA currently has about 26 youth members. No action was taken on this comment.

Flight Operations and Training

John Latson reported that he has not flown at any time during the last month.

John stated that Alex Ferrer and Omri Kalinski want to become flight instructors for TSA. He feels that the CFGs recently granted should be "good to go" for TSA instruction.

John said that TSA's flight training syllabus is standard but it does not contain lesson plans. Jim Rider added that the flight training repetition is good for someone desiring to go to another place to fly.

Maintenance

Jim Rider reported that all three tow planes are operational; all are nearing time for oil changes. He said that the annual for 42L is due in March but may wait until April to complete. The 250 hour AD on the left magneto is due in another 10 hours. Jim added that 04L's annual inspection has been completed.

Jim said that 42L will fly the most for the time being.

Jim also reported that the King radio for 34Z is working and that the wing is in the paint shop. He added that the weather needs to be warm for the painting. The Form 337 for the strobe light on the tow plane.

Jim Rider reported on the sailplane maintenance. He said that more annuals are coming due. The PW-5 and Duo-Discus GPS/LNAV/variometer replacements are being worked. An issue whether to send off the 302 flight data logger for calibration and maybe an internal battery exists.

Tom Barkow asks about available manpower to perform the work on the sailplanes. Bob O'Neal stated that no problems exist in getting sufficient help at the present time.

Tow Pilots

John Latson reported that everything is going OK. He said that Alex

Ferrer wants to be checked out as a tow pilot. This will require renting Carol's Citabria for the check-out. It was noted that insurance rates for tow pilots is approximately \$250.00. The rates covers tow pilots with 50-100 hours of tail dragger time.

Tom Barkow asks if the web site is ready for tow pilot scheduling.

Tow plane fueling/re-fueling was discussed. John Latson said that it was not a good idea to put 33 gallons of fuel in the tow planes. Jim Rider comment that the tow plane should be re-fueled after 15 tows or if the fuel gage is below 10.

Line Chiefs

The line chief scheduling is being performed by Jim Freeman. A suggestion was made to have 3 people available for the hot days and that youth members should help the line chiefs.

Safety

Tom Barkow asked John Latson to work with Andre deBaghy on the safety meeting this spring. It should be during the 2nd or 3rd Saturday during the month. John said that March 28th

John Latson said that he would like to combine BFRs with the annual safety meeting. He added that as many BFR glider flights as possible should be conducted following the safety meeting.

Andre said that the SSA Safety Audit will be conducted during the summer.

UNFINISHED BUSINESS:

Hangar Project

Jim Rider said that four drop-down, copper, air lines are being installed in the new hangar.



NEW BUSINESS:

Marfa Wave Camp

A tow plane has been requested for the Marfa Wave Camp during the week before Easter (April 12th). Jim Rider said that TSA would be paid for the tow plane travel (gas) and the pilot should be provided with a room and transportation while in Marfa. No pilot per-diem at the wave camp; the pilot provides his own meals. Jim added that TSA should get about \$50.00 (cash or check) for each tow.

John Latson asked if TSA could spare the tow plane. Jim indicated that there is no problem, at present, but that three tow planes will need to be operational to support this operation. John added that we should inform them of the standard contract for supporting the activity. John then moved to provide the standard offer. Bob O'Neal seconds the motion and the motion is approved.

Hangar Raffle

Six members have indicated that

they wish to rent the two available slots in the new hangar. No sub-letting of the slots will be permitted. A drawing was conducted to select the priority of the members requesting the hangar space. The results of the drawing are:

1. Dick Mockler
2. Jeff Baird
3. Doug Reeves
4. Dave Mockler
5. Mark Brown
6. Andre deBaghy

Terry Stroud will be the contact to take care of the hangar situation.

Test Flights

Andre deBaghy brought up the tows to support the sailplane tests that the Board had previously approved. Jim Rider expressed his concern about wear and tear on the tow planes during high altitude tows. Tom Barkow said that the number of tows should be limited to eight. He then moved that TSA should limit the number of tows to support the flight tests to eight. John Latson seconded the motion. The motion was approved by the Board.

OTHER BUSINESS:

Oats Schwarzenberger sent an e-mail suggesting that Dean Carswell's name be put on one of the ASK-21s.

The next BOD meeting is scheduled for February 21, 2009 at 0900 hours at the TSA clubhouse.

ADJOURNMENT:

The meeting was adjourned at 1103 hours following approval of a motion by Jim Rider that was seconded by John Latson.

Texas Soaring T-shirts for Sale

After wearing out the first edition shirts from 2 years ago. I got turned on to a cool site that will print the shirts one off. Yes they are more expensive than the ones I made out of my garage a few years back, but the quality is superb, as they use the latest digital printing technology. Please note that T-shirts are not a good strategy to combat UV exposure. They're just good for TSA exposure. Stay tuned for more designs.

Here's the link:

<http://www.printfection.com/oneblueyedogtees>



Cieliesz Eye on Safety

Plucked from the NTSB

NTSB Identification: DEN08LA137A
14 CFR Part 91: General Aviation
Accident occurred Saturday, August 09, 2008 in Bracketville, TX
Aircraft: Schempp-Hirth Ventus 2A,
registration: N777UN
Injuries: 1 Serious, 1 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On August 9, 2008, at 1532 central daylight time, a Schempp-Hirth Ventus 2A glider, N777UN, collided with an AB Sportine Aviacija Genesis 2 glider, N110RG, during a gliding competition 4 miles north of Bracketville, Texas. Visual

meteorological conditions prevailed at the time of the accident. The local flights were being conducted under the provisions of Title 14 Code of Federal Regulations Part 91 without flight plans. The pilot of N777UN was uninjured, while the pilot of N110RG sustained serious injuries. Both flights departed Garner Field Airport (UVA), Uvalde, Texas, approximately 1200.

According to a telephone conversation with the pilot of N110RG, he was following behind another glider at an altitude of 5,000 feet, heading for the first turn point in the competition. The glider in front of him entered a thermal and the pilot of N110RG established visual contact with the other pilot before entering the thermal behind him. He stabilized a right 55 degree bank and had completed three turns when he heard a loud bang and immediately "went out of control." The right wing dropped and the glider "went inverted." The pilot of N110RG exited the glider and deployed his parachute. During the egress, the pilot was struck in the neck by some portion of the glider. The parachute deployed without issue; however, the landing was hard, resulting in serious injuries.

According to a telephone conversation with the pilot of N777UN, he had observed the two gliders in the thermal in front of him and entered the thermal underneath them. After two turns in the thermal, he lost sight of the two gliders and collided, shortly thereafter, with N110RG. His left wing and winglet impacted the right wing of the other glider. The pilot of N777UN landed uneventfully at UVA.



Volunteers Needed For SSA.

The Soaring Society of America needs you. A challenge has been brought forth from Phil Umphres, SSA Cahirman, to tap into the country's soaring community to contribute knowledge and time to bring the SSA into a new era of excellence.

The SSA's plans are to reach out to people that may be totally virgin to the sport. The SSA needs ideas to do that.

Phil's needs are webmasters and web contributors to keep the SSA site up to date, content creators that tap into the years of experience they and others have about our sport and SSA appointed envoys to sit in on international groups like the NAA, FAI and ICG.

The urgency of assembling a collection of volunteers is building yearly on account of our sport's population age being skewed older. Young and old should get together to build knowledge bases and collaborate to improve the our sport. That info should be shared with what amounts to the hub of our sport, the SSA.

Lawyers and accountants are needed to volunteer to help in those matters that are a daily reality of our sport too.

"We need folks who have talents at marketing, who can help design brochures, and who can help us publicize the sport to the public at large". Phil stated.

Defining volunteer means donating this service for no compensation whatsoever. And it also means no reimbursement for expenses.

That pretty much means you have to think of your role of volunteer as being a servant, or superhero depending on your character makeup. Perhaps you are both.

TSA has these kind of people that have served and are currently serving the SSA. Everyone at TSA can be a valuable contributor to make the SSA a reinvention of aviation. Contribute something now.

MARFA WAVE CAMP AND THE LATE DICK JOHNSON.

APRIL 10, 2009.

Soaring pilots from across the USA will honor the late Dick Johnson, soaring legend and mentor, with a special evening with his family at the Hotel Paisano in Marfa.

Websites:

www.flygliders.com (Marfa Gliders Soaring Center)

www.hotelpaisano.com (Hotel Paisano in Marfa, gathering place of pilots since 1962)

www.marfacc.com (Chamber of Commerce, for alternate accommodations)

Pilot Registration deadline is March 10 for the April 4 - 11, 2009 Texas Glider Rally / Dick Johnson Wave Camp. Please let us know if you are planning to fly with us in far southwest Texas so we can facilitate your visit (and have enough towplanes.) Early arrivals welcome, just let us know you are on the way!

Burt Compton 432-386-5505 (mornings are best before the soaring starts!)



TSA YEARLY SAFETY MEETING-2009-03-28

THIS IS A MANDATORY MEETING. REMEMBER TO BRING YOUR LOG BOOK, YOUR INSURANCE PAPERS, YOUR BFR DATE, ONE LANDING IN THE LAST 90 DAYS, YOUR CURRENCY ON CLUB GLIDERS ETC.. THIS MEETING WILL ALSO SERVE TO ESTABLISH THE NO TOW LIST, SO MAKE SURE ALL YOUR INFORMATION IS CURRENT. SEE texassoaring.com



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