

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

A Smorgasbord of Gliders

by Sarah Macpherson

Well, March is here, the season has started, but between the precipitation (rain and snow) and the TFR, we haven't done any task flying. Rather than tell Carlos (again!) that this month I have nothing to contribute, I decided to write about a topic I know at least a little something about – club ship flying. Yes, those of you who wanted to try flying a different club glider last year, but never got around to it, I'm talking to you. So listen up!

Have you made your new soaring year resolutions yet? You haven't?! Well, what are you waiting for? The season has already started, and there are sailplanes to fly, places to go... As if that weren't enough, the rules have just been revised so you can take club ships cross-country (have I enticed you yet?).

Every year, most of us make up a new year's resolution or two... or three... This year, I'd like to encourage those of you who have just not gotten yourself out of the 2-33 or who want to try some of the other "flavors" of gliders the club has to go for it. So grab an instructor and let's go play!

Disclaimer: the opinions expressed are

the author's own and are not representative of the opinions of other club members. Sorry, had to do that. Besides, if you have any stories about flying in these ships, feel free to publish them – Carlos told me he was hurting for material on this issue – I'm sure he'd be most happy to have backup in case he runs short again. [thanks Sarah! – Editor]

Schleicher ASK-13: Slightly better performance than the 2-33 (though I



heard it flies funny), this wood and fabric two-seater does terrific on weak thermal days. Of course, for windy, turbulent days, you'll probably want to pass on this one, but it's perfect for those calm, warm days of summer when the whole sky is going up (don't we wish it

were like that now?).

The seats are more reclined than the 2-33, and those of us who are... uh... vertically challenged might need to play with a few cushions before we can see over the instrument panel, but it's a good change of pace. A plus with this ship is that an instructor can come with you on your first flight. Be sure he or she briefs you on weight and balance and other issues related to flying a different ship – remember, you're not jumping into the 2-33!

Grob 103: With better performance than the ASK-13, this fiberglass ship can make anyone used to flying in the 2-33 feel that that they can fly with the task day pilots. It's a heavy glider, but it is also probably the first T-tail you will fly. Great glider, highly recommended for taking up passengers. Once again, you can bring an instructor along – and, once again, make sure you have him or her brief you on what's different in this airplane – not to mention the retractable gear for those who fly at Frederick.

Schleicher ASK-8: Since this is the single seat version of the ASK-13, your instructor will probably fly with you for a while in the ASK-13 before signing you off in this glider. One thing you'll

(Continued on page 5)

President's Notes

By Glenn Collins

I think it is safe to say, the 2003 season has begun. M-ASA has managed to hold operations at both Fairfield and Frederick. Those lucky enough to have made it out sound like they have had a lot of fun. As always, I cannot stress enough the need for every one of us to look out for each other. This spring is the first time in many years where most of us have not flown at least some during the winter months. We are all going to be rusty. We must watch for this and make sure the proper checks are performed and we don't rush our procedures. One of the best benefits of a club operation is the availability of friends ready and willing to help.

As much as I would have preferred to fly, I managed to spend the past weekend attending a regional seminar looking for various approaches to improve certain aspects of our club's operation and to make the sport grow. **Hans Jorgensen** joined me on a trek to Tom Knauff's place where we spent the weekend with 10 other soaring operations looking at how we all operate and sharing ideas. Lots of good ideas exist

and I personally see no reason to reinvent the wheel. Hans and I will compare notes and we will prepare a review for the April General Meeting.

Speaking of the General Meeting, I would really appreciate everyone's involvement in these sessions. Over the past two years, we have bounced around a number of good ideas to improve attendance at these meetings. But

At the annual meeting I mentioned a degree of confusion regarding those members who managed to fly every month of the year. The following is the full list. Awards will catch up in the weeks to come.

- | | | |
|--------------------|----------------------|---------------------|
| Jim Furlong | Mike Higgins | Hope Howard |
| Tom Jones | Tom Judkins | Jean Posbic |
| Paul Rehm | Ray Scarpulla | Gene Wilburn |

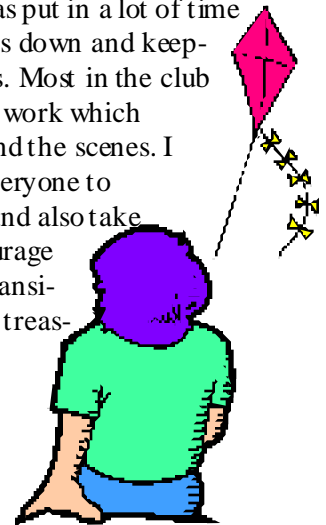
we have never seemed to find someone to take on the initiative to organize and make sure it happens. Instead it seems only a good controversy can turn out a crowd. The next General Meeting will be April 11. The meeting will start at 8 PM in the Frederick clubhouse. The primary topic will be airport operational safety. Specifically we will discuss the merits of contest finishes. We now have the requisite controversy so I expect a good turnout. The Board of Directors has collected some research on this topic and will present our views and want to hear those of anyone else concerned. I also hope to have a solu-

tion on the TFR but I am sure everyone is getting tired of hearing me say that.

I want to thank everyone for pitching in and helping when needed. This past weekend we dodged a potentially disastrous bullet when a section of the Frederick hangar roof was found to have failed under the heavy snow load it had been subjected to. I believe all the members present that day joined the effort to replace the structural pieces. The hangar is now repaired but we all need to look at all of our facilities and watch for any unknown damage. **Bill Whelan** has assembled a summary article highlighting some of the more recent facilities projects and thanking those who have made the effort to help.

In closing I want to thank **Mike Higgins** for two outstanding years as treasurer. Mike has put in a lot of time tracking items down and keeping the books. Most in the club don't see the work which goes on behind the scenes. I encourage everyone to thank Mike and also take time to encourage Hans as he transitions into the treasurer role.

Glenn ▲



Peter Kern

Fixed roof boards at FDK



Peter Kern

M-ASA 2003 Annual Meeting

M-ASA Safety Corner - A New Tool for the OD

by Rick Fuller

This is a follow-up to the pitch I made at the Annual Safety Meeting about the new Accident / Incident Response Book available at each clubhouse. When you take the helm as OD or AOD, take a moment to familiarize yourself with the contents of the red binder. It contains all the helpful tips, references, forms, phone numbers, even radio frequencies that the OD might ever need to be M-ASA's "first responder" to an accident, incident or overdue glider. Need to talk to the Secret Service? Yup, their phone number is included.

The ideas we culled from the Blue Ridge Soaring Society, Skyline Soaring Club and our own Grob-103 accident last summer are a collection of thoughts that we believe pertain to almost any event we might experience. Under the stress of reacting to an accident, you'll find it important to delegate a number of actions spelled out in the book. Hopefully, it will reduce the time spent hunting for things like phoning numbers in the clubhouse, expediting your reaction time. Use it as a guide; you'll see it's not a strict step-by-step checklist since every situation will be unique.

I've included forms for witness and crewmember statements, necessary for any club or NTSB investigation. It also includes sheets to provide club member feedback on the contents. With your new ideas, I plan to keep this a living useful reference for the OD and any member who might help as a M-ASA first responder. Please take a free minute to review it.

That said, I hope we never have to use it.



Some of What Keeps M-ASA Going

by Bill Whelan

We all enjoy the flying. But lots of work is required behind the scenes to keep the roof over our heads and things from falling to rack and ruin. This little note is to acknowledge the very important and necessary work of some people over the last several months on our facilities. Since we all benefit, we all should regularly really pitch in. Please touch base with Fairfield Facilities Manager **George Burns** to see how you can help keep our costs of flying down. And feel free to do the same to **Bill Judge**, the new facilities manager at Frederick (gurns51@comcast.net, wjjudge@hotmail.com).

Now to acknowledge the work. Weather glazing over the windows at FFD. Project leaders were George Burns and **Jim Trygg**. **Gordon Heidelbach**, **Bob Andrew**, **John Hearn**, **Michael Hearn**, and **Tom Jones** also helped with the FFD windows. For working with and lining up contractors for roofing and tree removal at FFD - **Jim Trygg**. **Gordon Heidelbach** helped with the clubhouse roof, tree removal, plus he arranged to have a dumpster garbage pickup service located adjacent to the clubhouse which will start in a couple of weeks. For working with the PA DOT so we could meet our regulatory obligations as airport owner of FFD - **Jim Trygg**. Devel-

oping options and planning for power to the Gazebo, **Jim T.**, **George B.**, **Gordon H.** and **Jean Posbic**. **George Burns** replaced a broken door cable in the tow plane hangar at FFD and got it adjusted. When we get the roofing under control we need volunteers to replace ceiling tiles. There is painting and other work needing attention too. Please touch base with **George** or **Jim** about other work items on the "punch out list." To **Glenn Collins**, **Jim T.**, and **Judy Whelan** for successfully closing out and ending the multiyear underground storage tank removal campaign at FFD.

At Frederick, **Bob Andrew** and **Bill Judge** for fixing siding on the northwest end of the clubhouse. Winds and accumulated unfixed damage were threatening to "zipper-strip" all of the siding materials off of that facing leaving the underlying structure exposed to weather damage. **Bob** and **Bill** stabilized this situation. We also need to fix the flashing on top of that wall as some of this area has been exposed for too long. We need a crew of about a half a dozen to set up the scaffolding, and to help move it to do that part of the building to complete this job. To **Gene Wilburn** for purchasing siding needing to repair flashing. To **Bob Andrew** for getting grass seed out on some of the runway bare spots at FDK. To the **unknown person(s)** that replaced the burned-out

red warning lamps above the west side of the clubhouse.

To **Paul Rehm** and his crew of many helpers this past Saturday, including particularly **Merhdad Bayat**, new M-ASA member **Mark Powell**, **Jean Posbic** and **Jim Garvin**. They and others got the four necessary 16' 2x8 beams to replace the two sets of broken transverse bridging beams on the south side at the tow plane end of the hangar. This damage due to the heavy snow loads of this past winter had the potential to cause a collapse of the hangar section over that bay under the wrong wind conditions.

"Thanks to all" who unhesitatingly jumped right in to get this done *immediately* when this problem was noticed. Other work needing attention in the clubhouse hangar includes the following. Re-hanging both entry doors at the east and west ends of the building, cleaning trash out of the hangar, staining the hangar deck and repairing/repainting the exterior trim around the hangar doors, re-tiling the front entranceway of the clubhouse, and fixing broken tiles in the ladies bathroom. Please contact **Bill Judge** to help, or to help organize a team to work some of these items on the next rainy weekend. Again, our labor helps maintain the wonderful facilities we have and keeps our cost of flying down.



Contest Update - 2003 Region 4 North

by Preston Burch

The war with Iraq seems to be having a very minimal impact (if any) on our plans for holding this year's Region 4 North Contest. Hopefully by this time next month, the fighting will be over and the rebuilding of Iraq will be under way. Our club president, **Glenn Collins**, is working out the final operational details with the Secret Service and the FAA for our waiver to fly within the 10 nautical mile Camp David TFR. Of course, when the TFR is inactive (such as during the week or when W goes to Texas or elsewhere for the weekend) the restricted area reverts back to the usual 5 NM, which has minimal impact on our flying. Our club Task Day planners have defined the start and finish cylinders which we will be using for our regular Task Day flying, and we are planning to use the same set-up for the contest. Pilots wishing to get this information well before the contest should contact someone knowledgeable on this topic, such as **Jonathan Gere** or **Val Brain**.

Folks are starting to send in their contest registrations and deposit checks, and it looks like a lot of familiar faces and

some new ones will be flying with us this year. For instance **Karl Striedieck** has informed me that he will be joining us as a guest flier in his Duo Discus; this will no doubt add some interest! In addition to the volunteers I identified in the March *Convector* who have very generously offered their time and energy to help run the contest, I am very pleased to report that **Joan Jackson**, **Laura Hession**, and **Claude Blanchi** have also volunteered to help out. Deepest thanks! Of course we can always use more help as the Region 4 North takes a lot of effort from sun up to sun down for 8 days of flying, cookouts, related activities, and hosting 30 to 40 pilots, sailplanes, and their crews and support gear. I want to once again extend an invitation to all M-ASA members and their families and friends to join us for any of the social activities that we have planned for this year's contest (please see the March *Convector* for details). If you have any questions about the contest or would like to help out (yeah, come on, you can do it! See the March *Convector* for areas where we need help), please time by phor pburgh@hs

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Membership Notes

By Hope Howard

New Members

Ramon A. DeJesus

Censored

Ali Abrishami

Censored

Notes/Photos Due

The following are completing their provisional years with M-ASA and should send the membership chairman a photo and a note requesting permanent membership. The notes can be sent by e-mail or U.S. mail, photos only by U.S. mail or in person.

Overdue:
Andy Dessler (photo only)
Zack Thornhill

Due:
Gary Goldberg
Steve Shelton (note only)
Brian Amett (note only)



Uck! Yuck! Muck!

by Jim Furlong

Each spring when we fearless airmen...eh, air persons...venture forth to fly our aircraft, we hurry to our trailers to pull them out into the field and extricate our lovely birds. But often, if our trailers have been parked outside we find them in a bog. Sometimes this bog is large enough and deep enough that we dare not back our cars close enough for a hook-up. We also encounter this problem on land-outs in muddy fields. What to do? Well, if you have five willing muscle-bound friends around, it's no problem, you just push or carry the dang thing out of the mud. This guarantees a whole fleet of muddy cockpits!

Often, we only have to move the trailer a few feet to be able to either hook it up or, at the end of the day, back it up to its parking place. One can sometimes tie a tow rope between your car, where it sits on solid ground, and the trailer and pull it loose from the mud's clutches. Often, this method can't be used because of lack of space, or good footing for the car, etc.

If one is far sighted enough to pack a winch, one can anchor it to your car or a handy post or tree and pull the trailer free. Lacking such sensible equipment, one can attach the tow rope between the car or a handy tree or post and the trailer and in tying, take out all the slack in the rope. Then half way between the two vehicles push the rope to one side or the other, your mechanical advantage is increased and the trailer begins to move albeit slightly to one side. You retie the rope taking out the slack and push the rope the other way (if you want to maintain a reasonably straight track). Lastly is the "Chock Walk." To pull the trailer forward, one puts chocks snugly behind both wheels, then pull the trailer tongue to one side as far as space permits. You then move the chock that is now away from the wheel up to the wheel and then push the trailer tongue in the opposite direction as far as you can and then move up the other chock. It sounds laborious and it is, but you can make surprisingly good progress, as long as you don't have to do it for hundreds of feet. In that case you bite the bullet and get those five strong friends to pull you out and buy dinner for the lot of them. It's cheaper than a coronary! 🚩

A Smorgasbord of Gliders

(Continued from page 1)

notice after your transition is probably something you noticed when you soloed: the glider is significantly lighter! You might do your silver distance while in this glider. If you do, try flying downwind, and getting towed back or putting the glider away and trailering back. The glider is very light (wood and fabric design), and is very subject to the whims of the wind.

Pilatus B-4: My other baby (sorry for the bias – I loved this glider and the K-8 while I was flying club ships). An aerobatic glider without a two seater counterpart (I don't think), you want to be extremely careful before you transition to this one. With an L/D approaching that of a high performance sail-

plane, this glider is one awesome ship (I've logged my longest flight in her), though she's a little sensitive in pitch.

Well, that's all I've got. **Glenn's** got these real great manuals on the individual ships that go into more detail than I've written here, plus they give important and helpful information that I have-

n't covered. I'd encourage you to read them (I believe it's mandatory before you fly in the ship, so I strongly encourage you to read the manuals), since what I've written is just from my own experience. Also don't forget you have to take a written test on the glider before you fly it – but don't be scared, the flights are well worth it.



Also, while I'm in disclaimer land, these are only the ships I've flown and the experiences I've had. Again, anyone who has flown other ships in Frederick and who have things to add (or correct) to this summary, I'd encourage you to write. So make up your new soaring years resolutions. I'll help you get started. 1) Get out of the 2-33 and go fly a little!

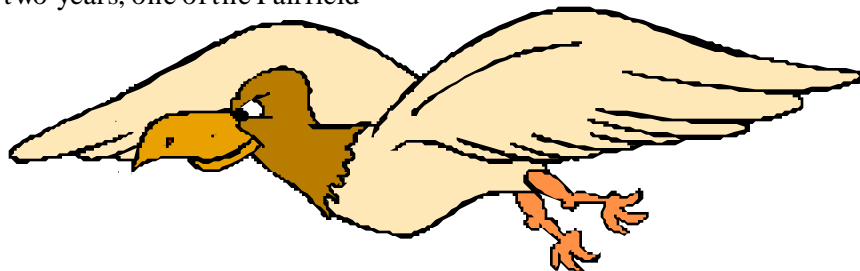
FDK Eagle Gets New Wings!

by Carlos Reyes


Rumor has it that sometime early last year, one of the Frederick 'regulars', after many tries and much effort, managed to stay up within fifteen minutes of **Mario Piccagli's** usual dusk landing. Not sure if it was pure luck or not, Mario decided to play it safe and get new wings.

I remember once, after I'd been flying for about two years, one of the Fairfield

from Frederick, this is indeed a rare treat. There is no shame in staring and acting all giddy. Trust me, I'm talking from personal experience. I got my first close-up look at this beauty last Saturday, and there was no shortage of dumbfounded onlookers. In case you were lucky enough to attend this year's SSA Convention, yes, this is the same LS8-18t that attracted the crowds over there, too.



'hot shots' had an out-landing at Frederick. I couldn't believe my eyes. So that is what a new glider looks like! Wow. Several of us stood around awe struck, unable to move or speak. I remember still standing there long after the ASW-27 disappeared into the horizon.

I have a piece of advice for those Frederick pilots who, like myself, wish to just once beat the Eagle at his own game. You have just one shot. You may get very lucky and Mario may be slightly off his game during his maiden flight. That's it. One shot. Make it count. 

Calendar

April 11 8PM	General meeting FDK clubhouse
April 20	Convector deadline (convector@m-asa.org)
May 25-31	R4N contest
June 26 - July 6	Ten Day Weekend



If you are a new M-ASA member flying

Duty Schedule


Date	Frederick			Fairfield		
	Operations Dir	Assistant OD	Tow Pilot	Operations Dir	Assistant OD	Tow Pilot
Apr-5	Jack Goehring III	Jean Compton	Ray Scarpulla	Chris O'Callaghan		Phil Burgess
Apr-6	John Allingham		Bob Jackson	Sarah Macpherson		Max Ullmann
Apr-12	Dick Mott		Hans Jorgensen	David MacVeigh		Rich Horigan
Apr-13	Frank Benson		Robert Robins	Claude Blanchi		Mike Grinder
Apr-19	Marly van de Ven		Sam Harry	Roger Thompson	Gerald McFadden	Pete Welles
Apr-20	Bob Kryzstan		Poul Hansen	George Constantin		George Green
Apr-26	Jim Homer		David Schober	Elliott Blitz		Chuck Forrester
Apr-27	Richard Wallis		Ray Scarpulla	Guy Pfeffermann		Phil Burgess
May-3	Michael Higgins	Jeffrey Fink	Gene Wilburn	Gigi Gere	Scott Myers	Buddy Denham
May-4	Steven Silverman		Jan Steenblik	Peter Blacklin		Dee Torgerson
May-10	Mike Vance	Teresa Day	Bob Andrew	Jonathan Gere		John Hearn
May-11	Rob Myhre		Craig Moen	Mark Segall		Poul Hansen
May-17	Bob Whitehead		John Lovell	Laura Hession		Jim Trygg
May-18	Dan Meyer		William Judge	John Mitchell		Buddy Denham
May-24	Gary Miller		Gene Wilburn	Rick Fuller	Jean Compton	Max Ullmann
May-25	Peter Kern		Tom Judkins	Luis Fernandez		Pete Welles
May-26	Robert Dutilly		Scott Petrsek	Roger Andes		Lance Nuckolls
May-31	John Thornhill	Zachary Thornhill	Jane Robens	David MacVeigh		Don Robb

M-ASA Duty Notes: Members assigned to operations duty must be on site in enough time to start operations by 10:00 AM and stay at the field until operations are concluded. Each person listed on the duty roster is responsible for that day's assignment. In the case of "no-shows," the person acting as OD should indicate this fact on the flight sheet. "No-shows" will be fined \$100.00. M-ASA's training process requires all new members to serve as Apprentice OD (AOD) at both M-ASA operating locations. This is to familiarize new members with the operating practices at each field. Any member who joined the previous year and who was not scheduled for AOD duty at each field, will be scheduled for AOD duty at each field in the current year. Note that AOD scheduling is done independently of duty preference information submitted on the member's duty preference form. After the AOD cycles have been completed every effort will be made to accommodate the new member's stated duty preference whenever possible.
M-ASA Scheduler: Ray Watson 410-484-0333.

Annuals/IAs - Scott Wood

by Preston Burch

Scott Wood called me the other day to announce that he is moving and getting married. Not to worry, he's staying in the area and will continue to support us with annual inspections (he has an IA, so he can do the full range of inspections). Scott used to work at the Smithsonian's Paul Garber Facility, and he has moved out to their new Steven F. Udvar-Hazy Center at Dulles Airport. Scott's new home phone is: 703-671-4735 (his old number was 301-782-4462). He can be reached during the day at work through his old number: 301-238-3407 or -3408 (they won't have phone service at the new facility for awhile). Scott asked me to remind those who schedule inspections with him to

please have all of your paperwork available/in order (aircraft log book, certificate of airworthiness, aircraft flight manual, weight and balance data, airworthiness directives and service bulletins, etc.) and to clean and lube your aircraft. The better prepared you and your machine are at the start of the inspection, the quicker he can get you back into the air. You can find ADs online via the FAA's website (someone like Sarah Macpherson can show you how to do this if you need help). Scott has a couple of inspections scheduled at Fairfield for Saturday, April 12. Please don't wait until the last minute if you plan to fly a contest as unforeseen problems may result in delays and needless stress for Scott and you. 

Free Soaring Books

by Nate Frank

If you know anybody who has room for soaring books (or on any other subject) let me know and as I find them in current mess will send them to them. Please check on matter of books soon as in a few months I will quit driving and be unable to take them to the post office.

My address is:

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Saleplanes and Buyplanes

New:

FOR SALE: Rolladen-Schneider **LS3-17**. 519 TT, fly as 15m or 17m; Winter instruments; Sage mechanical vario; Blumenauer speed to fly; Terra Tx 760D transceiver; Aerox/Scott oxygen; Komet trailer; annual 08/02; John Allingham, 301-986-0498

FOR SALE: Guy Pfeffermann is selling his **Libelle 201B** (hangared at Fairfield) and looking for an LS-4. 301-657-4065 or muhu@erols.com

WANTED: Partner(s) to share in my **ASC Spirit**. Trailered at Frederick. Must consider sharing. Discuss with me the opportunity to share now and own later. Contact Ray Watson 410-484-0333 or most weekends at Frederick.

FOR SALE: One third share in an **ASW-15**. Based at Fairfield in a trailer hangar. All ready for Spring. \$5500. Rich Adkins 717-765-8695 or clayplay@inmernet.net



Repeat:

FOR SALE: LAK-12, 390 hrs. t.t., ILEC SB-8 computer, Sage variometer, 720 channel radio, metal trailer - totally refitted for a true one man assembly, priced for a quick sale, \$18,000. Richard Horigan 717-642-9042

FOR SALE: PIK-20, Hotel Lima for sale. In great shape with a fresh annual, good trailer and easy assembly. Dittel radio, Cambridge speed director, netto. \$19K. Jim Furlong 703-455-2439 or jfurlong@piglet.toward.com

FOR SALE: 1990 Wilderness 24' Travel Trailer with prime location at Fairfield (2nd spot from hangar in north row). First \$5,000 or best offer by June 1. We have moved to warm and sunny PA and no longer need the camper. Contact Bob Jackson at 717-642-9886.

Mid-Atlantic Soaring Association

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Jean Posbic
James Trygg

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Secretary - Bill Whelan
Treasurer - Hans Jorgensen

WHO TO CALL

Godfathers:	
ASK-13	Dan Brown/Frank Larson
Grob 103 (FDK)	James "Garv" Garvin
Grob 103 (FFD)	Frank Larson
Ka-7	Paul Rehm
Ka-8	Rick Latoff
Pilatus B-4	Andrew Dessler
Pilatus trailer	Ed Breau
SGS-2-33 (FDK/Orange)	Jean Posbic
SGS-2-33 (FFD/Yellow)	Rich Adkins
SGS-2-33 (FDK/R&W)	George Constantin
SGS 1-36	Mark Carlisle
SGS 1-36 trailer	Scott Myers
Tug N7799Z (FFD)	Jim Trygg
Tugs N82096 and N8658L	Dave Leizer (FFD)
Tug N9809 (FDK)	Bob Andrews (FDK)
	John Vaughan
Chief CFI:	Charley Thurber
Chief Tow Pilot:	Lance Nuckolls
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Tow Maintenance Officer:	Jim Chick
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	Dick Bernstein (FDK)
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CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association



Peter Kern

Fairfield in waiting

Convector



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