

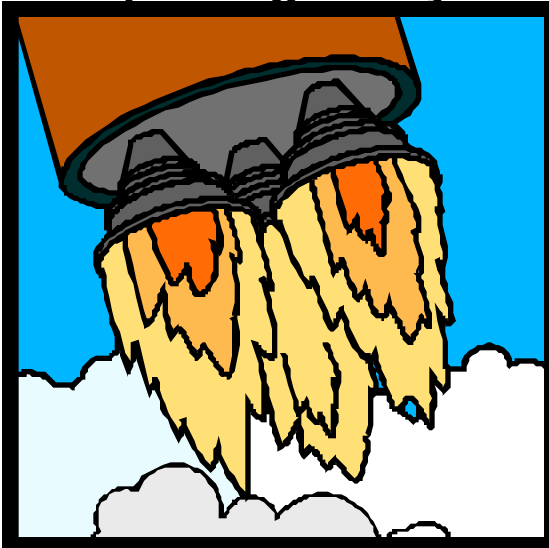
Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

Improving Safety During Launch Operations



it's important to get the launches off quickly. But nothing else matters if safety is neglected. You would think that there is safety in numbers but it seems more problems occur when there are plenty of members on hand. It may be that everyone expects someone else to look out for dangers. Just because we are not flying big heavy aircraft carrying hundreds of passengers and tons of fuel does not mean that there is no danger. Actually, there is little danger as long as everyone is paying attention. It is called "situational awareness" by some. Some call it "multi-tasking", or even "being able

to chew gum and walk at the same time". It is not that complicated but you have to stay awake.

In early November an incident occurred that shows how lax we have become. It is not my purpose to pick out someone to blame, but to learn from this. The only thing better than learning from your own mistakes is learning from other people's mistakes.

Some of the following may or may not have occurred in the incident I referred to, but if some members see themselves here, they should take it to heart.

Prescriptions for Disaster at Launch:

- The OD concentrating on keeping the flight log and letting the operation take care of itself
- The glider wing runner concentrating on giving the slack and launch signals, depending on others for the safety of the launch, and not responding to hazards that occur
- Club members, experienced and otherwise, at the launch site paying no attention to the launch operation
- The signal officer at the tow plane taking up slack without being signaled to do so
- The signal officer at the tow plane not doing a complete scan of the entire launch area
- The tow pilot not monitoring the traffic on the radio (UNICOM)
- The glider pilot not monitoring UNICOM
- The glider pilot giving the ready signal when the runway is not clear
- Landing traffic not calling on UNICOM
- Launch crew members wandering too far out onto the landing area

This is not a complete list. I'm sure oth-

(Continued on page 4)

by Gene Wilburn

There are many aspects of the club activities that are enjoyed by our members: being out in the fresh air, getting away from the job, socializing, and so on. All of these can be fun, but most of us primarily come to fly.

The key to success is a safe and efficient launch operation. Lately we have been falling down on this at Frederick. For this discussion I'm not going into the pros and cons of the operational layouts at the two fields but into basic problems that occur independently.

Sure, the flight log has to be kept. Sure,

President's Notes

By Glenn Collins

As we wrap up the 2003 season the Board of Directors has been busy looking at what it will take to improve our operation and prepare us for the 2004 season. At the forefront of this is a review of the less than sterling record we had this year. This came to a head in early November when a very serious near miss occurred when a glider launch was commenced with a glider sitting in front of the launching aircraft about 700 feet down the runway. The factors leading to this incident are not unique and in fact have happened before. Coincidentally, Rick Fuller had just sent me a draft article where the same basic breakdown occurs but the events in his scenario play out slightly differently.

So, what happened on this afternoon in early November? The facts are somewhat fuzzy since many involved have made contradictory statements. Additionally, it appears all the "casual observers" have run for cover. What we know is a glider landed and came to a stop in front of the launch line 700 feet down the runway. Before the pilot had time to unbuckle his safety harness and open his canopy, the tow plane began its takeoff. The glider pilot being launched saw the conflict and released. The tow pilot was able to maneuver and climb over the glider since the launching glider had released. How could this possibly happen? Both gliders, the tow plane, and the OD all had working radios. The OD had recorded the landing time of the first glider. Neither the tow pilot nor the signalman saw the glider land alongside them or come to rest in front of them. Even worse, after the excitement of the aborted takeoff and the near miss, the operation continued without even a pause to review what occurred. How can this possibly be? Haven't I spent enough time talking and writing about folks taking responsibility for the operation's safety? Needless to say, the Board has spent considerable time re-

about the breakdown in situational awareness and the failure to follow M-ASA procedures. As a result, groundings have been issued and corrective action directed.

The events described above also highlights a long debated problem with our Operations Director (OD) policy. The demands upon the OD's time and expertise have reached a point where something needs to be done to re-emphasize safety and relieve some of the burden. To this end, the Board has decided to overhaul the basic manning of our operation. Beginning March 2004, we will no longer schedule or have an Operations Director (OD). In-

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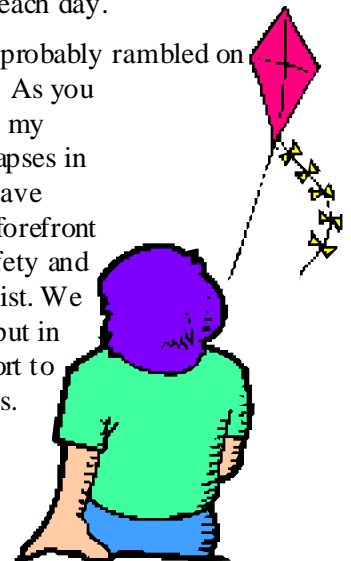
stead, two members will be scheduled every flying day to perform specific roles. The first is the "Operation Safety Officer". This member will be an adult member who has a glider rating. His/her job will be to maintain a safe operation by coordinating launches and supervising activities such as the TFR waiver implementation. The second person will be known as the "Record Keeper". This person will maintain the tow priority list and record and document takeoff and landing times. This change has long been discussed but resisted in some circles. It is now apparent it is overdue. The mentor program and the Operations Manual will be modified to reflect this change and it will be described in detail at the March meeting.

I mentioned last month a proposed clean up/safety weekend following the March annual meeting. The Board has also approved this in an attempt to move M-ASA out of the current rut. The planned stand down will occur on March 20 and 21. There will be no

member flying operation on those days. Instead a series of meetings and cleaning activities will take place. Details are being worked out but the focus will be on instructors and tow pilots spending each morning reviewing and discussing M-ASA procedures and techniques in the mornings. They will then conduct limited flight operations in the afternoon to perform currency checks and proficiency training. While these dedicated members will be asked to spend the whole weekend preparing for the new season, the rest of the club membership will be expected to pitch in on one of the two days. This will begin as an orientation refresher where proper procedures will be reviewed and practiced. We will then break into work teams to complete needed tasks around the facilities. The punch-out lists are still being developed but expect to see folks scrubbing, painting and cutting. We will also fire up the grills and provide food and drink. The focus will be on one field each day.

Well, I have probably rambled on long enough. As you can tell from my comments, lapses in procedures have come to the forefront this year. Safety and fun can coexist. We just need to put in the extra effort to ensure it does.

Glenn 🇺🇸



Calendar

December 12 7:30PM	General meeting (FDK)
December 20	Convector deadline (convector@m-asa.org)
December 20 9:00AM	Mentor Program (FDK)

First Flight Airport

by Carlos Reyes

This time, the Cessna headed south (thanks, **Rick!**) A couple of weeks ago I made the pilgrimage to where it all started, the Wright Brothers National Memorial at Kill Devil Hills, NC. As you may or may not know, the better known Kitty Hawk lies a few miles north of where the Wright brothers actually made their historic flights and was where the local village was located. The trip is a little too far for a driving day trip, but it only took about two hours flying.

Our destination, First Flight Airport (FFA, www.avweb.com/news/places/183172-1.html) is located right next to the Wright memorial. Both are operated by the National Park Service. This airport offers minimal facilities, not having even runway lights for nighttime flight operations. If you need gas for your return trip, you'll have to go

to Dare County Regional Airport (MQI, www.fly2mqi.com), which is located in Manteo and is six nautical miles away from FFA. "Nautical" is the appropriate term, since you'll be flying over water most of the way. An exciting approach to a runway that begins at the water's edge will more than make up for the inconvenience of the extra leg.

There was a veritable building boom going on at the memorial when we visited. Most of the new buildings are temporary and will only be around for the 100th anniversary of the first powered flight (December 17, www.centennialofflight.gov), but there are some new permanent buildings for exhibits. If you get a chance, visiting during the week-long celebration would be an excellent idea.

So what does all this have to do with gliding, you ask? Plenty! The 1902 glider was the world's first aircraft that

solved the problem of lift and with three axis control - control around the longitudinal, lateral, and vertical axes - and was the heart of the Wrights' first pioneer "flying machine" patent in 1906. This breakthrough was so basic every aircraft and spacecraft flying today still uses the same fundamental controls of roll, pitch, and yaw first developed by the Wright brothers. The 1902 glider was, for all practical purposes, the first true airplane.

The Wright Brothers (www.first-to-fly.com) changed the way we view our world. Before the Wright Brothers, no one in aviation did anything fundamentally right. Since the Wright Brothers, no one has done anything fundamentally different. This was my second visit to the memorial, and I was again deeply moved. If you have never visited, there will be no better time than during the centennial celebration. 🇺🇸

(photos by Carlos Reyes)



(Continued from page 1)

ers can think of more, but you can see that if a few of these factors occur on the same launch trouble can result. Accidents are almost always a chain of bad decisions and failures. If any link in the chain is broken, the accident can be prevented.

Let's look at some of the ways members can insure the safety of the launch operation:

- **Members not actually involved in the launch:** can keep their eyes open for difficulties that may arise and step in when necessary (and help move gliders off the runway after they land).
- **The OD:** must be aware of what is going on and see that experienced people are doing the various jobs necessary for a safe operation. This includes: using the radio both to monitor the glider frequency to know when pilots are getting ready to land, and to transmit important information to M-ASA traffic; keeping an eye on the weather (AWOS can help); watching for landing traffic (both glider and power); making sure the take-off area is clear before each launch; and removing gliders from the runway after landing. Note that the OD does not have to personally do all these jobs, only see that they are done by people who know how to do them. It is a good idea for the OD to assign someone else to keep the flight log, at least part of the time, so that more attention can be given to the actual launch operation.
- **The Glider Pilot:** must be strapped-in ready for launch before getting hooked up, monitor UNICOM to listen for potential conflicting traffic, and be sure that the runway is clear before giving the ready signal. In a last second emergency a warning can be given on the radio and if necessary the rope is released.
- **The Wing Runner:** must look for conflicting traffic before raising the wing at the glider pilot's ready signal (holding the up wind wing low), give

the take up slack signal until the rope is tight, give the launch signal when everything is clear, and support the wing at the start of the launch. If the launch needs to be held, the wing is lowered and the stop signal is given.

- **The Tow Pilot:** must be alert and watch for landing traffic while taxiing and lining up for the launch, making sure all slack is taken up before launch, monitor UNICOM to be aware of other traffic, and announce the start of the launch when all is clear.
- **The Signal Officer at the Tow Plane:** must be sure all slack is taken up, scan the entire launch area for conflicting traffic and other obstructions, and only give the launch signal when sure that all is clear and the glider is still ready to go. This person is the last line of defense and must hold the launch if a conflict occurs.

Radio Use:

I don't believe we are using radios to full advantage in the launch operation. In the early days the club didn't have radios in the gliders or tow planes. Over the years the radio equipment has improved to the point where there is no reason not to have it in all our aircraft. With flip-flop tuning in all the tow planes and boom microphones and easily tuned radios in most of the gliders, direct communication between the glider and tow plane can supplement the ground crew launch signals. This can be very helpful to be sure who is being towed, how much slack is in the rope, what speed they would like, and so on. Of course this should be done on the glider frequency (123.3) before the launch. Some of the gliders still have radios that can't be tuned easily and hand microphones that are awkward to use and the pilots must depend primarily on the launch crew, but they can still monitor UNICOM for better awareness of other traffic during launch. Some of our pilots have been slow to get the most out of their radio equipment. With the new radio setup in Miss Daisy we need to get students using proper communication procedures as

part of their training so they will carry it on to their future flying. And we also need to get all our already rated pilots to communicate with each other. Please note that I'm not asking for everyone to be blabber mouths, just to transmit concisely when they have something worthwhile to say.

Radio procedures at Frederick are complicated because we must use UNICOM in the pattern and 123.3 MHz for local flying to keep the UNICOM open for the power traffic. It is always difficult to decide when to switch frequencies when landing. If several gliders are getting near the pattern, communication between them is necessary to coordinate the landing sequence. After deciding the landing order the pilots can switch to UNICOM for the pattern (they should announce when changing frequency).

Safety of the launch depends on proper radio use by the landing traffic. The glider launching and the tow plane will be on UNICOM and will only be aware of the landing traffic if they are on the same frequency. This gives the option for either pilot to hold or abort if the launch crew doesn't see the approaching traffic.

A reminder of proper radio procedure: Each transmission should be brief and (at least on the initial call) contain three parts:

1. Who you are calling: "Frederick traffic"
2. Who you are: "Sailplane 2743Hotel"
3. What you need to say: "Entering right down wind for grass runway 30"

After the initial contact, especially for air to air communication, some of the identification can be omitted. Just remember to be logical, identify yourself or who you are calling if there are several people talking and there is any chance of confusion.

I'm sure there is much more that can be said about launch safety, and I'm sure someone will say it, but for now I'll stop here. 🙏

M-ASA Mentor Program Update

by Bill Whelan

As announced at the August 8 Safety meeting, the Board of Directors has authorized a new member Mentor Program. The Program's goals are to facilitate rapid integration of new M-ASA members into all phases of club activities, and to promote Safety and Awareness at the flying fields.

Here's where things are so far. Approximately a dozen new or prospective members have attended the nominal one hour new member orientation session and three sessions have been held. Also the Mentor orientation presentation has been installed as a PDF file on the PCs at each clubhouse. Anyone interested can view it there. Just double click the

Mentor Icon (current release labeled MASMentor3.pdf), then hit "control L" to see the presentation as a full screen MS PowerPoint slide show. Hitting the "page up" or "page down" keys will step you through the slides, while the "escape key" exits the full screen mode. M-ASA is also currently looking into the possibility of putting this presentation up on our web site.

The Board has decided that all new members must attend an orientation session prior to flying as a member of M-ASA. In support of this requirement, monthly orientation sessions are scheduled for 9:00 a.m. every 3rd Saturday of the month over the course of the next year at the Frederick clubhouse. (Other

Mentor orientation sessions may be done more often if required.) Anyone can attend any of these sessions and all are invited.

Think you'd like to learn more about this mentoring activity? Then talk to one of the three volunteer mentors at each field. At Fairfield look up **Jay Dickhoff, Gigi Gere** or **Bob Jackson**; at Frederick check with **Paul Rehm, George Simms** or **Bill Whelan**. Of course the reality is that anyone who's been with M-ASA for a while is a potential mentor. We all need to proactively share our knowledge and experience with new M-ASA members. By so doing we create a friendlier, and most importantly, safer flying environment for all. What's not to like? 🇺🇸

Sarah's Racing News

by Sarah Macpherson

The crisp, cool days of fall are starting to slip into the frigid days of winter, producing few days where the weather can make up its mind. October produced three good weekends for pilots (one weekend in which they were able to get two days of flying), and so far, Novem-

ber has kept the trend with a warm almost early fall-like task day.

Baude Litt (LBL) maintains his lead this month, winning one task and placing high on two others to finish with 9944 points. **Jonathan Gere** (34) wins two tasks to narrow the gap between him and Baude, finishing at 9895 points. **Michael Higgins** (X6) rounds out the top

three with 9318 points.

Joining us for tasks this month are **Val Brain** (13), **David Pixton** (9X), **George Burns** (T8), The Daring Discus Duo (CL – **Rick Fuller** and/or **Cathy Williams** – I've given up trying to figure out which one raced which day) and **John Hearn** (T1). Join us next month as we close out the 2003 Racing Season. 🇺🇸

	LBL	34	X6	13	9X	T8	CL	A2	T1	P6	9
Mar-23	1000	0	850	344	0	0	0	0	0	0	0
Apr-12	1000	968	0	238	0	0	0	0	0	0	0
Apr-13	1000	0	900	0	0	212	47	589	0	0	0
Apr-27	0	1000	0	752	0	497	719	0	727	789	0
May-3	566	0	444	1000	0	0	0	0	0	0	0
May-4	1000	913	0	0	0	0	0	775	0	909	0
Jun-28	1000	935	637	0	0	0	0	0	0	0	0
Jun-29	1000	315	994	335	0	0	0	233	0	0	0
Jul-13	0	1000	0	924	0	635	0	0	0	0	0
Jul-19	0	959	928	1000	592	809	0	0	0	0	766
Jul-20	0	971	895	768	1000	666	612	759	0	0	0
Jul-26	333	1000	0	0	0	0	47	0	0	0	0
Aug-17	1000	997	739	0	0	0	0	0	0	0	0
Aug-23	0	265	1000	786	823	0	763	0	629	587	249
Aug-24	0	1000	406	937	922	0	0	0	340	0	0
Sep-6	840	856	1000	389	0	0	572	0	0	0	532
Oct-5	906	333	1000	870	837	609	0	500	508	0	0
Oct-13	1000	686	382	0	0	0	0	0	0	0	0
Oct-18	825	1000	0	737	952	0	607	0	0	0	0
Oct-19	944	1000	860	775	0	611	243	0	98	0	0
Nov-8	1000	0	891	95	0	0	0	0	0	0	0
TOTAL	9,944	9,895	9,318	8,550	5,127	4,038	3,610	2,856	2,302	2,284	1,546

Region 4 North 2004 - Contest Update

by Preston Burch

We recently received SSA approval of our sanction application for the 2004 Region 4 North Contest. The contest will be held from Sunday, May 30 through Saturday, June 5, 2004. Practice Day will be Saturday, May 29, 2004. We plan to fly 15 Meter, Standard, and Sports classes of competition. **Dr. Ward Hindman** has volunteered to be our Contest Meteorologist, and **Sarah Macpherson** has agreed to be our Chief Scorekeeper. I am currently soliciting interest from anyone interested in serving as our Competition Director.

Now that we have our waiver approved and working for the Camp David Temporary Flight Restriction (TFR), there should be no impediment to holding an excellent contest. Those of you who fly at Fairfield regularly know that the waiver became effective early last September, and that we have used it many times to fly our regular weekend club tasks. The waiver procedure is straightforward and easy to use. HOWEVER, in order to fly when the waiver is being

used (which only happens when the TFR is in effect), your name must be on the Secret Service approved pilots list. This list is controlled by M-ASA and applies only to M-ASA glider operations. Most of the M-ASA pilots who fly regularly at Fairfield were approved by the Secret Service many months ago. This is a process that is easy to do, but the turnaround time is lengthy (two months or more) and unpredictable (clearing our pilots is probably at the bottom of the Secret Service to-do list). If you intend to fly at the Region 4 North in 2004 and you are not on the approved list (this applies mainly to non M-ASA pilots), I strongly urge you to APPLY NOW to avoid the possibility of being left out. Even if your plans are presently uncertain, APPLY NOW; it doesn't cost you anything. Having your name on this list will also enable you to fly as a M-ASA guest anytime during the year when the TFR is in effect.

I will be handling all applications for the Approved Pilots List relating to the contest. To apply, you need to send me three pieces of information: your full name

(including middle initial), date of birth, and your Social Security Number. You can contact me by phone (410-489-7063) or by e-mail (pburch@hst.nasa.gov). Your information will be held in strictest confidence. This info will be forwarded to the Secret Service, who will perform a very basic criminal background check. So far to date, all of our club members who have applied have been approved, and I do not anticipate any problems in this area. But please, DO NOT WAIT until March to apply; do it now or no later than the end of January so that we don't have to worry later. You do not need to register yet for the contest in order to apply for the Approved Pilots List.

I plan to send out the contest invitation letter and contest registration information during the week of December 8, 2003. I will continue to keep you posted on our plans for the 2004 Region 4 North Contest through regular Updates in Convector. I hope that you will join in me in helping to make the 2004 R4N Contest our best one yet! 🎉

Submit your Duty Preference Form!

by Ray Watson and Alan Meyer

In preparing for the new flying season, yes, it is that time again, it is necessary to redo the M-ASA scheduling database. Many preference records have never been updated. There are also new members that have never submitted their preferences.

Every year M-ASA distributes a duty preference form that members can use to specify whether they want to work at Frederick or Fairfield, be exempt certain days, be exempt altogether, tow or OD, etc. And every year many members misplace the forms or forget to send them in - and so get assigned to something that doesn't match their wishes.

This year, in addition to including the

usual paper format Duty Preference Form, we have put the form on the web [thanks, Alan! - Editor]. You can fill in the form right on the web, and have the results sent by the web server to the M-ASA scheduler (**Ray Watson**) with a verification copy e-mailed to you at the address you specify in the web form.

Please fill in the web form or mail in the paper form that is included with the Convector. If you don't specify your preferences this year, you won't have any preferences. The preference form you filled in last year is NOT automatically carried forward to this or subsequent years.

To use the web form, point your browser to:

www.m-asa.org/cgi-bin/schedulePref.pl

or visit the M-ASA home page at www.m-asa.org and click the link near the bottom of the page to take you to the form. Just fill in the form and click the Submit button at the bottom. That's all there is to it.

It would be appreciated if each member took the time to carefully review the form. First, review the duty preferences, next the field preferences and then any data for times that you will not be available for duty. Many business or vacations dates cannot be known at this time. They may be submitted at any time during the year. Remember that the schedule is printed three months in advance, so to be effective the scheduler needs as much advance notice as possible. 🎉

Saleplanes and Buyplanes

New:

FOR SALE: Duster project about 80% complete, no trailer. Probably only a few hundred dollars. I can e-mail pictures and name and address of seller, widow of builder. Ship located in Buffalo N.Y. area. Duster is slick looking all wood 28 to 1 sailplane. Contact is Jim Furlong. jfurlong@piglet.toward.com

FOR SALE: 1/5 share of Luscombe 8F located at FDK. Taildragger conversion available. Students ok. \$500 equity, \$110 per month for fixed costs, \$30 an hour (wet) to fly. Hans Jorgensen 443-995-7261

FOR SALE: Two VT-116 Orlik gliders. N4054G, 2125 TT, 1505 flts, completely ready for cert. inspection. OK-7433, 2275 TT, 1401 flts. Not yet registered in US, but can be prepared for cert. in relatively short time. Needs paint, but in overall good shape. Price for both aircraft \$4000, including flt and maint manuals, weight and balance docs, all in English. Contact Joe Vala, 301-931-1279, vjvala@starpower.net

FOR SALE: Aerotechnik Vivat motorglider L-13 SEH 1991 hrs TT engine, 465 hrs. TT airframe. Hoffman 3 position featherable prop. KY 97 A com, KT 76A transponder /mode C. Ilex SB-7 vario. with TE probe, tail strobe, electric needle and ball, flaps, retractable gear. \$46,995 with fresh recover. Based at FDK. Holliday Obrecht 310-831-7401

FOR SALE: S2a motorglider. Rotax 447, 2-1 gearbox, electric starter, 50" Precision Prop. Licensed 8/94. Not flown for several years. Total time 3 hours. Always hangared. Located Hanover PA. Priced to sell. For photos, details contact Ray S Watson 410-484-0333 rayswatson@aol.com or Sam Harry 717-545-4901 sharry@PA.net

Repeat:

FOR SALE: Schweizer 1-35c. Kilo Whiskey for sale. 2200 TT. Current annual, good overall condition, open trailer and easy to assemble light wings. Cambridge audio netto, new Borgelt B-40 w/audio, G-meter. 10 amp hour battery, O2, new tire and brakes. \$15,500. This is an excellent first x-country glider, it has taken me from hanging about the field to a Gold badge in just a few short years and could do the same for you! Paul Rehm 703-430-7625 or darthbaitr@aol.com

Mid-Atlantic Soaring Association

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Glenn Collins
Jean Posbic
James Trygg

Officers

President - Glenn Collins
Vice President - James Trygg
Secretary - Bill Whelan
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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

Glider Maintenance Officer:

Tom Judkins

Tow Maintenance Officer:

Jim Chick

Field Safety Officer:

Rick Fuller (FFD)

Dick Bernstein (FDK)

Fairfield Facility Manager:

George Burns

Frederick Facility Manager:

Bill Judge

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Scheduler:

Ray Watson

Task Day Chairperson:

Buddy Denham

Webmaster:

Alan Meyer

SSA Regional Director:

Bob Ball

CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association



Danny Brotto



Mike Vance

Lose some, win some: **George and Anne Green** (upper left), before their departure for an extended trip to Scotland; **Chuck Tellechea** (lower right, sitting with **Val Brain** on his right) returns to soaring after a two year absence



c/o Carlos Reyes
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