

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

M-ASA 2004 Banquet Guest Speaker to be Carl Herold!

By Bill Whelan

Most folks who have been around soaring for a little while are familiar with the "Carl Herold handicap ratings" for assessing glider performance. These ratings are used to balance or "normalize" the performance of gliders participating in Sports Class contests as well as to compare glider cross-country performance. Carl's goal in developing this system was to level the playing field for gliders of widely different capabilities to the maximum degree possible, thereby encouraging more glider pilots to try cross-country and competitive flying. If you'd like to hear a fascinating talk by the inventor of the "CH handicaps," then be sure to attend the February 29 Annual M-ASA banquet. For those unfamiliar with Carl's background, his soaring biography is unique and remarkable. A summary of some highlights includes the following.

Carl Herold received his glider rating in a TG-3 from Ed Seymour in 1957 in the Rochester Soaring Club at Batavia, New York. He is still soaring long distances from the Reno Nevada area in his Nimbus 3DM, collecting numerous National and State Records, placing in 20 Nationals and winning numerous regional contests. Carl has logged over 5,000 soaring hours accumulating over 200,000 cross-

200,000 cross-country miles as a commercial glider pilot. He also has over 6,000 hours of SEL with Commercial Rating with an Instrument Endorsement currently flying his Bellanca Scout towplane. Carl was a CFIG from 1963 to the 1970s, President of the SSA in the late 1970s to 1983, and is a Member of the Soaring Hall of Fame. Carl retired as an Aerospace Systems Development Engineer and Inventor.

Carl has provided the following abstracts for his banquet discussion. This presentation is tailored to appeal to both the dedicated soaring enthusiast and to all of the "significant others" who will be in attendance as well.

Carl will also entertain audience questions after his presentation. This is a rare opportunity to meet with, listen to, and exchange ideas on a wide range of topics with a fascinating and truly unique contributor to the sport of soaring. Don't miss

Two 30-Minute Briefings

by Carl Herold

1. UNSUNG SOARING HEROS I HAVE MET.

I will talk about the AMERICAN glider pilots I know who have made in their professional life contributions and ideas resulting in historical, revolutionary, and/or evolutionary changes to society.

2. MY OUTLOOK FOR THE CONTINUING EVOLUTION OF SAILPLANES, INSTRUMENTATION, AND PILOTS' SKILL.

I will discuss my views on future evolutionary advances in:

- Aircraft Structures and Design
- Aerodynamics
- Propulsion
- Instrumentation and Sensors
- Pilot Skills

Interested in attending the M-ASA Annual Banquet? Send a check made out to "M-ASA" for \$30 per person to:

**2004 M-ASA Banquet
c/o Jean Posbic
800 Apache Court
Frederick, MD 21701**

The Banquet will be held on Sunday February 29, 2004 (4:00 p.m. to 7:30 p.m.) at the *Cozy Restaurant and Inn*. Be sure to indicate the number of vegetarian meals for your group.

President's Notes

By Glenn Collins

I don't want this to sound bad, but there are only a few more of these that I need to write. After three years of a monthly input into Convector and the growing demands at the office, it is transitioning into a chore more than the enjoyable communication means it was three years ago. Carlos would most likely agree since it seems he has been left waiting on my input just about every month I can remember. Regardless, the past three years have been fun and on the whole I feel pretty good about M-ASA's current position.

As a first topic this month I should address the Board decision I first mentioned in December's Convector. This was the change from scheduling an OD to scheduling an Operations Safety Officer and a Record Keeper. With the holiday, the reaction was somewhat delayed but by the January meeting feedback was rolling in. Unfortunately, you guys are of little help. Ah, now I have you guys rolled back

on your heels! It seems no matter how I sliced the feedback I saw the same result. M-ASA is split 50/50 on this issue. I saw this in the e-mails, at the monthly meeting and in a series of phone calls. I even tried to separate the ranks based on who pulled OD and who was exempt. Experience didn't seem to matter either unless you were an instructor. They seemed to feel the change was needed about 2:1. Nevertheless they are exempt so what do they know?

In the beginning I attempted to stress a few important facts regarding this change and they continued to surface throughout the discussions. First, no one event forced this change to be considered. It has been debated for a number of years. Secondly, the change would not have fixed any specific safety related problem. Instead it was a means to isolate the issues and allow better training to be focused where needed. The last point is that the cur-

(Continued on page 4)

Calendar

February 6-20	Board nominations
February 13 7:30PM	General meeting (FDK)
February 20	Convector deadline (convector@m-asa.org)
February 21 9:00AM	Mentor Program (FDK)
February 29 4:00PM	Annual Banquet (Cozy Inn)
March 12 7:30PM	Annual Meeting (FCC Hangar)
March 20 9AM	Working weekend (FFLD)
March 21 9AM	Working weekend (FDK)
May 29-June 5	Region 4 N Contest

Fairfield 3/20/04

Ali Abrishami	Gregory Briggs	Richard G. Fuller	Richard A. Latoff	Robert Schott
Mansoor Ahmed	Daniele Brotto	Jonathan Gere	David Leizer	Mark S. Segall
Roger Andes	Daniel Brown	Mary Gere	Jim Lewis	Darrel Shiles
Harry E. Bates	Preston M. Burch	Jack J. Goehring III	Baudouin Litt	Wilmar Sick
Jack Beavers	Christopher Burns	Michael Hearn	Sarah Macpherson	Charles M. Tellechea
Frank Benson	George D. Burns	Laura M. Hession	David MacVeigh	Roger C. Thompson
Manfred P. Beutgen	Jean Compton	Michael H. Higgins	John J. Mitchell	Marly van de Ven
Peter A. Blacklin	Robert N. Compton	Thomas C. Jones	Christopher C. O'Callaghan	Michael Vance
Christophe Blanchi	Robert V. Critchlow	James N. Karcher	Guy Pfeffermann	Michael W. Vore
Elliot Blitz	John M. Dickhoff	Robert Krzystan	Kai E. Rasmussen, Jr.	David J. Weber
Edward F. Breau	John B. Duryea	Frank Larson	Christopher R. Scarlett	Peter A. Zawadzki

Frederick 3/21/04

John W. Allingham	Ricardo Cibotti	James Furlong	Alan Meyer	Steven Shelton
Gary L. Baker	George Constantin	James P. Garvin	Daniel Meyer	Stephen Silverman
Mehrdad Bayat	Teresa Day	Gary S. Goldberg	Gary H. Miller	Urs Thierstein
Karl R. Bernstein	Maurice G. Deland	James J. Homer	Dan Morris	John Thornhill
Albert W. Blackburn	Andrew Dessler	Elizabeth H. Judkins	Richard C. Mott	Zachary J. Thornhill
Hancock Bob	William Donahoe	E. Tonas Kalil	Scott Myers	Ralph Thrash
Russell Braen	Robert N. Dutilly	Peter Kern	Robert Myhre	Gerry Tighe
Brendan Butler	Peter English	Harry R. LaBrie	Costanzo Nicholas	Aurel Trandafir
Nathan C. Butler	Gyorgy Fekete	Mitch Lambros	Mario Piccagli	John C. Vaughan
Mark Carlisle	Luis Fernandez	Arlie D. Long, Jr.	Jean P. Posbic	Raymond Watson
Gary Carvalho	Jeffrey Fink	Gerald McFadden	Paul S. Rehm	William J. Whelan
Gary Cassell	Holland Ford	Mark Mercer	Phillip Scheel	Robert A. Whitehead

Battle of Liberty

by Bob Jackson

First of all, I would like to express appreciation on behalf of all M-ASA members to those who responded to **Chris O'Callaghan's** recent letter requesting financial support to battle against the proposed housing development. We also appreciate the response to **Jim Trigg's** Petition and Statement of Position being sent to the town supervisors showing support for our cause.

For those not already familiar, I thought it would be a good idea to review recent history and status of our efforts to preserve our glider club in Fairfield. Last spring, the Wormald Development Company announced plans to build 1100+ homes in Liberty Township where M-ASA Fairfield is located. Two residents, Fred Crum and Bob Peloquin, had agreed to sell an "equitable interest" in their farms totaling approximately 700 acres in Liberty Township. Wormald had a good reputation for development projects and, in fact, has a substantial project just north of Frederick with the title of Worman's Mill. Those of us in Fairfield who read the announcement were mildly supportive, or at least resigned, to the inevitability of development projects in our community.

However, a closer look at the plans showed expensive homes (reportedly \$1 million plus) located within ¼ mile of our runway and directly in our flight path turning either left or right after takeoff. Still believing the project to be inevitable, Jim Trigg and I requested an audience with the Wormald Company and explained our concern. Although not very knowledgeable of our glider operation, they explained that our glider club would be a feature of their development – the same as the ski hill and the golf course – and encouraged us to write covenant language to be placed in the homeowners' deed acknowledging the presence of our club and agreeing not to take any action that would adversely affect the club.

This covenant language seemed the best alternative under the circumstances. In

subsequent discussions with club members, we concluded that despite the protective language, homeowners would eventually object to having a tow plane flying overhead at 300 feet (or as little as 200 feet on a hot day towing a heavy glider) perhaps 30 times each Saturday and Sunday while residents were attempting a barbeque in their back yards. Inevitably, the residents would bring pressure to close down our operation in one manner or another. As a final resort, since the new development would outnumber the local residents, they would vote to close the airport.

Homeowners would eventually object to having a tow plane flying overhead at 300 feet.

In the meantime, Jim Trigg drew up the requisite documents for inclusion in the homeowner deeds. He presented them to Wormald and they agreed to have a formal approval prior to December 9, 2003, on which day a public hearing was scheduled. The designated date passed with no approval forthcoming, so we concluded the Wormald had no intention of reaching an agreement.

At the next scheduled hearing on December 17, 2003, Jim presented a position statement on behalf of M-ASA stating that we were "unequivocally opposed to the development". As of that time, we changed from "neutral" to "against". We also joined forces with a group of local residents in an organization called "Save our Liberty". This group was fiercely opposed to the development for a variety of reasons relating to traffic congestion, water availability, fire department limitations and school capacity.

In the beginning, we respected Wormald for its ability to do a complete and comprehensive job after consultation with all the affected interest groups, including M-ASA. By last fall, it became apparent that the plan was rather hastily con-

ceived and contained very little in the way of community input. There also appeared to be several issues at variance with the local zoning ordinance. These could be used as a justification for rejecting the development proposal.

As of January 1, 2004, the series of public hearings will be nearly complete. By the end of January, the arguments "Pro and Con" will be discussed and a final vote will be in the hands of three Liberty Township supervisors. They have three choices: accept, reject or accept with conditions. Contrary to earlier opinion, I now believe the odds are in favor of a rejection thanks to the opposition of "Save our Liberty" with the support of M-ASA members. There is a most capable young lady attorney with considerable experience in these areas leading the effort at the public hearings. Unfortunately, there probably will be a lawsuit by the losing party when the supervisors make their decision. Perhaps the developers will become discouraged, but at this point, they are threatening multi-million dollar lawsuits against the Township and the supervisors if their plan is rejected or approved with onerous conditions.

Jim Trigg has done yeoman effort in preparing all the necessary legal documents and in representing M-ASA during the hearings. He and many other members believe that our only hope of preserving our M-ASA Fairfield operation is to participate in the efforts to defeat the proposed development.

In our opinion, everything possible is being done and will continue being supported by local residents and M-ASA members. To date, M-ASA members have contributed more than \$6000 and an anonymous local resident has matched this amount. The total spent on legal fees and expert witnesses to date is approximately \$40,000 and if lawsuits are to follow, costs will continue to rise. We would hope for additional contributions from interested M-ASA members and Jim or I would be glad to discuss further details with anyone interested. We will keep you posted. 🏠

President's Notes

(Continued from page 2)

rent practice of training ODs by simply having them serve as AOD twice (once each field) does not work. The different calibers of ODs, weather constraints and operations tempo are simply too inconsistent to adequately do the job.

That all said we dedicated a monthly meeting where about two dozen members discussed the pros and cons. I then brought it back to the board for further discussion. Unfortunately, from the inputs we had, I knew going in I would only be able to please 50% so the task was more focused on what we could best do to address M-ASA's current situation. Here is the outcome:

1. Determine at the beginning of the operational season (March) the qualifications of each member.
 - a) If you are not qualified to be an OD at the annual meeting you will be in training for the full season.
 - b) Members under the age of 21 at the annual meeting will not serve as OD during the year.
2. Change the current policy of requiring members to have x number of flights and y number of hours to be OD to requiring ODs to hold a private glider rating or higher.
3. New members joining after the annual meeting will be trained for OD duty but not serve until the following season.
4. Separate the duty assignments by having one qualified OD scheduled for each operations day and schedule an

additional member to perform the administrative function of keeping the records.

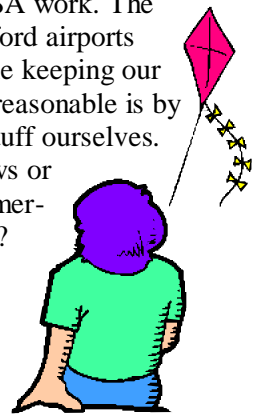
Yes, some of you will be disappointed to see the second person scheduled but in most cases this will be a duty performed by a member not otherwise permitted to perform the OD duty. There will be times you might draw the record keeping assignment but as new members join during the course of the year I expect this to be infrequent. The end result is that a higher percentage of members will probably get scheduled for a third duty assignment. On the up side, OD will have assigned help and be able to concentrate better on running the operation. It will also allow us more time to expose new members to our unique operation and focus dedicated training toward grooming these individuals to perform OD duty. Mike Higgins has been asked to put together a training program toward this end. The board felt that a short training program, more exposure to the operation and the current mentor program would go a long way in turning around some of the lapses we seem to be addressing at every board meeting. This change also helps take some of the pressure off of the OD at Fairfield during those weekends where the TFR might be in effect. Final guidance is being drafted which will be included in the Operations Manual and briefed at the annual meeting. This will also include provisions for the OD releasing the record keeper on slower days. There will be no extra person requirement for non scheduled weekday flying although the OD will need to be qualified.

The second topic I want to address is the safety and cleanup weekend on March 20-21. We will perform needed field maintenance and conduct some training on each of the days. Saturday will be done at Fairfield and we will move to Frederick for Sunday. We will start the day at 9 am with some training stations to review procedures and practices. We will then tackle some much needed chores such as painting, brush clearing, hangar cleaning and other similar tasks. We will have a cook out each day.

The table on page 2 is a first cut based on where folks tend to fly. It has lots of room for flexibility. If you need to be switched to a different day let me know. If you are not listed, you are an instructor, tow pilot or I absent mindedly forgot you. Let me know and I'll gladly add you to the list. We will review the list and work assignments at the annual meeting so it is fresh in everyone's mind. If you can't make either day and miss the session you will need to attend one of the monthly mentor sessions prior to flying. You will also be assigned a simple task to be performed and a suspense date. This type of club activity is essential to making M-ASA work. The only way we can afford airports like at Fairfield while keeping our tow and rental fees reasonable is by taking care of this stuff ourselves. Have you priced tows or rental fees at a commercial operation lately?

Wow!

Glenn 



Convector Editor Wanted

by Carlos Reyes

Planned changes to my personal situation preclude me from continuing to perform the duties of *Convector* editor for M-ASA. I would like to make the next issue (March) be my last issue. That will allow plenty of time for a smooth transition to a new editor.

I firmly believe that this is one of the

best jobs at M-ASA (salary and benefits on par with M-ASA's own President!) When I accepted the job I promised myself that I would try out a new idea every month to keep the job fresh and interesting. Now, almost a year and a half later, I'm still far from running out of new ideas.

Owning a computer and familiarity with

common office applications is a big plus (I will train you if necessary). I can put together an issue in less than four hours, but invariably something comes up and it may take me up to a full day of work a month to do the job right.

Interested? Contact me at convector@m-asa.org



A January Wave

by Jim Furlong

Most of a wet, miserable part of January had slithered past like a moldy snow snake and I was stir crazy and buried in income tax drudgery at home. Monday, January 19 arrived with sun, wind and cold. The sunny part got my attention and the attention of Jody, my wife. She let on that a little vacuuming and dusting would get me a kitchen pass to go fly! OK, but this is January! Now I have to get several normally sane people to come out to Fredrick on a day so cold it has brass monkeys worried about their continued reproductive abilities! (For those who don't know the reference, it's unprintable. Ask me later.)

I spent 45 minutes on the phone calling the usual suspects or leaving messages. **Paul Rehm** said he had seen a satellite photo with wave bars over Fredrick! He was packing! **Bill Whelan** was down with the flu, but when **George Simms** asked Mrs. Simms for a kitchen pass, she insisted he go! You have to tell us your secret George! **Ray Scarpula** was out the door as soon as I spoke to him. **Bob Ball** was hesitant about flying but said he would come out to help. Hurray Bob! **Jeff Fink** was asleep but his mom said she would pass on the message. Ok! We had critical mass, time to vacuum! Quickly! All the while I kept thinking of everyone motoring to Frederick while I was soloing a dang vacuum cleaner!

When I got to Frederick, Ray was cranking up the Pawnee, Jeff and Paul had assembled Paul's 1-35 (handling icy cold aluminum brrrrr!), and George and Jeff and Paul were about to get the K7 out of its nest. After the Pawnee test flight, Bob Ball and Ray helped me assemble my Ventus and in short order we were all lined up on the runway and Ray towed us all up on one engine start. Bob handled the launches and the board. The K7 went up first; then Paul stuffed himself in the 1-35, pulled on booties, stuffed chemical warmers in his socks and took off. Shortly, I looked up and saw the K7

at pattern altitude. Not a welcome sight! I looked away while I got the tow rope for my launch laid out and looked up, expecting to see the K7 on final..... Nowhere in sight! George and Jeff had a very low altitude save and hit wave at 1300 feet MSL! They took it up to 6500 feet where the leaks in the K7 did them in and they froze so bad they landed, happy but stiff. Those brass monkeys really did have something to worry about!

A 17 knot wind was straight down the runway and the lenticular clouds were large and inviting. We all hit some rotor in our flights but it wasn't horrendous. The cold killed my cell phone battery, so early in the flight I called Dulles Approach to report our presence over Frederick. The controller was quite interested to hear from us and asked what kind of sailplanes we were flying. He also warned me of the approach of a "heavy" at my altitude. After awhile Paul and I noticed that the airliners were no longer flying near us but were passing east of us. Nice people, those controllers! After Paul and I got climbs over the field in the single digits we ducked under the upwind lenticular that was sitting just at the eastern base of the ridge and lost two thousand feet in the

effort, but once on the upwind side of that cloud we both enjoyed pinned varios for several minutes until we were well above thirteen thousand feet. The climb began to slacken a bit but the sunlight was beautiful and was even warming me slightly. I happened to look down and saw very long shadows on the ground. Hey, that was sunset coming on! We decided on a rapid descent; Paul electing to keep at least 1000 feet above me for safe spacing. With full spoilers and flaps out and gear down, it still took awhile to get down. We had no trouble landing although Paul landed a little lower than usual, his tire having gone flat in the air. Disassembly was slow due to darkness and cold stiffened joints, but we all agreed it was a great day and we were glad to have come out to the field. My thanks to all who came out and especially to Bob Ball who made it possible for us to fly. Don't get out of the flying habit in winter. Wave is wonderful!

I guess the message I want to pass on is that careful thought, situational awareness, and resolve in the face of challenging conditions can result in a great deal of satisfaction, camaraderie and safe good flights. In George's words "Its great just to be there." 🌄



Jim Furlong

Duty Schedule

Date	Frederick			Fairfield		
	Operations Dir	Record Keeper	Tow Pilot	Operations Dir	Record Keeper	Tow Pilot
Mar-13	Jack Goehring III	Ricardo Cibotti	Karl Bernstein	Harry LaBrie	Nicolo Costanzo	John Hearn
Mar-14	Robert Compton	Ali Abrishami	Poul Hansen	Dave Leizer	Gary Cassell	Chuck Forrester
Mar-20	< working weekend - Fairfield >			< working weekend - Fairfield >		
Mar-21	< working weekend - Frederick >			< working weekend - Frederick >		
Mar-27	Jean Compton	Ralph Thrash	Hans Jorgensen	Rick Fuller	Garry Calvalho	Max Ullmann
Mar-28	Bob Whitehead	Frank Benson	Dee Torgerson	John Mitchell	Mansoor Ahmed	Jane Robens

M-ASA Duty Notes: Members assigned to operations duty must be on site in enough time to start operations by 10:00 a.m. 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. Every effort will be made to accommodate the new member's stated duty preference whenever possible.
M-ASA Scheduler: Ray Watson 410-484-0333.

Trivial Teasers

by Carlos Reyes

1. It's finally your turn to take Miss Daisy up for a spin. Hurray! It's an unusual day for Frederick—there is a strong wind heading directly into the ridge. Other than that, it's a beautiful hot, summer day. The take-off goes fine, but suddenly you realize that something is not right. The tow plane (Cub) is taking you directly towards the ridge! Oh my god! With the anemic climb rate and strong tailwind, you are not sure at all you could get back to the airport from where you are if you released. You wait some more, but the situation only gets worse. With the

wind gradient, the higher you get, the stronger the tailwind. Name everything that you would do to get out of this predicament. Assume that everything you tried failed. What now, skipper?

Answer to November 2003 teaser

I believe that the situation that I described is a lot more common than most of us realize. At Frederick, there is almost always a crosswind of some sort coming from the south. Many pilots (myself included) are concerned about the wind getting under a wing and giving them a bad day.

Unfortunately, even a little bit of stick deflection can translate into a lot of unexpected force for the wing runner. In a quartering headwind (as is common at Frederick), the ailerons will be effective very quickly. We are all taught to just let the wing fly off of our hand. From what I've seen and experienced, this is very hard to do for many wing runners if there is significant downward pressure on the wing tip. In desperation, I've had folks shove the wing upwards just as they let go. **THAT IS THE WRONG THING TO DO.** Always let the wing fly off your hand. 🚩

Wave Camp

by Paul Rehm

I've received a request to put a short note into *Convector* from Larry Stahl the manager of Grant county airport (W-99) in Petersburg, West Virginia. He is going to try to hold his first wave camp this spring! The date is tentatively the first through the second week of March 2004. Telephone number at Grant County airport is 1-304-257-4435 and his e-mail contact is gliding@frontiernet.net. I for one intend to attend to see if the weather cooperates for a diamond altitude attempt. 🚩

Collision Avoidance in Gliders

by Jim Kellett

[Jim is the Chief Flight Instructor of our neighbor, the Skyline Soaring Club - Editor]

Thanks to the cybermagic of Skyline Webmaster **Piet Barber**, an overview of "Collision Avoidance in Gliders" is now available, and viewable on just about any browser (not just Microsoft Internet Explorer!), on the Skyline Soaring Club website.

This has been one of the Resident Curmudgeon's pet projects for several (like ten!) years now, and the recent increases

in traffic and security concerns in the area where his club (Skyline Soaring) flies gives the general issue even more urgency. And there are (a) lots of misunderstandings about the "rules" and (b) lots of gaps in the real knowledge of just what various systems do and can do . . . meaning we're ALL "student pilots" to some degree in this regard!

Constructive criticism and suggestions for improvements always welcome . . . Enjoy! 🚩

Saleplanes and Buyplanes

New:

FOR SALE: 1/5 share of a **Schleicher Ka-4** Rhonlerche based at Scott Airpark, Lovettsville, VA. Excellent condition, fully restored in 2000. Open trailer. Glider not used much so almost always available. \$1,600 equity, about \$342/year for annual, insurance and hangar fee. Two shares available. Bill Cloughley, 410-544-2265, claw2265@comcast.net

FOR SALE: LS6B 1988 1060 Hrs. Total rebuild at the factory plus a new Cobra trailer in 1990. Peschges vario/computer system, Dittel radio, small instruments. Better than LS8 performance at 1/2 the cost. Always trailered, covered and hangared. Chuck Forrester 717-642-8778

FOR SALE: Schleicher **ASW-20**. 1056 TT. NDH. Komet trailer, new National parachute, tow out gear, water bags, flight computer, fresh annual. Move forces sale - \$25,000 (firm). For detailed info, carlos@daftaviator.com or 301-564-4340

Repeat:

FOR SALE: Aerotechnik **Vivat motorglider** L-13 SEH 1991. 377 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

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

Board of Directors

Gary Baker
Preston Burch
Glenn Collins
Jean Posbic
James Trygg

Officers

President - Glenn Collins
Vice President - James Trygg
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

Glider Maintenance Officer:

Tom Judkins

Tow Maintenance Officer:

Jim Chick

Field Safety Officer:

Rick Fuller (FFD)

Fairfield Facility Manager:

George Burns

Frederick Facility Manager:

Bill Judge

Membership Chairman:

Hope Howard

Convector Editor:

Carlos Reyes

Flight Sheet Manager:

John Duryea (FFD)

Hangar Waiting List Officer:

Elizabeth Judkins (FDK)

Danny Brotto (FFD)

Dan Meyer (FDK)

Roster / Mailing List:

Manfred Beutgen

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



Mike Vance



Carlos Reyes

A couple more Oktoberfest shots



c/o Carlos Reyes
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Rockville, MD 20852