

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

The Price of a Jewel

Paul Rehm

(Part 1, the descent, of Paul's diamond altitude flight.)

18000 ft MSL: Inform Washington Center that I am exiting beneath class A airspace and thank them for their kind assistance. Pick largest of two remaining holes towards the northeast.

12000 MSL: As I enter between the cloud tops I hope things work out for the best in the next few minutes. Turn to the southeast to try to end up near where I believe the airport must be. My useless GPS, whose batteries have cold-soaked, stands mute witness to my uncertainty as to my current location. I am now attempting to navigate by peering through gaps in the wave clouds. This is like looking at chicken barns and fields through a quarter-sized hole in a bed sheet from three feet away at an Escher print, hoping to make some sense of it. I abandoned the attempt sensing its futility. "Where to land?" always on a rapidly descending glider pilot's mind is now pushed back to somewhere near the end of the important things to do list. Certainly that bridge will show itself later and demand crossing. This tiny glider is near flap red-line. I am now running at an impossibly steep descent angle that only a flaps-for-glide-path-control

glider pilot or a space shuttle pilot would be likely to appreciate. Later, a friend looking at the numbers recorded by the digital barograph, determines my plane is plummeting downward with a 30 mph vertical speed component.

8000 MSL: Running like a scalded cat pretty well describes this place in the flight. Only minutes pass but I age hours. Somewhere around this point I decide to pull up and have another try at locating the airport at Petersburg, weighing the risk of an off-field landing against the risk of spending thirty seconds of non-imperative time here. Enough altitude remains to return to the airport if I could only determine which

direction to head. Between the rock and hard place counterparts in the sky that these clouds represent, I know from years' past unpleasantness that twenty extra seconds is plenty of time to cause serious stress. Twenty seconds have elapsed between the time I pulled up and then returned to my decidedly vertical world. This is the business side of wave flying. The walls of these cloud canyons begin to press a bit closer and I instinctively bank away to look for the avenue that would offer the most space.

6000 MSL: Now the hole begins to open and show its soft underbelly; unfortunately it coincides exactly with the onslaught of rotor. For any readers that have not had the pleasure of rotors' acquaintance, let me take a few sentences to try and describe it. Flight manuals describe "rotor" as a horizontally tumbling, very gusty, turbulent cloud. Updrafts over 2000 feet per minute on the upwind side and equally violent downdrafts on the downwind side caused by rising air meeting horizontal wind in a shearing action. It's the atmospheric equivalent of a Waring blender! A video camera in the cockpit would show a grim-faced, tooth-clenching, rigid-

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Paul Rehm and "Kilo Whiskey" (aka Miss Kitty), his trusty Schweizer 1-35c. (Photo from B. Whelan, Photographer unknown.)

President's Corner

Bob Jackson

This month at our general membership and board meetings we discussed a wide range of topics, mostly by way of familiarizing me with details of club operation. My general impression is that M-ASA is in good shape and ready for an active season. Contrary to at least one rumor, the membership level remains about the same with our decline in revenue last year due primarily to poor weather. The P-40 might have been a factor but was overshadowed by weather and at any rate it is now resolved with our newly acquired waiver. In order to stay in the good graces of the Secret Service etc., the safety officers at both fields must be certain to follow the formal procedures as spelled out in manuals at both sites. The government can and has per-

mitted many indiscretions, while I believe M-ASA will be allowed only one before the F16's arrive and our waiver is suspended, so heads up everyone.

At the end of the season we will evaluate the effectiveness of our work program and our safety program this spring. Any suggestions are welcome, but in the meantime, those who missed either the workday or the safety briefing will be expected to make up prior to July 1. For work session make-up, contact **George Burns** at Fairfield, or **Bill Judge** at Frederick. Both are maintaining punch-lists suitable for any talent that is available. Safety briefings can be made up by attending one of **Bill Whelan's** safety/mentor sessions. Bill has recruited several new mentors who will hold sessions at Fairfield and Frederick at 9 a.m. on the

third Saturday of each month. This schedule may be adjusted as necessary, so Bill will publish the dates and any changes. The purpose, of course, is to reinforce our operating procedures in view of the safety problems we have had in the past few years.

We are continuing to monitor the new safety officer/bookkeeper system put into operation this spring. As previously mentioned, we will take stock of the situation in July and make any adjustments that are necessary. In the meantime, I appreciate the comments received so far and would welcome any others.

See you on the Grid.

— *Bob "Romeo Juliet"*

Safety Make-Up Sessions —

The M-ASA Board requires that any member who missed the mandatory "all hands" March 20/21st safety sessions needs to attend a Mentor make-up session as an annual "safety refresher." (See the *President's Corner* above). Contact one of the Mentors for the times of these of make-up sessions or see the sign-up sheets posted in each clubhouse with this information. If you are planning to attend a particular session you should sign-up in advance for that session. At Fairfield the Mentors are **Bob Jackson, Sarah Macpherson** and **Cathy Williams**. At Frederick the Mentors are **Paul Rehm, George Simms** and **Bill Whelan**.

Editor's Corner

Mike Higgins

Photos! Photos! Photos! I need photographs of club members, gliders, flight operations, and special events. The *Convector* will be much more interesting and colorful if we can include photos each month.

Please send me digital photos if possible, but if you have only prints, I'll take those, too.

When you send in photos, please include your name (I'll try to give photo credits), a caption including

names of those in the photo, and the date.

Also, as mentioned last month, in each issue I'm trying to include interesting articles of badge flights, first solos, XC adventures, ..., so please keep the articles coming in. **Paul Rehm's** article this month describing his Diamond Altitude flight is another great look at the various types of soaring done by M-ASA members.

— *Mike "Kilo Oscar"*

Calendar

May 14-15 Soaring History Symposium, NSM, Elmira, NY (see page 6 for more details).

May 14 M-ASA General Meeting, 8pm, FDK clubhouse.

May 20 *Convector* deadline.
(convector@m-asa.org)

May 18-27 15-Meter National Championship, Mifflin County AP.

May 22 @ 9AM, Mentor Session in FDK clubhouse.

May 29-June 5 Region 4 North Contest (Fairfield). Support the club's local contest as a pilot or help in many other ways.

June 15-26 Region 1 Racing Camp/Course at Sugarbush, VT. Learn to fly contests with an experienced coaching team.

July 4th week Frederick 10-day weekend. Soaring all week!

Gallant WW II Glider Pilots Remembered

Mike Vance



About 6,000 Americans in WW II earned silver wings with a predominant "G" emblazoned upon them, personifying the wearer's "Guts" as much as their official designation of "Glider Pilot." This band of elite pilots performed a crucial role by delivering combat troops, weaponry, vehicles, and other material behind enemy lines during major Allied invasions including: Sicily, Normandy, Southern France, Holland, Bastogne, Rhine Crossing, Luzon, and Burma. If they survived the torrents of antiaircraft fire and lethal landing zone obstacles, they usually fought as infantry and then evaded the enemy on foot to friendly lines....so they could fly yet another dangerous mission.

try not to think about the explosives aboard. It's like flying a stick of dynamite through the gates of Hell." "At last we got our signal from the tow ship to cast off. It was 22:20. Here it was: whatever faced us on the island. The flak was getting thicker and our course took us over one of the anti-aircraft guns. Fortunately none of the flak hit our glider. As we crossed the shoreline, I could see a glider bouncing on the shore to my right. The moon was covered by haze and our visibility was poor. We had cut at 2200 feet and now we were at 1000 feet just over the shoreline. I could not make out my landing zone, so I had to glide straight ahead, hoping for the best. At 500 feet I could distinguish certain fields; and I let down in a small field with trees in it. As we landed, we ran into a tree, but were fortunate to hit it with the wing stopping us abruptly. No one was injured on the landing."

At the start of WW II, about 160

means of transportation into combat, the combat glider program was terminated in 1952 (the same year our glider club held it's first meeting). Today less than 1,000 of these extraordinary pilots remain with us; all current members of the **National World War II Glider Pilots Association**, <http://www.ww2gp.org/> (who graciously granted us use of all the historical information and pictures provided in this article). Their web site is well worth a visit.

These Americans will long be remembered with a special affinity and appreciation by those of us who share the designation of glider pilot. We are honored that some of their number live not far from our club glider ports in MD and PA. I'd like to mention a few who participated with over 1000 other glider pilots in the invasion of Normandy on June 6 and 7, 1944; as well as one other who provided vital support stateside. Glider pilots who flew into Normandy:

CG-4A Combat Glider

Photo courtesy of the National World War II Glider Pilots Association



Only those who were there can appreciate what it was like. Two pilots described their experiences plainly: "Imagine flying a motorless, fabric-covered CG-4A glider, violently bouncing and jerking on an 11/16-inch thick nylon rope 350 feet back of the C-47 tow plane. You see the nervous glider infantrymen behind you, some vomiting, many in prayer, as you hedge-hop along at tree-top level instinctively jumping up in your seat every time you hear bullets and flak tearing through the glider. You

civilian glider pilots in the United States were sought out for service with only 25 or so qualified as instructors. Thousands of volunteer military and private citizens soon followed them through glider training at places like 29 Palms, CA, and on to glider assault units around the world. During the war, they endured heavy casualties (17%, very high compared to other combat branches) totaling about 351 killed and 650 injured or wounded. Ultimately, however, with the advent of safer and higher capacity

Paul J. Murray, Wyomissing, PA: 3 missions.

John Lucich, Sharpsville, PA: 3 missions.

Robert L. Pound, Severn, MD: 3 missions.

Robert A. Laudrille, Washington, MD: 4 missions.

George Francis Heath, Pittsburgh, PA: 4 missions.

And last but not least, our very own Floyd Sweet, Sterling, VA: Army Air

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WWII Glider Pilots

(Continued from page 3)

Corps glider engineering, testing, and pilot training at 29 Palms, CA.

This Memorial Day we would like to pay our respects to these and other gallant glider pilots who died in or fortui-



WW II Glider Pilot Memorial, Arlington National Cemetery photos by Mike Vance

tously survived hostile skies and dangerous landings in aircraft similar in construction to our club's classic fabric, wood, and steel tube K-7 and K-8 gliders. Our thanks to these members of our community, to others no longer with us, and to all WW II veterans, for their sacrifice, for the life we live today, and for the blessing of flying our gliders in a free country. The Mid-Atlantic Soaring Association salutes you!

— Mike "Mike Victor"



Region 4 North Update!

YES! We are having the Region 4 North Contest this year. (Was there ever any doubt?!) Practice Day is Saturday, May 29, 2004. Competition flying starts Sunday, May 30. As this article is being written we have 18 contestants registered and there is a sufficient number of pilots in each of our three categories: 15 Meter, Standard, and Sports classes. I expect to get several additional folks who enter at the last minute, so we may see somewhere between 20 and 25 entrants.

Bill Savory will be our Competition Director this year! Bill brings a wealth of competition soaring experience to the CD job, and he has been the R4N CD several times in the past, so we are very fortunate to have him as our CD once again. Thank you Bill! **Cathy Williams** has offered to manage our cookouts on Saturday and Sunday night. Thanks, Cathy! The Saturday cookout will start at 6:00 pm, and Cathy will be serving up her famous lasagna and salad dinner (\$5). Sunday's cookout will start at 6:30 pm, and Cathy is consulting with her chef (who also doubles as her husband, Rolly) regarding the menu (probably Italian sausages). We also plan to have a catered cookout Tuesday night (around 6:30 pm), and our traditional banquet will be held at the Hickory Bridge Inn on Thursday night. ALL M-ASA members and their friends and families are invited to any of the cookouts and the banquet. Martha Burch will be handling the contestant registration and cookout/banquet ticket sales at Fairfield starting early on Practice Day. If you are interested in buying tickets you should call Martha at Fairfield to reserve your tickets because there will be a limited number of meals available for each event.

We could use some help in the ground operations area during the contest; we need more help on the grid

and flight activity recording. We also need someone to staff the retrieve desk during the week (Tuesday through Friday), and some additional help with contest support. (Read that as helping me!) One additional sniffer might be good, too. Even if you can come out for only one day, that is a huge help and everyone (especially the contest pilots) is incredibly appreciative of any help that is given. If you can't see your way clear to come to this year's R4N, I have one easy request to make: each night when you say your prayers, please pray for great soaring weather!

— Preston Burch

A Day at FDK - Sat. Apr 17

The blips and the skies weren't promising, nevertheless it seemed like the first day of the season. It was warm sunny. "Everyone" was there. Forty-three flights, thanks in part to not much lift.

After attending **Bill Whelan's** Mentor session, new member, **Tom Kawecki** got his first lesson with his CFI-G, **George Simms**. Next-to-newest member, **Milan Petkovic**, got a field checkout. Inactive member, former director, **Bill Kerns**, came by to visit, bringing half a dozen laminated charts, aids to beginning x-country, each marked in circles indicating altitude needed at that distance to safely return to the field in 2-33 or similar L/D glider. Maybe we'll use those during the July 2-11 Ten-Day Weekend. **Mehrdad Bayat** has agreed to work on that project, with **Hope Howard**. They're working on cookouts and classes. Volunteers will be needed especially to tow and OD on the weekdays (Tue-Fri).

After several years in the hangar, the newly polished, repaired and inspected L13 Blanik took to the air again!, **Craig Moen** as pilot. Other owners are **Steve Silverman & George Simms**. Last landing of the day was two minutes short of 7 p.m.

— Hope Howard

The price of a Jewel

(Continued from page 1)

bodied person probably tightening lap and shoulder straps over and over. The pilot would most likely be exhaling to create a smaller space to cinch these belts into. While this is going on, these rogue gusts are striking blows two and more times the normal force of gravity from all different directions. In rapid fire staccato, the vario needles swing from pinned up to pinned down so hard you can hear these delicate pointers meet their stops. Amid the associated mayhem, the groans of complaining metal wings, fuselage and canopy, I am still struck with the overwhelming sense of nature's sublime power and beauty.

Just imagine you are the pilot of one of those plastic replica models we all assembled as kids; now fly that model into a spinning clothes dryer full of wet jeans, towels, socks and sweatshirts. **That, my friend, is close enough to the experience of flying in rotor.** You fully move the stick and rudder to counteract a Chevy-sized impact lifting one wing, with no visible effect, only to be hit by a quartering Mack truck-sized blow fifteen seconds later from a new direction. You are hoping that this stuff might let up a bit to let you land when the time comes rather than play lawn dart. Adrenaline junkies apply here.

4000 MSL: Finally, *Miss Kitty* - my plane - and I are spit out the bottom of the hole near what seems like the speed of light. Nosing up to bleed speed I try to extend the time period before I must inevitably come to earth. I appear to be in a valley with not-so-high ridges on either side, about one quarter the width between them as at Petersburg. Below lies a main two-lane road with a small river wandering down the central plain.

It is not a place I have ever seen before. Now I know an off-field landing is in the cards. I decide to give a quick update to my friends back at Petersburg to let them know the situation, before I am too low to reach them. Bruce Codwise, our tow pilot for the encampment asks for a description of this place so that he might possibly assist in locating me. Wildly gusting winds are making flying here pretty miserable and I reply that I am simply too busy with other things for a sightseeing report. I will radio again from the ground or if that fails a land line. I begin to look at fields with an eye towards their individual potential for safely easing the transition from an aerial world to a terrestrial one.

Like Goldilocks in the Bear's house, I rapidly evaluate hayfields, cornfields, and pastures. The altimeter continues to mock my inability to hold it to a reasonable rate of unwinding.

3000 MSL: *"That field is in the wrong direction, this one has boulders, there's a*

fence through the middle of another, which puts it at the bottom of the list!" As I continue south I sense a feeling that the ground here is much closer than my altimeter is indicating. Since I might be anywhere in the state of West Virginia, that is a distinct possibility and I decide to ignore the altimeter and use only my eyes to estimate altitude.

2000 MSL: There looms into view a beauty of a field up ahead. It is aligned with the wind, long and recently plowed. Dirt so deep and rich in color you might think someone painted it black. Bottomland, the kind wayward pilots have sought for generations. It stands like a beacon amid all these pastures. This then will be my landing field. There is a reserve field downwind, if I fail to make what should be a relatively short distance. Continuing on it occurs to me that upon descending beneath Class A airspace someone failed to reset the altimeter to local pressure. That has been a factor in the ground's proximity here. Looking over the runway now for one final evaluation, a few things stick out. There are 80 foot tall trees with their downwind turbulence to cross on final approach. The field is quite long with a road at the other end and a gentle rise two thirds of the way up the field. The decision to adjust the pattern upwind and do a high base leg just downwind of the trees at 80 mph is easily made. Moving the stick and rudder to begin the turn into downwind, another tremendous impact

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TASK DAY COMPETION AND CLUB CHAMPIONSHIP REPORT

The normal trying spring weather permitted only two club task day competitions at Fairfield by press time.

March 28 — 2.5 hour TAT with Airville, Frederick, and Gettysburg as turnpoints. Early good cumulus development turns blue during the first leg, making for a challenging task. LBL wins the day with a strong start and first leg; 118 m @ 38.5 mph.

April 18 — 2.5 hour MAT with Carlisle and Roxbury as turnpoints. Strong streets over the hills made for a very fast first leg, but the blue and flat Chambersburg valley made getting to and from Roxbury tough. 13 wins his first of the season; 116 m @ 44 mph.

	KO	13	LBL	P6	CL
2004Mar28	966	0	1000	0	58
2004Apr18	819	1000	0	834	321

Scored by Sarah Macpherson.

Mike Higgins submitted a 318 mile 3 turnpoint distance flight (9 April) for the Club Championship.

Duty Schedule

Ray Watson

Date	Frederick			Fairfield		
	Safety Officer (OD)	Record Keeper	Tow Pilot	Safety Officer (OD)	Record Keeper	Tow Pilot
8-May	Garv Garvin	Dave Weber	Ray Scarpulla	Bob Critchlow	Jeff Fink	Rich Horigan
9-May	Mike Vance	Tonas Kalil	Bob Andrew	Peter Blacklin	Kai Rasmussen	Mike Grinder
15-May	Steven Silverman	Robert Dutilly	Craig Mben	Jack Beavers	Marly van de Ven	Jim Chick
16-May	Jim Karcher	Mitch Lambros	Bob Ball	Chris Bianchi	Chris Burns	Pete Wells
22-May	Mario Piccagli	Gary Miller	Sam Harry	Baude Litt	Luis Fernandez	Buddy Denham
23-May	Wilmar Sick	Roger Andes	Dee Torgerson	Peter Zawadzki	Steven Shelton	Jim Trygg
29-May	John Thornhill	Aurel Trandafir	Tom Judkins	Peter English		Mike Grinder
30-May	Harry Bates	Gerry Tighe	Craig Mben	David MacVeigh		Jim Chick
31-May	Gyorgy Fekete	Phil Scheel	Ray Scarpulla	Mark Mercer		Pete Wells
5-Jun	AOPA Open House at FDK -- No Operation.			Dan Morris	Jim Lewis	Bill Savory
6-Jun	Gary Baker	Wayne Elseth	William Judge	Mike Vore	Brendan Butler	Phil Burgess
12-Jun	Nathan Butler	Tom Kawecki	Lance Nuckolls	Tom Jones	Stanley Faust	Mike Smith
13-Jun	Mehrdad Bayat	Milan Petkovic	Poul Hansen	Daniel Brown	Chris Scarlett	Rich Horigan
19-Jun	Bob Whitehead	Gary Goldberg	John Hearn	Laura Hession	Chris Burns	Don Robb
20-Jun	Peter Kern	Teresa Day	Jane Robens	Elliott Blitz	Jeffery Fink	Buddy Denham
26-Jun	Dan Meyer	Gerry Tighe	Hans Jorgensen	Sarah Macpherson	Steven Shelton	Max Ullmann
27-Jun	Hollard Ford	Mark Carlisle	Dee Torgerson	Chris O'Callaghan	Mansoor Ahmed	Bill Savory
3-Jul	Dan Morris	Wayne Elseth	Sam Harry	Jim Lewis	Brendan Butler	Bob Jackson
3-Jul			David Schober			
4-Jul	Gary Baker	Tom Kawecki	William Judge	Richard Latoff	Stanley Faust	Phil Burgess
4-Jul			Dick Burnstein			
5-Jul	Maurice Deland	Milan Petkovic	Lance Nuckolls	Peter Blacklin	Phil Scheel	Mike Smith
5-Jul			Ray Scarpulla			Jim Trygg
10-Jul	Dick Mott	Tonas Kalil	Bob Ball	Kai Rasmussen	Jack Beavers	David Pixton
10-Jul			Bob Andrew			
11-Jul	Rob Myhre	Zachary Thornhill	Craig Mben	Mike Vore	Gary Goldberg	Mike Grinder
11-Jul			Tom Judkins			
17-Jul	David Churchill	Robert Dutilly	Jan Steenblik	Guy Pfeffermann	Michael Hearn	Don Robb
18-Jul	Dave Weber	John Thornhill	Poul Hansen	Marly van de Ven	Christophe Bianchi	Jim Chick
24-Jul	Garv Garvin	Mike Vance	John Hearn	Baude Litt	Jim Homer	Pete Wells
25-Jul	Jim Karcher	Mitch Lambros	Dee Torgerson	Bob Kryzstan	Gary Miller	Rich Horigan
31-Jul	Mario Piccagli	Nathan Butler	Lance Nuckolls	Mark Segall	Luis Fernandez	Bill Savory

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.

TFR Ops News

If you were out flying on Saturday April 24th, you may have heard some unusual radio chatter. Even if you missed it, you might have heard through the grapevine about the Blackhawk intercept and diversion of a M-ASA tow plane to Gettysburg. I'm sure this sounds extremely exciting (unless you

were the tow pilot) but it is serious and thankfully everything worked out great. All pilots involved (M-ASA and Government) did the right thing and proved our system works. We'll have a complete story, with lessons learned, next month.

— Glenn Collins

Soaring History

The NSM is holding a Soaring History Symposium on May 14-15 in Elmira. M-ASA's own **Floyd Sweet** will be among the many speakers. For more information on this special event please call or email:

607-734-3128
nsm@soaringmuseum.org

Saleplanes and Buyplanes

Repeat:

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: 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

HELP WANTED!!!

Frederick Glider Maintenance Officer. Notice that there is no name next to the Frederick Glider Maintenance Officer in the "Who to Call" listing to the right. We are holding this job open for just the right person — the ideal candidate will have some degree of aircraft maintenance experience with lots of energy to invest in the club's fleet of gliders. An A&P license would be nice, but not a firm requirement. Best of all — given the importance of this job, the club has doubled the pay rate since last year! Call any Board Member or Club Officer to learn more.

Mid-Atlantic Soaring Association

Board of Directors:	Preston Burch Robert Jackson Hans Jorgensen Jean Posbic James Trygg
Officers:	President - Robert Jackson Vice President - James Trygg Secretary - Bill Whelan Treasurer - Hans Jorgensen

WHO TO CALL

Godfathers:

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 Andrew (FDK)
	John Vaughan

Chief CFI:

Charley Thurber

Chief Tow Pilot:

Lance Nuckolls

Fairfield Glider Maintenance:

Rich Horigan

Frederick Glider Maintenance:

Tow Maintenance Officer:

Jim Chick

Field Safety Officer:

Rick Fuller (FFD)

Dick Bernstein (FDK)

Fairfield Facility Manager:

George Burns

Frederick Facility Manager:

Bill Judge

Membership Chairman:

Hope Howard

Convector Editor:

Michael Higgins

Flight Sheet Manager:

John Duryea (FFD)

Elizabeth Judkins (FDK)

Hangar Waiting List Officer:

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

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of rotor destroys this plan. The rotor blast has forced a 40 degree turn in the wrong direction! Clearly I hear my CFG's voice whispering behind me again. He says; "Do not panic, simply, calmly find another way to make things work." Now with little time to spare, I go along with the new rotor-induced turning direction adding an additional 230 degrees to the turn the rotor began. This has the advantage of keeping better sight of the field while I quickly go through the rest of the landing checklist. It's not the prettiest looking downwind leg, but that cannot be helped right now. All will be right where downwind leg meets base-leg. Adjusting flaps, pitch and heading with every new rotor blast, speed control and coordination are a real job now. It's over the trees at full flaps with the nose pointed straight at the ground. This whole field is in front of me and as I plummet through wind gradient I reduce flap and pitch to try to extend the touchdown point to the downhill edge of the rise. Once the flare point has arrived there is a serene, almost eerie calm. Absent is the terrible rotor which has dogged the low altitude segments of this flight. *Miss Kitty* does a perfect touchdown on the planned spot; never in my wildest dreams was I expecting such an easy end to this flight.

(... the rest of the story continues next month)

— Paul "Kilo Whiskey"

Milestones, Ratings, & Badges

- **Sarah Macpherson** successfully passed her first CFG written exam with a score of 99%!
- Then, Sarah passed the second CFG exam (the Fundamentals of Instruction) with a score of 100%! Well done, Sarah!
- **Paul Rehm** completed a Diamond Altitude flight in Petersburg WV in March. (See Paul's feature article in this issue and next.) Paul and KW are now two-thirds of the way to the Diamond Badge.
- In April, **Mike Higgins**, after several years of trying, finally flew a 500km Diamond Distance from Fairfield and wrapped up a Diamond Badge. His Diamond Distance story will appear in next month's *Convector*.



c/o Michael Higgins
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