

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### A June Off-Field Landing

*Tip Randolph*

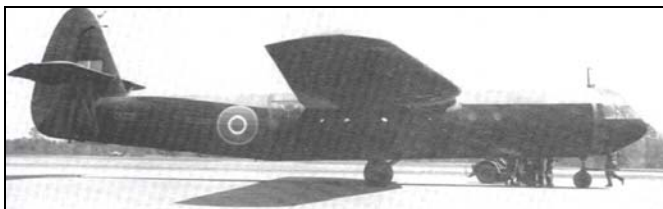
*(Editor's Note – This month's feature article takes you back 60 years and straps you firmly in the pilot's seat of a Horsa Glider on the evening of June 6. Tonight's cargo consists of a 75mm Howitzer, a jeep, over a thousand pounds of ammo and supplies, and five 82<sup>nd</sup> AB troops – giving a gross takeoff weight of 16,767 lbs, nearly 1000 pounds over max. Hang on as you fly Operation El-mira. Destination: LZ-W, behind enemy lines on D-Day.)*

It is now our turn as the C-47 tow plane slowly takes up the slack in our towrope and pulls us to the center of the runway. The flagman up in front of the tow plane off to the left side of the runway waves us on. Slowly we start to roll all the while gaining speed, with slight pressure on the wheel the nose wheel is making less noise. Joe Bickett (*my copilot*) is reading 64 as the nose wheel clears the ground. We begin to feel light at 70. At 76, with very little wheel back pressure, we lift off. We have full control at 80 all the while the tow plane still on the runway is gaining speed. At a speed of 103 it lifts off and starts a slow climb as the group forms and heads south toward the Portland Bill marker, a point where we leave the English Coast.

Dusk is settling rapidly – the landscape is one of shadows and dim-

ming light. Our glider, with a small amount of trimming, is flying hands-off trailing perfectly. As we leave England we are seeing many blinking lights below that turn out to be ships of all sizes headed toward France. It seemed that an army could have walked from ship to ship all the way to France there were so many. I am thinking the Germans do not have a chance if all of these ships can offload their troops and equipment. We swing to the left running parallel to the French coast, and then right turn and we head toward shore.

The sun has set and darkness is fast approaching. Suddenly we are drawing ground fire red and yellow tracers, some bright, some pale. I immediately thought of Christmas lights, I do not



Tip flew both the British Airspeed Horsa as well as the America built CG4-A. The Horsa, show here, had a wingspan of 88 feet, a length of 68 feet, and had huge "barn door" flaps for short field landings. It was constructed primarily of wood and was instrumented for blind flying.

(Photo courtesy of National WWII Glider Pilots Association Inc.)

know why. Reality sets in quickly when a couple bullets bounced off either the jeep or 75 howitzer making a sharp metal to metal sound. Other bullets going through some the heavier plywood struc-

ture made sort of a dull thud. There was no time do dwell on the fireworks display as we were lowering down to 400 feet to be ready for cut off. One of the planes in the flight of four just ahead of us had an engine burst into flame. He continued on to the LZ, the glider released, and then he went into a diving turn to put out the fire and flew back to Membury. I notice Joe pumping the air tank (*for actuating the Horsa's huge flaps and brakes*) and asked if we were losing air. "No," he yelled back "just checking."

We have been given the green light. Off tow we turn left straining in the darkness to see the ground. Another left turn and we are slowed to 80. Off to our left we see what appears to be a tree on fire that is dimly casting light on what appears to be a rectangular field. We turn left again and line up for a final approach. The fire that should be in front of us is not there. At 75 feet we brush through the top of trees and the horizon appears. Full flaps are applied. With the nose pointed down we take an elevator like ride to thirty feet and haul the wheel all the way back. Joe is still reading altitude when we hit the ground hard and stop within a few hundred feet. Two Horsa gliders were in this field before us apparently running into each other after

*(Continued on page 4)*

## President's Corner

*Bob Jackson*

It is time for an update on the **Battle of Liberty** – our effort to save the Fairfield Airport from almost certain extinction if a developer is allowed to proceed with a twelve-hundred-home project. Some of these homes would be located less than a quarter of a mile from the end of our runway.

In March, the application was denied by the Liberty Township supervisors, and as most everyone expected the decision was appealed to the Court of Common Pleas. M-ASA has submitted a Petition to Intervene, along with Save Our Liberty, a citizens group, and several local residents as well as the township supervisors who made this decision. In effect, this makes us party to the court proceedings where Susan Smith, who has quite capably guided our side through the public hearings and related legal submissions, will represent us. The case will be heard in 60 days or so and the Judge will probably render a decision in late summer. The exact date depends on how much legal wrangling is done in preparation for the hearing. At this

point, I am quite confident that the Township supervisors acted within their authority, their case is sound and the development proposal will eventually be defeated.



Bob and Joan Jackson with "Romeo Juliet", their ASW-27.

Of course, all of these legalities require financial support. The bulk of the financial support thus far has come from the Save our Liberty citizens group, but M-ASA has contributed its fair share. In the past, individuals have contributed directly to the Save Our Liberty coffers. Your directors, at their

last meeting, decided to create a "war chest," and to request individual M-ASA members to contribute on a voluntary basis. The war chest would be used to support legal activities at Fairfield, but would also be available for the upcoming facility-saving activity at Frederick when our lease expires with the City in 2012. Our goal as a club has been established to raise \$50,000 over the next 4 years. Contributions would be voluntary and a minimum of \$50 per year per member would enable us to reach our goal. Our two soaring sites, both Fairfield and Frederick, are both valuable club assets and will require continued efforts to stave off the inevitable development projects at both sites. Any funds left at the end of these two airport saving actions would be returned to the general fund for use with other capital projects. I believe we all share the view that these assets are worth protecting and I am sure we can count on support from all club members as we have done in the past.

— Bob "Romeo Juliet"

### Ides of May

Saturday, May 15, Frederick

Unpromising weather dictated a late start but once the day developed, it supported 20 flights. **Holland Ford's** 130 minutes in his Pegasus was the longest; **Mario Piccagli** was next at 104 minutes, then **Bill Whelan** at 100.

It was a good day, too, for **Mike Luzuriaga** as he got his second signature and became M-ASA's newest member. He will join next-to-newest, **Ric Caylor**, in training at Fairfield.

**Dan Morris** may have set some kind of record, giving five instruction flights and one ride before he flew his own IDM for 78 minutes and made the

last landing as the incoming storm ended the day for everyone.

— Hope Howard



MASA's popular "Miss Daisy," our workhorse Schweizer 2-33. (Photo by Wayne Elseth)

### Calendar

**June 11** M-ASA General Meeting, 8pm, FDK clubhouse.

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

**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! July 2 through July 11. See the back page.

(See page 7 for BFR and mentor session dates.)

## The Price of a Jewel (Continued from last month)

Paul Rehm

### Now for the rest of the flight.....

**960 MSL:** 6:00 AM local time — flight service has been called, weather checked, wave window opened, planes readied, tow pilot on the road. A small but strong low pressure system along with its cold front has passed during the night. Legal sunrise is not until 6:45 but we do not push our planes out yet. The wave system has set up alright, but there is no route up through the solid overcast. We decide to take Bruce to breakfast. As we eat he tells us that he is uncertain of this unicorn called Wave. To date this year, none has been found, only short bumpy rotor rides, some have been just at daybreak. There has been lots of just hanging about. Kevin Anderson a fellow wave camp participant, has been refinishing the wings of his 1-26. As breakfast ends, sunlight begins to glimmer off the buildings across the street. The bill gets paid and we are off to the airport just a few miles away.

My preference would be for Kevin to tow first to have "first dibs" on this system. He, however, is insistent that I go first. Might be he wants some data about where or where not to search for wave. Or he may want me to contact wave if I am able to and radio back where and how high the tow was. Possibly he spoke the truth about an unassisted launch being easier for him with the wingtip wheels on his 1-26. At any rate my launch goes off without a hitch at 9:45am Monday March the eighth. Towing up quickly under the secondary wave bar, the headwinds and rotor strengthen. I am forced to discover a new control combination in an attempt to stay in proper tow position. Only full landing flap with the nose pointed straight down coupled with hard yawing keeps me from overrunning the tow rope each time the tow plane gets hit with a new gust. At times my plane needs full aileron and rudder inputs while jockeying and waiting for the tug to eventually accelerate and punch through the gust. I am fighting to stay centered just above

his thrust line in whatever new heading the gusts have decided for us. At times, we seem to hang motionless, tethered by a very tenuous looking filament. Just as soon as things look like they might get lined up, a new combination of twists, turns, speed changes or corkscrewing thrusts demands immediate attention. At one point I radio the tow pilot to suggest that, "If it is this bad here, maybe we do not want to head for the primary." There is no response, the rotor has for the moment lessened and we seem to again be making snail-like headway toward the Hopewell gap. I do not repeat the call. Perhaps the communication was garbled or unheard. At any rate this manic formation flight continues its frenzied dance, creeping forward toward the gap. *"I always have the option of getting off to lessen the rotor's effect if it gets too bad right?"*

**3700 ft.:** MSL. Here with the Hopewell gap looming a mile ahead, our present course would take us to a place experience has taught will be a bad place to fly! I am thinking of calling the tow pilot again. We are making our way underneath the primary. Those dark masses protruding beneath it are rotor clouds, one on either side of the gap. They look particularly menacing. If we pass no closer than this, I would be happiest, but we must fly between them. Between them places the flight path over the broad sloping south end of the mountain. It is the highest route through Thor's upside down twins. As if a mind reader, Bruce adjusts his course before the need to request it arises. Suddenly the rotor is on our flight again, worse than ever before. A new flurry of gusts has us chinking and jinking and wishing we were home in bed again. This time they come with a new wrinkle. Instantly the tow plane is stood on its tail and as the rope goes slack again, I am hit hard from below. I apply what has become by now my standard correction. I yaw fully to the right while simultaneously applying 75deg. of flap and nosing straight down. Meanwhile the tug seems to have

had the very air pulled out from beneath him! He falls through an arc which puts him directly between me and the mountains sloping south end directly below. The slack in the rope remains unchanged. We are both pointed straight at the trees 1500 ft. beneath us! Except for the slack in the rope, for one of a very few times all day, I am in perfect tow position. However this cannot last for long. Unwilling to follow the tug's newest permutation of attitude, I decide when the rope comes tight enough to insure no danger from a flailing metal tow ring, it will be, "Every man for himself." As soon as I am free, I radio the tug and inform him I'm off tow and he is solo again. Attempting to pull up to horizontal and begin a standard right turn off tow, I am again hit hard from the right. Despite full ailerons and rudder, the gust is turning me to the left! This I announce to the tow plane saying, "I am unable to turn right, I repeat, unable to turn right, please continue ahead, I will keep you in sight." Bruce acknowledges. 20 seconds later as the rotor blast releases its grip and the turn begins to take hold, I radio my release altitude and position to all who care to hear. Next over the airwaves is Bruce flying a 180 horsepower Cessna 182 who is now in a similar situation. He reports that he is "Unable to turn left and must turn right!" He is in sight and will pass well clear behind me. Once that has happened, I thank him for the tow.

The situation might be better; I am below the ridge top in rotor, with insufficient altitude to reach the airport under these conditions 10 miles distant. Good thing there are some recently plowed fields along the retreat path! Concluding there is almost certainly an off-field landing in the making, I may just as well nose around a bit to see if there is some wave. I've paid my nickel, might just as well sniff around a bit before I head for the fields. Doodling about in rotor is not nearly as bad off tow as on. Before long,

(Continued on page 4)

(*Price of a Jewel, Continued from page 3*)  
I find the upstroke side of rotor and quickly gain 600 ft.

**4100 ft. MSL:** Now in front of the ridge and nearly level with it there is a new sensation. "Wave! Eureka!" just a whiff, but definitely it is the wave.

**4200 ft. MSL:** Pushing the nose down to pick up speed and move ahead does the trick. Within 100 ft. in altitude there is a Dr. Jeckyl - Mr. Hyde transformation in the flight. The air calms, flight controls normalize, jetliner slipstream noises' replace gust noises' and the variometers show a steady 400 foot per minute climb rate. "It's off to the races; we are locked in the wave!" Where less than 2 minutes prior was the worst bone jarring rotor I have ever been in, now is air ever so smooth! I trim the plane to match speed, release the stick and gently steer with the lightest of pressures on one or the other rudder pedals.

**6200 ft. MSL:** In 2000 vertical ft., the wave has strengthened to over 1000ft. per minute climb rate. I radio rates, position and other pertinent information back to the field. Ready the oxygen equipment, sunglasses and set Washington center's frequency on the active channel. As the climb continues, the variometers needles are pinned unmoving on their stops. The altimeter is running like a clock on amphetamines. This is the easy part.

**Flight level 225:** Washington Center has generously granted me a 45 minute time slot above the wave window to try and reach flight level 250. The primary wave system topped out at Flight Level 210 and for a number of reasons, a shift back one wave bar seemed to make sense. The secondary is where the highest point in the flight occurred, 22860 ft. pressure altitude. Still climbing but very slowly, I do not think Flight level 250 is possible, but I will give it some time. The wave could surge up or down some. I decide the oxygen supply will most likely be the time limiting factor for the flight. But none of these things comes to pass. Instead, there issues forth a milky opaque-

ness at the bottom of the primary wave gap. "Oh no! It's beginning to close in!" From 3 1/2 miles above, I silently hope there is enough time to descend before what is happening there makes it to here! A previous year, I spent 7 1/2 very lonely soul-searching minutes inside a very black cloud when a monstrous wave cloud surged forward and engulfed me! Salvation then, in my CFG's estimation, was a question of divine intervention. There is no desire to repeat that lesson. But that my friend is another story!

— Paul "Kilo Whiskey"

*Postscript notes —*

1. The tow pilot later reported that the rotor gust that precipitated my release, reduced the tow plane's airspeed from 65 kts to 0 kts. With full power and full right rudder applied as he broke through the stall, he fleetingly wondered if he was going to spin as well. Possibly with a glider on tow!
2. It develops that I am the second glider to land in that cornfield while the snow swirled. Over 50 years prior, a Waco military troop glider took out a fence during an off-field landing. The airport manager Larry Stahl worked in the Waco Factory as a 16 year old washing dishes. He would stop work to watch delivery launches. Usually two and sometimes three gliders at a time would be snatched into the air by a low flying DC-2.
3. Kevin Anderson flying his I-26 spent over 4 hours fighting rotor conditions while I flew and was retrieved.

(*June Off-Field Landing, continued*)

landing. We had barely gotten out of our glider when another Horsa touched down at a high speed and crashed into the hedgerow at the end of the field. LZ-W was not completely in the hands of our troops, gunfire could be heard in any direction.

— S. Tipton "Tip" Randolph  
80<sup>th</sup> Squadron 436<sup>th</sup> Group

(*Editor's Note — Tip and Joe survived the night and made their way back across the Channel on "D plus 4". It turns out that all 80<sup>th</sup> Squadron glider pilots survived and returned from the Elmira Mission.*)

## Task Day Racing News

### Chris O'Callaghan

On May 1<sup>st</sup> a group of Task Day pilots gathered at Fairfield to discuss changes in the rules governing club tasks. The primary objective of these changes is to encourage participation while providing appropriately challenging tasks for the wide spectrum of skill, experience, and sailplane performance among the club's active cross-country pilots. Towards that end, we have already implemented several new policies:

1. An assigned Competition Director will be named prior to each weekend day. It will be his/her responsibility to access weather forecasts, confer with other pilots, and develop primary and secondary tasks prior to first launch. The intent is to allow all task-day pilots to exercise their task calling preferences while trying their hand at predicting the day and measuring the competitors.

2. Tasks called will be either MATs, TATs, or ASTs, with a preference for MATs (which allow the greatest flexibility for integrating pilots of varying skill level and sailplane glide performance). Initial turnpoints will typically be close in, allowing slower pilots to complete the task and receive speed points without risk of long retrieves. We have also reinstated the Egg Race – now called a "Mentoring Task" -- which allows the CD to pair an experienced pilot with one less experienced. The team's score is based on the performance of the less experienced pilot (the Egg). We used this task to great success 10 years ago. It was fun for everyone involved. Some of the radio communications on course were priceless.

3. We have implemented a "no start before" time. Widely spaced start times usually mean that task-day pilots fly alone. By shortening the start window we will improve the chances of flying with, and learning from, fellow racers.

(Continued on page 6)



Artwork by Baude Litt

## BLACKHAWK Intercept - Lessons Learned

*Glenn Collins*

It's now old news that in April a Government Blackhawk intercepted and diverted a M-ASA tow plane to Gettysburg. Although all turned out well, it's worth some space in *Convector* to review the events of that day.

Despite years of high-profile TFRs, pilots around the country continually seem to be clueless and regularly blunder through airspace they shouldn't. April 24<sup>th</sup> was no exception. In the confusion of trying to sort out a P-40 TFR incursion, a Blackhawk was vectored onto a target in the northeast sector. He acquired and intercepted our tow plane just outside of the TFR. After joining up and establishing communications on 121.5, he escorted the Pawnee to Gettysburg where the Pawnee landed. Once the tow plane was on the ground, the OD worked the phones and tried to figure out what happened. In quick order, things were sorted out and it was determined that the tow plane was not the target and clearance was issued for him to return to Fairfield. After a short flight back and a quick change of underwear, the remain-

der of the waiting gliders were launched. The total delay was minimal.

Some important items surfaced due to this event.

1. We must all stay super vigilant when flying. **Visual lookout is a must.** The current procedures have us bunched up just outside the TFR. Furthermore helicopters and other aircraft might be working the area. Their focus might be on a rejoin or intercept and they may not always see us. If for any reason you are intercepted, go with it. Turn away from P40 and establish radio communication (121.5 MHz).

2. **Don't assume the obvious.** If you are flying a glider make sure the interceptor knows it. You might not be able to do everything he has in mind. Same for tow planes, if fuel is an issue speak up. Tow pilots should also make a point to remind the interceptor about the 200' long anti-helicopter device trailing behind you. Once they join up, they will fly off your lead unless they need to be directive. It is conceivable they might

cross under to reposition and this could be real bad with the rope back there. If you can comply, don't argue, just do as instructed and we will sort it out on the ground.

During the excitement on April 24<sup>th</sup> everyone involved did a wonderful job. The Secret Service noted this and made it a point to tell me that if all the other pilots in the country flew with the same professionalism and discipline that M-ASA has shown, their job would be a lot easier. On the flip side, the government folks also did a great job. Immediately we were being told not to worry, they would sort it out quickly and get us back flying. It was obvious they worked hard at this and the operation resumed with minimal disruption. The bottom line -- don't get complacent, review the procedures and follow them. Most importantly, be flexible. These guys aren't out to shut us down. We have made friends because of our positive attitudes and they will go out of their way to help us continue to operate.

— Glenn

### TASK DAY COMPETITION AND CLUB CHAMPIONSHIP REPORT

**24 April 2004** -- 3.5 hr MAT with Roxbury and Thompsettown as turnpoints. The first ridge task of the season. KO wins the day with 234 miles and 64.7 mph.

**16 May 2004** -- 2 hr MAT with Lineboro, Frederick and Hanover Quarry as turnpoints. LBL wins the day with 106.6 miles and 37.0 mph.

	KO	13	LBL	P6	A2	T8	CL
24 April	1000	967	0	0	750	0	0
16 May	826	858	1000	0	0	512	0
Best 4	3611	2825	2000	834	750	512	379

Scored by Sarah Macpherson.

# Duty Schedule

*Ray Watson*

Date	Frederick			Fairfield		
	Safety Officer (OD)	Record Keeper	Tow Pilot	Safety Officer (OD)	Record Keeper	Tow Pilot
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 Moen	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	Mehrdad Bayat	John Thornhill	Poul Hansen	Marly van de Ven	Christophe Blanchi	Jim Chick
24-Jul	Garv Garvin	Mike Vance	John Hearn	Baude Litt	Jim Homer	Pete Welles
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
1-Aug	Tom Jones	Noel Blisard	William Judge	Peter Zawadzki	Ric Caylor	Phil Burgess
7-Aug	Peter English	Mike Luzuriaga	Ray Scarpulla	Chris Scarlett	Roger Thompson	Mike Smith
8-Aug	Robert Critchlos	Wilmar Sick	Jan Steenblik	Harry Bates	Chris Burns	Buddy Denham
14-Aug	Gary Baker	Teresa Day	Karl Bernstein	David McVeigh	Cary Cassell	Don Robb
15-Aug	Roger Andes	Brendan Butler	Robert Jackson	Harry LaBrie	Milan Petkovic	David Pixton
21-Aug	Jean Compton	Wayne Elseth	John Hearn	Rick Fuller	Ricardo Cibotti	Jim Trygg
22-Aug	Peter Kern	Ali Abrishami	Jane Robens	John Mitchell	Ralph Thrash	Mike Grinder
28-Aug	Steven Silverman	Ric Caylor	Hans Jorgensen	Jim Lewis	Jeffery Fink	Jim Chick
29-Aug	Bob Whitehead	Noel Blisard	William Judge	Laura Hession	Nicolo Castonzo	Phil Burgess

**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.

*(Task Day News, Continued from page 4)*

We want to make club tasks appealing to as many cross-country pilots as possible, and the surest way to accomplish this is to start with an environment where everyone is encouraged to participate and share their views. Among those of us currently participating, there are many objectives, from race training, to skills

improvement, to just having an excuse to get away from the airport. There's ample room for more, and fun to be had in their pursuit. Come, join us.

— Chris "Oscar Charlie"  
Task-Day Chairman

*(NOTE — At the May 1<sup>st</sup> Task-Day Pilot's meeting Chris was elected Task-Day Chairman. All present that day agreed Chris would do a great job at making task-day flights challenging, inclusive, and fun. Call or email Chris if you have questions, ideas or suggestions about Task-Day flying.)*

## 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](mailto:claw2265@comcast.net)

**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 301-831-7401

**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](mailto:rayswatson@aol.com) or Sam Harry 717-545-4901 [sharry@PA.net](mailto: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](mailto:darthbaitr@aol.com)

### BFR & Mentor (Safety Session) Dates

June 19 — Mentor Session at FDK, 9AM (B. Whelan)

June 19 — BFR Ground School at FFD, 9:30AM.

June 20 — Mentor Session at FFD, 9:30AM (C. Williams)\*

June 26 — Mentor Session at FFD, 9:30AM (S. Macpherson)\*

\* NOTE — 3 or more people must sign up for a mentor session to be held. Call or email the instructor to get on the list.

### Mid-Atlantic Soaring Association

<b>Board of Directors:</b>	Preston Burch Robert Jackson Hans Jorgensen Jean Posbic James Trygg
<b>Officers:</b>	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)	Mike Grinder
Tugs N82096 and N8658L	Dave Leizer (FFD)
Tug N9809 (FDK)	Bob Andrew (FDK)
	John Vaughan

#### Chief CFI:

Chief Tow Pilot:	Charley Thurber
Fairfield Glider Maintenance:	Lance Nuckolls
Frederick Glider Maintenance:	Rich Horigan
Tow Maintenance Officer:	Dave Schober
Field Safety Officer:	Jim Chick
	Rick Fuller (FFD)
	Dick Bernstein (FDK)
Fairfield Facility Manager:	George Burns
Frederick Facility Manager:	Bill Judge

#### Membership Chairman:

<i>Convector</i> Editor:	Hope Howard
Flight Sheet Manager:	Michael Higgins
	John Duryea (FFD)
	Elizabeth Judkins (FDK)

#### Hangar Waiting List Officer:

	Danny Brotto (FFD)
	Dan Meyer (FDK)

#### Roster / Mailing List:

Scheduler:	Manfred Beutgen
Task Day Chairman:	Ray Watson
Webmaster:	Chris O'Callaghan
SSA Regional Director:	Alan Meyer
	Bob Ball

## CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association

### Frederick 10-Day Weekend — **IT'S ALL ABOUT FLYING**

Whether you're working on a distance record or still learning take-off & landing, the Ten-Day Weekend is planned for you — Fri. Jul 2 - Sun July 11 — at Frederick. Before flying - classes on three days to sharpen your skills. After flying - cookouts on two or more days - eat and hangar fly. We may add another class on 5th or 11th, and other cookouts any day. Students and ride-givers note, we plan to have both 2-33s Tues-Fri. Sign up? No. Just show up. All days or any day. Cost? Normal club rates for tow/rental. Classes are free. (Cookouts and tee-shirts aren't free.) Fairfield pilots, come weekdays, all days, or any days, or come for classes before & cookouts after Fairfield.

#### **Schedule:**

Fri. 2nd, Friday Fly Day

Sat. 3rd, 9 a.m. **Precision Landing** with **David Schober**. *Why? Imagine a storm coming, everybody's landing. Can you land where there's space? Or, you're out of lift, facing out-landing. Or just you're going for "C" badge w/accuracy requirement. Learn about this important skill.* 6 p.m.+ Cookout - **Elizabeth Judkins** et al.

Sun. 4th, 9 a.m. **Leaving Home** with **Bill Whelan**. *Double the distance, double the fun. Cross-country starts with local mini-triangles and expands.*

Mon. 5th - Fri 9th - Fly all week!

Fri. 9th, 8 p.m., regular monthly club meeting.

Sat. 10th, - **Another Tool for Weather** with **Andy Dessler**, the meteorologist among us. *Using the daily radiosonde to forecast the day's soaring weather.* 6 p.m.+ Cookout - **Elizabeth Judkins** et al.

Sun. 11 - Final Fly Day.

Note — We need volunteer tow pilots and ODs for Tues 6th - Fri. 9th. Sign-up posters will be in FDK clubroom, or e-mail Hyhope@AOL.com.

Also watch posters & e-mail for any additions to the schedule.



**Craig Moen** prepares to pilot, with **George Simm's** assistance, the Blanik L13 on its first flight since overhaul. (Photo by Wayne Elseth)

— Hope Howard & Mehrdad Bayat



c/o Michael Higgins  
6778 Accipiter Drive  
New Market, MD 21774