

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

Region 4 North Contest Report

Preston Burch

President Bush and Mother Nature helped to make the 2004 Region 4 North Soaring Championships a great success. President Bush stayed away from Camp David freeing up approximately 286 square miles of air space for soaring and avoiding the need to invoke the M-ASA TFR waiver. Mother Nature gave us comfortable temperatures that never exceeded the high 70s, and four contest days plus a practice day. Practice day, Saturday, May 29, saw a field of 22 entrants that was evenly divided between M-ASA club members and non club members ready to compete in three classes of racing.

Practice day was sunny with highs around 70 following the passage of a cold front and the arrival of a weak Canadian high, which gave a good soaring day. All 22 entrants got into the air for a 110-mile modified assigned task (MAT). Saturday evening, everyone was treated to a delicious lasagna dinner prepared by **Cathy Williams**.

Sunday, Day 1 of competition, saw a moist, weak southerly flow of air invade the region with abundant mid-level clouds, which gave a weak soaring day. The

Competition Director, **Bill Savory**, decided to go for it and 21 sailplanes were launched on a 2.5 hr MAT (Mike Higgins remained grounded due to a landing gear problem). The weakness of the day was reflected in the 8 relights, the 10 landouts, and the low point scores of the winners due to a devalued day. However, there were enough finishers to record an official contest day in each class, and Standard class was won by Baude Litt (450 pts), Dave Pixton took the 15-Meter win (425 pts), and Val Brain scored 400 pts to win Sports class. The day finished up with another great meal from Cathy, Italian sausage cooked by her very understanding husband, Rolly.

the fight that lay ahead. Early Tuesday morning saw showers as a cold front moved away to the east. The day appeared to be very promising with lots of developing cu, and after the passage of an initial line of showers the grid was launched on a 2.5 hr MAT. As luck with have it, a solid line of thunderstorms formed immediately after launch creating what everyone would later call the "*black wall of death*." Five wise souls scurried back to Fairfield before the clouds unleashed their fury. The remaining 16 sailplanes were swept to the east and landed out after achieving portions of the task. Many pilots reported after they returned that the down drafts and turbulence were among the worst that they had

ever encountered. Everyone returned unscathed, but the fuselage on Bob Jackson's beautiful ASW-27 was snapped in half as the result of a ground loop following a severe down draft that forced him down and an encounter with severe wind shear during the landing approach. Val Brain had a wild ride and he too was forced down by a severe down draft. However, following a successful out-

landing, he was lifted vertically 20 feet in the air with no forward ground speed and

(Continued on page 4)



Photo by Baude Litt

Memorial Day brought cool temperatures and occasional showers, so everyone had an extra day to prepare for

President's Corner

Bob Jackson

Kicking and screaming, I am being dragged into the twenty-first century and I am finding that most MASA members are already there. It seems that email and websites are familiar territory and we have, for some time, been considering the possibility of publishing the Convector on the Internet. This publication is of vital importance to maintaining communication and interest in our club. We have held back on the electronic publication because we did not want to leave out any member who must rely on the snail mail version. However, there is an opportunity to save approximately \$5,000 per year in publication cost, so it is worth a try. Unfortunately, a goodly portion of cost is in printing setup and, therefore, if we need to mail out only a few copies the savings will be minimal. In fact, many M-ASA members have told me that they rush to their computers as soon as the website version is available and then discard the superfluous printed copy when it arrives.

Here is the plan. Effective with the September issue, we will discontinue the printed version of Convector and make it only available at the following website, <http://www.masa.org/>. By then all members are en-



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

couraged to figure out how to use their computers or to contact a friend who can do it for them. If this is not possible please send a note to Mike Higgins who has offered to print a document on his computer and mail a few copies to those making the request. We believe a

\$5,000 saving is worth a try. If anyone disagrees or has a better idea please contact a board member with your thoughts.

On a separate subject, we are scheduled to review two new procedures at our July board meeting:

1. Safety Officer/Bookkeeper concept requiring two members at each location on duty during operations.
2. The new take-off/landing pattern at Frederick.

Please give us the benefit of your thinking on these two subjects so we can make the best possible decision.

See you on the Grid

— Bob "Romeo Juliet"

Of Wave, New Members & CAP - Frederick News

Wave?! Oh No! So you're # 10 or 12 in the take-off line, with four loaded two-place ships ahead of you - the slower Cub doing it's best with **Dee Torgerson** in command. Then the radio crackles with "Wave!" Oh, no - two hours to takeoff? **Bill Judge** to the rescue! Bill flew in with the Pawnee, fresh from contest tows at FFLD, and the two tugs got everyone launched. The five longest of the 23 flights were made by, **Gary Baker**, who reported climbing to 10,000 in the wave in a 225-minute flight; **Paul Rehm** - up 330 minutes, **Dan Morris** - 246 minutes, **Glenn Collins** - 224, **Mario Piccagli** - 228. **John Vaughan** made his first flight in CF, which he & Bob Ball bought from Chuck Forrester. John reported "It's a keeper."

John Wallin joined M-ASA and was assigned to **Dave Schober**; **Steve Bates** got his first ride & also became Dave's student when he joined June 19. Other new members are **Bob Huffman**, assigned to **Glenn Collins**, and **Fred Mueller & Olin Kinney**, both already licensed. Olin is also a member of the Civil Air Patrol and was involved in arrangements to use M-ASA's Twin Astir for the annual CAP Encampment at FDK, June 21-25.

Other M-ASA members who also are with CAP are **Jeff Fink** and **Sarah Macpherson**. The encampment is a good thing - more young people/the more pilots who understand soaring, the better for us all.

— Hope Howard

Calendar

July 2—11 (that's right — all week — 10 full days!) This is our club's premier week to fly at Frederick. Four days of classes and learning. Tows during the weekdays. Fun all week. See page 5 for updates.

July 9 M-ASA General Meeting at FDK Clubhouse, 8PM.

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



Diamond Distance — *Finally!*

Mike Higgins

For over three years I've been attempting to fly a 500km Diamond Distance flight from Frederick or Fairfield. Time after time, I proved what didn't work: late starts, weak weather, poor task selection, battery failure, ... -- the result was a lot of long (and fun) flights, but also a lot of wasted declarations. I've always counted on determination to make up for lack of skill, so I continued to try. On April 9th (Good Friday) another opportunity appeared and everything came together -- the weather forecast was promising, I had a holiday from work, my flying machine (Kilo Oscar, an LS-6) was running well, my GPS logger was just calibrated, an experienced tow pilot and official observer were available, and I even had a rare dedicated retrieve crew (my father).

A cold front came through the night before and followed by cool air from central Canada. The forecast was for NW winds at 15+ kts at the surface and increasing above – ideal for flying cloud streets and the ridge. **Chris O'Callaghan** volunteered as Official Observer and **Rich Horigan** towed. My declared task started at Fairfield with a 35-mile upwind run to the Tuscarora Ridge, then followed the ridge northeast to Thompsettown Bridge (turnpoint 1). Then southwest back down the ridge to Lockings (turnpoint 2). Then, reverse course back up the Tuscarora and transition back to the Mahantango Ridge to run out to Schuylkill Cty Airport, east of the Susquehanna River (turnpoint 3). And finally back to Fairfield for about 318 miles.

Due to the early launch (11AM), low early cloud base (4200' MSL), and lack of organized streets, the upwind run to the ridge was slower than usual. Using 2 – 5 kt thermals and weak wave in the Chambersburg valley, I eventually crossed the ridge north of Burnt Cabins and headed northeast. The ridge was working well, providing a 100-kt highway to Thompsettown Bridge, down to

Lockings, and then back up toward Thompsettown.

At the north end of the Tuscarora Ridge, one usually climbs off and transitions back to the Mahantango Ridge to cross the Susquehanna and run east to Schuylkill County AP. At the transition point, I conveniently rolled into a 5-kt thermal and was at 5,700 ft within minutes. During the climb, the GPS showed that the wind was at 290 -- too westerly to safely run the Mahantango. But fortunately the thermals had strengthened since my morning trip across the valley and were forming very nice cloud streets. So I abandoned the Mahantango Ridge approach and decided to fly the streets, zigzagging my way east to Schuylkill.

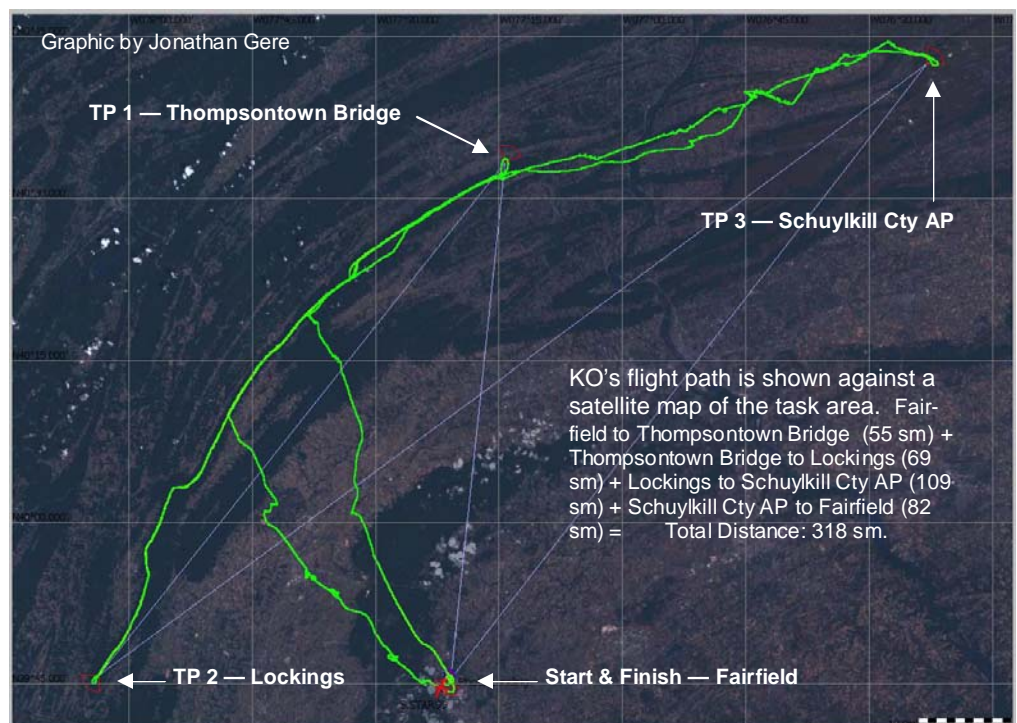
As the afternoon developed the thermals and streets became stronger and stronger. After turning Schuylkill and heading back to the west, the cloud base was approaching 8,000' with the clouds clearly marking the thermal energy. Flying upwind under the lift streets, I was routinely getting 6 – 8 kts, and occasionally even over 10 kts, on the averager! Quickly spoiled by the

cloud street flying, I decided not to drop back down into the rougher air on the Tuscarora Ridge. There was rarely a need to stop and circle – just dolphin fly and enjoy the incredible weather and scenery.

A thermal to 8,400' several miles southwest of Honey Grove set up an easy final glide back to Fairfield. The excess altitude on the run home allowed me to relax from the normal cross-country flying decision-making mode and provided rare time to reflect on the task. Memories of the past failed cross-country attempts and out-landings were forgotten as I enjoyed the end of a near perfect soaring day. Nothing beats a long downwind final glide after a challenging cross-country flight.

My only regret – not declaring a longer task. It was a perfect day for a 500km, or perhaps even a 600km, FAI triangle — certainly achievable. Or, a 1000km FAI distance flight from Fairfield? Probably not, but it's almost as much fun planning and dreaming about a long task as it is flying it.

— Mike "Kilo Oscar"



(R4N, Continued from page 1)

then dropped, resulting in minor damage to the forward fuselage and a painful wrenching to his body. In spite of the challenging weather, enough pilots flew minimum distance to give a second contest day (albeit highly devalued) for all classes.

Standard class saw Baude Litt maintain his lead with 850 pts cumulative, Dave Pixton maintained his lead in 15 Meter with 839 pts cumulative, and Val Brain clung on to a narrow lead in Sports with 543 pts cumulative. After all the aerial excitement,

Tuesday night's catered cookout was well appreciated by everyone. (Val ate the most, which helped reassure us that he was in good health after his rough landing.)

Weather-wise, Day 3 was very similar to Day 2, but without the damaged gliders and wild stories. The day was partly sunny as a cold front passed through bringing scattered showers and thunderstorms. Mike Higgins returned to the grid triumphantly after a one day round trip to Elmira and late night repair job by M & H Soaring. (M & H finished the repairs on Mike's LS-6 landing gear at 11:00 the night before, allowing Mike a few hours of sleep before the long trip back.) The CD called another 2.5-hr MAT (Bill was overheard to say, "I'm going to keep calling this task until these guys get it done!"), and 20 gliders launched. Unfortunately, only 5 made it back to Fairfield. Once again, a contest day was scored in all three classes. Baude extended his lead in Standard class to 1,250 pts, Dave Pixton held back the challengers with 1,195 pts in 15-Meter, but Malcolm Morrison battled his way into first place in Sports with 847 pts cumulative.



Photo by Baude Litt

Finally, the perfect soaring day that everyone had waited for arrived on Thursday. Our intrepid contest weather meteorologist, Dr. Ward Hindman, reported at the pilot's briefing that following the passage earlier in the morning of a cold front, the accompanying gusty winds had inflicted the final insult on his tent by ripping free the upwind stake. Ward proclaimed, "Now that my tent has been sacrificed to the 'weather god,' the weather will become much better for soaring." He was right, and the

forecast called for 500 fpm lift to 6500 MSL. Bill Savory called a 2.5-hr turn area task of 184 miles, and 21 gliders launched. Cloud streets were abundant, supporting flight in almost any direction. Day 4 ended with the successful return home of everyone who launched and lots of stories about a great day of soaring. Baude gained 1,000 points for the day, giving him 2,250 pts cumulative for the contest and continuing his lead. Mike Higgins won the day with 1,000 pts in 15-Meter, but Dave Pixton garnered 902 pts which maintained his dominance with a total of 2,097 pts cumulative. In Sports class, Gotz Bramesfeld surged to the front with 1,446 pts after earning 700 pts for the day. A fitting end to this great soaring day was the contest banquet orchestrated by Sharon Pixton at the Hickory Bridge Farm. After a terrific meal everyone was treated to a wonderful talk by **Val Brain** who recounted with great humor his introduction and many years of experience in our sport of soaring.

On Friday and Saturday, Mother Nature decided that we had enough contest soaring and went back to favoring the farmers in our region, so Thursday's

results became final. The final contest results by order of finish in each class were: STANDARD: Baude Litt (2250), Mike Smith (1932), Fred Mueller (1264), Rick Fuller (1156), Fred Winter (1038), and Bob Greenblatt (1015); 15 METER: Dave Pixton (2097), Chris O'Callaghan (1903), John Hansman (1618), John Yorston (1500), Bruce Conrad (1452), Mike Higgins (1323), Tony Benson (1094), Dave Weaver (758), and Bob Jackson (276); and SPORTS: Gotz Bramesfeld (1446), Rich Horigan (1294), Malcolm Morrison (1126), Darrell Fineman (1015), Christophe Blanchi (981), Val Brain (543), and Ed Breau (410).

This year's R4N would not have been possible without the enthusiasm of the contest pilots and their belief that M-ASA could manage the potential uncertainties created by the Camp David. The success of this year's contest was due in large measure to the generous time and help given by the following people: **Bill Savory** (CD), **Sarah Macpherson** (Scorekeeper), **Ward Hindman** (Meteorologist & Sniffer), **Jim Chick** (Chief Tow Pilot), **Jim Trygg** (Tow Pilot), **Joan Jackson** (Gate Operations), **Daniel Pixton** (Ground Operations); **Peter Zawadzki** (Ground Operations), **Rick Caylor** (Ground Operations), **Cathy Williams** (Cookout Coordinator), **Sharon Pixton** (Banquet Coordinator and Gate Operations), **John Duryea** (Tow Ropes), **Jean and Bob Compton** (Retrieve Desk), and **Martha Burch** (Registration and Retrieve Desk). Thanks to all of you for making this year's Region 4 North a safe and enjoyable contest.

— *Preston Burch, Contest Manager*

M-ASA and all the R4N pilots want to thank Preston for another great contest. Year after year Preston's commitment, management skill, attention to detail, and enthusiasm as Contest Manager have resulted in making R4N a premier East-Coast soaring event.

Task Day News

Chris O'Callaghan

The M-ASA Weekend Open

Each year the Region 4 North contest reminds me that there are other talented cross-country pilots within several hours' drive of our two gliderports. Not so close that they can justify joining the club, not so far away that we should be limited to enjoying their company only once or twice each year.

Much to the chagrin of our spouses, soaring is a lifestyle choice. Dusty old cow fields, hot summer mornings, seemingly endless waiting. But we

endure it for the few hours we get to spend flying with our friends. Sharing the challenges of cross-country flight is, for me, the most important aspect of the sport. Debriefing after the flight, measuring our performances, second guessing our decisions, reliving the flight through the impressions of others is almost as satisfying as the flight itself. And the more friends, the merrier the après vol.

Starting next month, M-ASA will announce occasional "Task Week-ends" to be held at Fairfield. It will be

my responsibility to assess the weather, the P-40 TFR status, and the availability of support personnel. When the planets align, we'll offer a general invitation on Thursday morning to pilots in the NE to come join us for a weekend of racing. Resident club members have offered to help make these events a social success as well by making sure that après vol activities are as entertaining as the day's flying, for pilots and especially for their significant others.

— Chris "Oscar Charlie"

TASK DAY COMPETITION AND CLUB CHAMPIONSHIP REPORT

Scored by Sarah Macpherson

23 May 2004 — 2.5 hr MAT with Frederick, Mason-Dixon Dragway, Woodboro Pit, and Biglerville as turnpoints. Tough day — all landed out, but LBL, OC, and 13 make better than minimum distance. LBL wins the day.

12 June 2004 — 3.0 hr TAT with Frederick (5m), Smoketown (25m), and Taneytown (5m) as turnpoint areas. **The first team/mentor task of the year.** LBL teams with UU, KO with T8, and OC with ED. Strong thermals and good cloud markers result in a fun day for all. LBL and UU win the team task. 9X wins among those flying individually.

20 June 2004 — 2.5 hr MAT with Mt. Holly, McConnellsburg, and Roxbury as turnpoints. Strong thermals and cu's over the hills coupled with blue valleys made for an interesting day. OC wins the day with over 55 mph.

	LBL	KO	13	OC	9X	A2	T8	UU	P6	2GB	CL
2004May23	1000	0	544	960	0	0	0	0	0	0	0
2004Jun12Team	1000	784	0	803	0	0	784	1000	0	0	0
2004Jun12	0	0	975	0	1000	0	0	0	0	0	0
2004Jun20	955	892	819	1000	898	624	0	0	0	500	0
Best 5	<u>4955</u>	<u>4503</u>	<u>4619</u>	<u>2763</u>	<u>1898</u>	<u>1374</u>	<u>1296</u>	<u>1000</u>	<u>834</u>	<u>500</u>	<u>379</u>

Frederick Ten-Day Update — Class Added!

We've added a fourth class to our July 2-11 Ten Days of flying and learning at Frederick.

The schedule now is:

Sat., July 3 - **Precision Landing**

Sun. July 4 - **Leaving Home** (x-country)

NEW — Mon. July 5 - **Cloud Language**. Read the clouds and learn to recognize the developing clouds that offer you lift, and avoid those clouds that are decaying. Given by Bernie Paiewonsky.

Sat. July 11 - **Another Tool for Weather** - radiosonde reports.

All classes start at 9 a.m. before flying.

Volunteers still needed for OD on the 6th, 7th, and 9th. If none, club rules apply. Cookouts on both Saturdays.

Come and join the fun.

— Hope Howard & Mehrdad Bayat

Duty Schedule

Ray Watson

Date	Frederick			Fairfield		
	Safety Officer (OD)	Record Keeper	Tow Pilot	Safety Officer (OD)	Record Keeper	Tow Pilot
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
4-Sep	Rober Compton	Fred Mueller	Jan Steenblik	Mark Mercer	Olin Kinney	Max Ullmann
4-Sep			Sam Harry			
5-Sep	Dan Meyer	Steve Bates	Lance Nuckolls	Elliott Blitz	John Wallin	Pete Welles
5-Sep			Ray Scarpulla			
6-Sep	Holland Ford	Bob Huffman	Bob Ball	Sarah Macpherson	Gerry Tighe	Bill Savory
6-Sep			Bob Andrew			
11-Sep	Maurice Deland	Mike Luzuriaga	David Schober	Chris O'Callaghan	Stanley Faust	Rich Horigan
12-Sep	Dick Mott	Tom Kawecki	Craig Moen	Richard Latoff	Steven Shelton	Mike Smith
18-Sep	Jack Goehring III	Mark Carlisle	Dee Torgerson	Peter Blacklin	Mansoor Ahmed	Don Robb
19-Sep	Rob Myhre	Tonas Kalil	Karl Bernstein	Jack Beavers	Ric Caylor	Buddy Denham
25-Sep	David Churchill	Phil Scheel	Poul Hansen	Kai Rasmussen	Gary Goldberg	John Hearn
26-Sep	Mehrdad Bayat	Fred Mueller	William Judge	Guy Pfeffermann	Olin Kinney	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. M-ASA Scheduler: Ray Watson 410-484-0333.

Bill Whelan pilots his PIK-20 *November Eight*.
Photo by Judy Whelan from the back seat of the Janus piloted by Glenn Collins.



Saleplanes and Buyplanes

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: 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. \$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 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 darthbair@aol.com

FREE: Two tires in excellent condition are offered to anyone who can use them on a trailer (or car for that matter). They are six years old and from the Discus trailer. Size is 165R13. Call/email: Cathy Williams.

FOR SALE: Strong 303 backpack parachute. Mfd. mid-1998, not worn often and not at all for past two years. Always stored properly. Royal blue with nylon carrying bag. No visible wear or dirt; looks brand new. This model sells new for \$1,200. Will sell for \$650 including UPS charges. Ed Fry, 305-788-9079, emfry_pda@yahoo.com.

FOR SALE: Replogle Barograph - Black thermoplastic case. 0-30,000 MSL range, clock driven by easy-to-wind mainspring - no batteries or other gadgets required. Lightweight, American-made, easy to use, never obsolete. Includes barograph, barograms, seals. \$95. Bob Whitehead 703-671-0932

FOR SALE: Schleicher ASW-15A, SN15135, 1700 TT. Excellent condition. All AD's. Great glass retractable gear x-country ship. Terra TPX 720 radio, Cambridge electric vario w/audio and integrator, Winter mechanical vario, oxygen, gear warning. Enclosed trailer with easy rig attach. Current annual. Hangared at M-ASA, Fairfield, PA. \$16,000. Call Roger (301)972-1657, randes@erols.com.

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)	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)
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Frederick Facility Manager:	Bill Judge

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	John Duryea (FFD)
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	Dan Meyer (FDK)
Roster / Mailing List:	Manfred Beutgen
Scheduler:	Ray Watson

Task Day Chairman:

Webmaster:	Chris O'Callaghan
SSA Regional Director:	Alan Meyer
	Bob Ball

CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association



Brendan Butler (above, with Lance behind) earned his Private Pilot—Glider Certificate at age 16 years, 1 month, and 3 days, thanks to the dedicated work of his mentor **Lance Nuckolls** and the help of his M-ASA colleagues.

Photo by Mike Higgins

**Congratulations to
Brendan and Steve!**

***** Reminder *****

The Frederick 10-day soaring week starts on Friday July 2nd and goes through Sunday July 11th. Come join the fun!

Steve Shelton (below) is all smiles after soloing in a 2-33. This was Steve's second solo in two years. His flying this last year was interrupted by a long assignment in Iraq. Welcome back!



Photo by Peter Kern

Milestones, Ratings, & Badges

- **Brendan Butler** — new Private Pilot Certificate—Glider on 16 June. **Lance Nuckolls**- Recommending CFI-G, Joe Notarian - DPE, **Bob Jackson** and **Gene Wilburn**- Presiding Tow Pilots.
- **Steve Shelton** — soloed the 2-33 under the supervision of instructor **Glenn Collins** on 20 June.
- **Vern Chapin** — Renewal CFI-G on 6/16/2004, Joe Notarian - DPE, **Bob Jackson** and **Gene Wilburn** - Presiding Tow Pilots.
- **Cathy Williams** — awarded the WSPA (Women Soaring Pilots Association) \$500 Competition Award for 2004. It is given on an annual basis to a member to encourage women soaring pilots to fly in competition. It was first awarded in 2003 to help offset the cost of flying in local, regional, national or even international competition. It will be used for Cathy's expenses at the Region 5 meet in Dansville, NY this August.

Convector



c/o Michael Higgins
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