

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### Return to Chester

Last May I had the opportunity to revisit a special place memorable to me individually and to the soaring community. This long loved site is again offering a spring regional contest worth considering. I'm struck by how times have changed but the joys of soaring cross-country in competition with others remains unchanged.

Chester brings back memories of what was for years the first big meet of the season. I made my first trip to the Bermuda High Soaring School's Region 5 contest at Chester, SC, in 1970. 21 years old, a licensed driver for less than a year, a licensed glider pilot for about four years, I was setting out on my first solo drive out of Maryland and my first regional meet without a teammate. Several M-ASA members were there with me. **John Hearn, Val Brain, and Cal Walker** come to mind. Top pilots with names like Greene, Schreder, Squillario, Smiley, Schuemann, Huddleston, Seibels, Byers, and Berg gathered in the southern spring to start that year's competition circuit. A Libelle was the ship to own. There were 10 on the field and six of the top 10 finishers flew one. I flew a 1-23H-15 that had seen its best days about 15 years before. My little

brother was 11 and looked up to his big sister, the glider pilot.

We flew speed triangles and a Cat's Cradle distance task (an improvement on free distance and precursor of Posts and MATs) in one unhandicapped class. Winning speeds were in the high 50s and the winning Cat's Cradle distance was 281 miles. On the score sheet the standard class gliders had an asterisk next to them, and each day the standard class and Libelle winners were noted. Navigation skills were essential and a circular hand held "whiz wheel" helped compute final glides.

I next flew at Chester in 1990.



Photo by Jean Compton

Cathy on the grid, strapped in, and ready to compete in her Discus "Charlie Lima".

It was my first contest after sixteen years out of soaring. This time I arrived with my newly purchased Libelle, by then nearly a vintage glider. I was introduced to Karl Striedick, mentored by Johnie

### Cathy Williams

Bird and met **Bill Savory**. One of the top competitors in the 15 meter class was my own "little brother" Jonathan, flying a top of the line ASW-20 against LS-6s and Ventuses. The standard class of course was scored separately by then but a handicapped Sports class was still a new idea. Top pilots all had Cambridge computers, but pilotage and sectionals were still the only way to navigate. It was not long before enlarging Class B airspace to the north around Charlotte forced the still popular Region 5 contest to move, first east to a new Bermuda High Soaring site and recently south to Perry County.

This year I decided to try the Region 5 contest again. My application for Perry was in by January, but the popularity of the meet and the new selection criteria resulted in me sitting #19 on a waiting list. I decided instead to revisit Chester and take part in a new philosophy for regional meets. Sam Giltner, son of the original Bermuda High Soaring School own-

ers, still flies out of Chester and decided to sponsor a Region 5 Sports contest focused on fun, learning, and minimal tasks. Billed as the meet for beginners

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## President's Corner

*Bob Jackson*

This month's letter comprises a smorgasbord of current subjects and they are as follows:

Ground operations at Frederick. At their meeting in July, the Directors voted to continue "new ground procedures" for at least another year. I appreciate the many comments received on this subject during the past few months and as you might expect they were almost evenly divided between those who advocate returning to the old system and those who support the new system. There are safety concerns about both systems but the slight preponderance of argument particularly from those who have had the most experience is in support of the new system. After much discussion and careful consideration, the Board decided in favor of the new system. There were several minor improvements suggested such as angling and marking the tow plane take off track slightly toward the hard surface of the runway and moving the row of parked glider trailers further to the north side of the runway. Both of these modifications will be addressed immediately.

Two man versus one man OD. As with the previous subject, club member reaction has been almost evenly divided, pro and con, a new system of having an OD and a record keeper during flight operations. Here again, the slight preponderance, especially from the more experienced members, was in favor of the new system. Therefore, the Board voted to keep it in effect for at least another year. Both of these safety subjects have been discussed at great length for the past year and, as such, I will only repeat the arguments for those who not familiar

with the background. In the meantime, please continue to express your opinions as we are quite flexible in changing our approach to operations if deemed advisable.



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

Discontinuing hard copy of Convector in favor of email. Effective with the September issue, the Convector will be sent to club members and others by email as outlined in previous communiqués. The purpose is to save nearly \$5,000 per year in printing costs and in acknowledgement that most members now receive better and faster copy of the Convector by email. Those who do not have email capability or for any other reason, will continue to receive a copy by mail as in the past, just notify **Mike Higgins** or one of the Board members to keep your name on the mailing list.

Expansion plans for the Frederick Airport. By the time you read this comment the official "kick-off" of the new Frederick Airport master plan will have begun. This \$435,000 study will be conducted over the next two years, and as near as I can tell at this point, will

involve major expansion of the Frederick Airport such as extended and parallel instrument runways, relocation of the VOR, as well as taxiways and ground facilities. The impact on our glider operation is not known but we at M-ASA are strategizing on ways to insure that our airport agreement is honored through its expiration date in 2012 and further to extend this agreement for an additional 20 years. As we become proactive in support of our glider activity, I shall report on plans and progress. We have already received many helpful suggestions from members so please keep them coming.

The Battle of Liberty, "Save our Fairfield Airport". Happily, the 1200 home development project is stalled while the lawyers are briefing and the Courts considering various legal matters pertaining to land development law. The subject is becoming complicated beyond my ability to comprehend but delays should work in our favor and tend to discourage the developer who is anxious to proceed elsewhere if not here. The need is still great for a "war chest" to protect the future of both Fairfield and Frederick soaring sites. So please continue to send contributions to **Hans Jorgensen**.

— Bob "Romeo Juliet"

### "Save Our Liberty" Pig Roast

On Saturday Sept. 11th at 5:30 PM there will be a Fund Raising Pig Roast at the home of Bill and Jill Packer (one half mile South of the FFD gliderport on Pecher Rd.) The price of a ticket is \$20 and the proceeds will be used to replenish the coffers of Save Our Liberty which is fronting the effort and paying most of the legal fees in trying to prevent a 1200 home housing development from adversely affecting our gliding activity. Tickets can be reserved by calling the Packers at 717-642-8413. Come meet our neighbors and support the cause after gliding on the 11th.

### Calendar

**September 3-12** 10-Day Weekend, Frederick, MD.

**September 10** M-ASA General Meeting at FDK Clubhouse, 8PM.

**September 11** Fairfield Pig Roast (see box on this page)

**September 18** Mentor Training, FDK Clubhouse, 9AM.

**September 23** Convector deadline. (convector@m-asa.org)

**October 9-11** Oktoberfest Weekend

## Tow Plane Safety

Having been a tow pilot for some 20 years, the last 3 with M-ASA, I've made some observations that may help all of us to improve the safety of our operation. One area where we all need to exercise more vigilance is our pre-flight inspection. Our tow planes work hard, have lots of take offs and landings, and are flown by many different pilots. With the kind of operations that we do, our pre-flight inspections need to go well beyond the typical pre-flight one might give our personal airplane or an airplane that is only used to go from point A to point B.

The pre-flight needs to be a good visual inspection, with some touching and shaking on appropriate parts. I know everyone has their own method of walking around the airplane, so I won't make this in the form of a checklist, rather I'll point out areas of the inspection that require additional care. When something is found that doesn't look right or you are uncomfortable with, be sure to bring it to the attention of someone that has responsibility for the airplane. (Godfather, Maintenance Officer, Safety Officer, OD, . . .) If in your opinion it is unsafe, don't fly the airplane!

We'll start at the front, look at the prop, feel the leading edges of the blades for nicks and dents, look at the spinner for signs of cracks and security of attachment. A small nick in the prop is a stress concentration that could cause the prop to develop a crack and eventually lose a blade tip. Cracks in the spinner will only get worse and may be signs of vibration problems elsewhere. After making sure that the mags are off and the throttle closed, turn the prop at least 2 full revolutions in the normal direction and feel the compression of each cylinder. If the cylinders don't feel even, investigate the problem before you fly. The engine is next. It's not enough to look at the oil level. Open both side cowls and give the entire engine a very

good visual inspection, grab the magnetos and try to move them, look at the alternator belt, check the exhaust and intake. I've seen bad intake pipes indicated by blue or green stains on them, missing exhaust studs, holes in the ex-



Mike Smith pilots 99-Zulu returning from an aero-retrieve. Photo by Baude Litt .

haust pipes, blown exhaust gaskets, indicated by a brownish deposit on adjacent surfaces, oil leaks and a host of other problems. Many times I've observed a tow pilot do a preflight, pronounce the airplane fit for flight, and there were serious engine problems that the pilot didn't recognize or didn't see.

From the engine work back to the landing gear. Inspect the landing gear attach bolts and fittings. I can tell you from experience that it is very disconcerting to have the landing gear fold up on landing. It doesn't help the airplane either. Check the brakes and brake lines. Since we operate primarily on grass, tires shouldn't be a big issue. But watch for signs of deterioration on the tires and be sure that they are properly inflated.

As we move aft, the wing and fuselage inspection is about the same as any other inspection. When we get to the tail again we need more care. On the Cub, grab the horizontal stabilizer leading edge next to the fuselage and try to move it up and down. Following maintenance recently the stabilizer jack screw was assembled incorrectly and the leading edge could move up and down almost 1/2 inch. Not a good situation at all. I've also seen where the nut on the jack-screw was worn and would allow excess movement. There should be no more than about 1/8 inch of free play in the horizontal stabilizer leading edge!

## Dave Schober

As we circle around to the aft side of the tail our attention should focus on the tailwheel and tow hitch. M-ASA has had a few instances where the tailwheel has come off the airplane, either from the spring or with the spring. Think of the amount of stress that poor little wheel endures and passes to its attaching structure. Every airplane that I've recovered that was a tow plane has had most of the aft fuselage structure destroyed by the time the fabric is replaced. Catching some of these problems early will reduce the cost of maintenance and give you, the pilot a

more secure feeling. Look at the bolt attaching the tailwheel to the spring, look at the spring, and look at the attachments to the fuselage. Put a side load on the tail and observe whether the spring has a tendency to twist in its mount of if there is any indication of looseness in the mounting from the fuselage to the spring or the spring to the wheel assembly. Take a look at the steering springs and chains and where they attach on the rudder. Finally look at the tire. Look for cuts, wear and inflation.

Next is the hitch. This is the most overlooked part of a preflight. Only tow planes have tow hitches, and most likely you were never taught how to inspect a hitch. The hitch has the movable hook, a pivot point, the fixed assembly mounted to the attach bracket, the latch assembly, associated cables and a rubber bumper for the hook. Look at the bumper. This is a very important part of the hitch assembly and provides tension on the latch assembly when the hitch is closed. If the rubber bumper isn't there or is deteriorated, the hitch could either come open unexpectedly, or allow someone to close the hitch improperly so it can't be opened. The bumper should make it so that it requires positive pressure to close the latch over the hook. A new rubber bumper will require as much as 20 to 30 pounds of

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(Chester, Continued from page 1)

and old goats, I figured I partially fit into both categories. My goal was to fly a contest without landing out.

Ed Byers scored. Don Wasness, Walter Cawby, and Sam Giltner were other longtime competitors who mentored the sixteen or so beginning competitors in attendance. Each pilot's meeting included an educational talk relating to safe and successful contest flying. The tasks were all 2-hr MATs with close in turn-points. The Class B airspace is nearby and demands attention, but everyone has GPS and computers with moving maps now so it did not interfere with the tasks. Chester is a large county airport with very little traffic (in the style of WW2 era airfields I've seen in other places). Local airport traffic used one runway, we used another and the third was inoperable and functioned as a tie down area for gliders. Our runway was long enough to grid well down from the threshold and land re-launches behind the grid.

The contest was sponsored by Skydive Carolina. The jump school and glider operations are at the far side of the airport away from the main entrance and fixed base operator. Sam Giltner with his wife and daughter offered a smooth contest with lots of southern hospitality! There are three long runways in a triangular pattern with the jumpers landing in the middle on the grass. There was no jump-



ing during the week, but on the weekend gliders and jumpers coexisted easily by avoiding glider flight over the center of the airport. An observation area with picnic tables, convenient toilet/shower facilities, and a large air-conditioned hanger for pilot's meetings made the site very comfortable.



PILOT TELLS HOW IT HAPPENED  
Cathy Silverman made emergency landing near Rock Hill

### Cat's Cradle Adventure

The third contest day of the 1970 meet was a Cat's Cradle with six turn-points. The cat's cradle was a new task type then. It was devised to allow a free distance competition without the long retrieves and often-mandatory rest days that followed. Competitors flew as long as possible trying to accumulate the most distance while photographing the contest turnpoints in any order and number they chose. 1000 points went to the pilot with the most miles. Most flights still ended in a landout, but the retrieves were closer and the crews no longer had to follow behind their pilots all day.

My crew did two retrieves that day! In a hurry to get going on the flight, I set off too early and found myself low and landing minutes later in a field near Rock Hill, a town 10 miles to the NE. Safely in the field, I quickly used the farmer's phone to call the crew and began removing tape and pins.

Relights were allowed if I could get back to the field in time. The farmer had called the local paper. A reporter and photographer interviewed me while I proceeded with the disassembly (see photo above). The crew arrived in time to get me back to Chester, reassembled and into the air. I covered 65 miles before landing in the next field. A distance good enough to beat six gliders including Will Schue-man's 45 miles in a Libelle, a teenaged Chip Bearden flying a 1-26 in his first meet (28.5 miles) and the other 1-23H-15 (40 miles).  
— Cathy

The weather was unseasonably hot, and the sun got the better of my crew, Jean Compton, who ended up with a case of sun poisoning. I've never before had the luxury of such an attentive and agreeable crew. Thank you, Jean! She was rewarded for her efforts by getting a flight in a Stemme, being flown in the meet by Don Bell. I was successful in achieving my goal; the trailer remained tied down in the same spot for the entire five days of good task flying. It was fun

and a lot less demanding on pilots and crews than the typical regional contest.

Sam is planning on holding a similar sports regional contest annually each May. I highly recommend it to any pilot new to regional competition or looking for sanctioned, handicapped competition without large gaggles and long tasks. Spirits of past soaring heroes are still roaming the runways at Chester!

— Cathy "Charlie Lima"

# Task Day News

*Chris O'Callaghan*

September marks the return of ridge lift to round out our tasking options. Such flights often push our winning speeds into the high 70s and low 80s, so when the wind blows, we typically lay our tasks out to take best advantage of the ridge. The extended task day turn point list includes several extra turn points in the mountains. I encourage CDs to study them and include them in their tasking decisions. I also encourage CDs to include some upwind/downwind legs on ridge days (besides the required out and return to MASA). Ridge flying, while great fun and very satisfying, tests pilot skills within a very narrow spectrum. Gap crossing technique and wing loading are the primary factors contributing to a fast leg on a ridge. More valuable to a well-rounded cross-country pilot is the ability

to judge when to leave the ridge in order to transition to an up- or down-wind leg. For example, we typically call Burnt Cabins, Thompsontown, McConnellsburg when we have a brisk NW breeze. Consider adding Roxbury Dam or Chambersburg on either of these legs to force a climb and return to the main ridge. Another possibility would be to add Mifflin County Airport after Thompsontown, forcing an upwind leg and decision which ridge to go south on.

Two weeks in Uvalde has slowed down completion of the task day section of the MASA website, but I am back on track. I hope to have it up and running by the time you read this. Right now I'm focusing on getting the necessary information on line. Over the off-season, we'll clean it up and institute a process to keep

it up-to-date.

Uvalde, though less predictable than we've enjoyed in the past, proved itself once again the premier American racing venue. Six MASA pilots showed up to compete, and we were well-served by their attendance. The field was extremely competitive, and the conditions were challenging, almost every day requiring careful gear shifting between very strong, consistent weather to marginal conditions. We had a rain day, a rarity for Uvalde. But even the rain day wound up being flyable, with Cu appearing by 4:00 PM. One morning we put our gliders together in the rain, then launched at 12:30 for a good day of flying.

— Chris "Oscar Charlie"

## TASK DAY COMPETITION AND CLUB CHAMPIONSHIP REPORT

**7 August 2004** — The hot, humid weather takes a break after a cold front goes through two days prior, bringing with it beautiful fall-like weather. Val Brain (13) races against Christophe Blanchi (A2) and John Hearn (T1) on a 2.5 Hr MAT with mandatory turnpoints McConnellsburg and Roxbury Dam for the first task of the month. Val pulls out all the stops, flying 149.29 miles at 44.08 miles per hour to clinch the 1000-point win.

**8 August 2004** — Still flying in the same type air mass as the day before, Mike Higgins (KO) calls, then wins, another 2.5 Hr MAT, this time to Burnt Cabins. Flying 203.72 miles at 57.90 miles per hour, he secures the 1000 points over Val Brain (13) and John Hearn (T1).

**15 August 2004** — John turns the tables the next week battling some late-day cirrus from Hurricane Charley's retreat on another 2.5 Hr MAT, this time to York. Flying 90.36 miles at 32.49 miles per hour against Rich Horigan (HH) and Val Brain (13), John races to 1000 points.

**22 August 2004** — The early morning ground fog gives way to bright blue sky in late morning and decent thermals by afternoon. Mike Smith (XM) competes against Christophe Blanchi (A2), John Hearn (T1) and Bill Savory (9) on a 2 Hr MAT to Mt. Holly Springs and Five Lakes. Adding five turnpoints, Mike racks up 103.09 miles at 46.45 miles per hour to win the 1000 points.

Overall, Val, Mike Higgins, John and Mike Smith, the individual winners this month, fail to unseat the reigning champion Baude Litt (LBL), finishing as the leader at 7951 points. Val's win August 7th, his 800 point second August 8th and his 600 point third August 15th secure his second overall at 7433 points. Michael Higgins' win August 8th keeps him in the running, third overall with 7061 points.

*Tasks Reported and Scored by Sarah Macpherson*

	LBL	13	KO	T1	OC	A2	P6	CL	T8	9X	9	XM	UU	HH	ED	2GB
July 24	1000	0	0	0	0	0	0	338	91	0	0	0	0	0	0	0
Aug 7	0	1000	0	638	0	638	0	0	0	0	0	0	0	0	0	0
Aug 8	0	814	1000	592	0	0	0	0	0	0	0	0	0	0	0	0
Aug 15	0	652	0	1000	0	0	0	0	0	0	0	0	0	854	0	0
Aug 22	0	0	0	750	0	778	0	0	0	0	776	1000	0	0	0	0
Best 8	<u>7951</u>	<u>7433</u>	<u>7061</u>	<u>4684</u>	<u>3763</u>	<u>3358</u>	<u>2052</u>	<u>1945</u>	<u>1922</u>	<u>1898</u>	<u>1727</u>	<u>1000</u>	<u>1000</u>	<u>854</u>	<u>803</u>	<u>618</u>

# Duty Schedule

*Ray Watson*

Date	Frederick			Fairfield		
	Safety Officer (OD)	Record Keeper	Tow Pilot	Safety Officer (OD)	Record Keeper	Tow Pilot
4-Sep	Robert 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
2-Oct	Garv Garvin	Steve Bates	Ray Scarpulla	Michael Hearn	John Wallin	Robert Jackson
3-Oct	Mike Vance	Bob Huffman	Jane Robens	Marly van de Ven	Mike Luzuriaga	David Pixton
9-Oct	Mitch Lambos	Zachary Thornhill	Hans Jorgensen	Christophe Blanchi	Gary Cassell	George Green
9-Oct						Jim Trygg
10-Oct	Jim Karcher	Noel Blisard	Lance Nuckolls	Baude Litt	Milan Petkovic	Mike Grinder
10-Oct						Jim Chick
11-Oct	Nathan Butler	Robert Dutilly	Sam Harry	Gary Miller	Ric Caylor	Pete Welles
16-Oct	Mario Piccagli	John Thornhill	Craig Moen	Mark Segall	Ricardo Cibotti	Max Ullmann
17-Oct	Steven Silverman	Teresa Day	Dee Torgerson	Bob Kryzstan	Ali Adrishami	Bill Savory
23-Oct	Jim Homer	Fred Mueller	Bob Ball	Luis Fernandez	Olin Kinney	Rich Horigan
24-Oct	Gyorgy Fekete	Steve Bates	William Judge	Peter Zawadzki	John Wallin	Mike Smith
30-Oct	Tom Jones	Bob Huffman	Ray Scarpulla	Wilmar Sick	Ralph Thrash	Don Robb
31-Oct	Roger Andes	Brendan Butler	David Churchill	Chris Scarlett	Mike Luzuriaga	George Green
6-Nov	Peter English	Wayne Elseth	David Schober	Roger Thompson	Jeffery Fink	Bob Andrew
7-Nov	Harry Bates	Noel Blisard	Tom Judkins	Dave Leizer	Nicolo Costanzo	Buddy Denham
11-Nov	Gary Baker	Gerry Tighe	Dee Torgerson	David MacVeigh	Stanley Faust	Phil Burgess
13-Nov	Harry LaBrie	Tom Kawecki	Karl Bernstein	Jean Compton	Steven Shelton	John Hearn
14-Nov	Jim Furlong	Fred Mueller	Poul Hansen	John Mitchell	Olin Kinney	David Pixton
20-Nov	Peter Kern	Steve Bates	Jane Robens	Rick Fuller	John Wallin	Jim Trygg
21-Nov	Bob Whitehead	Bob Huffman	William Judge	Laura Hession	Mansoor Ahmed	Jim Chick

**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.

*(Tow Plane Safety, continued from page 3)*

force, a worn one only a few pounds. The key is that positive pressure is required. Look at the pivot point of the hook. This is a high-wear area and needs to be looked at. Look at the latch. Any deformation of the latch should be questioned. And finally, look at the release cable. There should be a thimble on the inside of the cable as it wraps around the pin in the latch and there should be no evidence of slippage on the nico-press sleeve. The cable jacket should be secured a short distance from the latch and the cable should have a straight pull to open the latch. Finally look at the brackets attaching the hitch to the aircraft and their associated hardware.

With better preflights we should be able to identify problems sooner and rectify them before we damage an airplane. One more thought — when we're done flying, how about doing a post-flight inspection. If a problem is evident, it gives us the opportunity to correct it before the next day's flying.

— *Dave Schober*

## Saleplanes and Buyplanes

**WANTED:** Partner to share **Rolland n Schneider LS-6a** glider. See details at [www.glider.homestead.com](http://www.glider.homestead.com)

**FOR SALE:** **2.25-inch Winter vario**; 1-year-old, never used. Mounting hardware, .45 liter flask, reducer plate (3.125 - 2.25), certification paperwork. \$400 firm. Delivery to FFD/FDK. Chris O'Callaghan, [cocallag@adelphia.net](mailto:cocallag@adelphia.net).

**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](mailto:randes@erols.com).

**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. Price Reduced \$41,995. 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 [darthbair@aol.com](mailto:darthbair@aol.com)

### — Sad Note —

Soaring pioneer Paul A. Schweizer passed away August 18 after a long illness. Paul was renowned as a sailplane builder, competition pilot, author, historian, lecturer and global spokesman for soaring. Most of us learned to fly in Schweizer gliders and will deeply miss his presence in the sport of soaring.

### 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:

Charley Thurber

#### Chief Tow Pilot:

Lance Nuckolls

#### Fairfield Glider Maintenance:

Rich Horigan

#### Frederick Glider Maintenance:

Dave Schober

#### 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 Chairman:

Chris O'Callaghan

#### Webmaster:

Alan Meyer

#### SSA Regional Director:

Bob Ball

## **Oktoberfest 2004**

October 9, 10, & 11 at Fairfield

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Don't miss M-ASA's premiere fall event! A family friendly three-day weekend at Fairfield with something for everyone. Mark the dates and join the fun!

Contest flying everyday (with a mentoring task if there is sufficient interest). Guest pilots encouraged to attend. Other events:

- Paper glider contest and pumpkin carving for the kids.
- Bonfire each night with marshmallows for roasting.
- Saturday potluck: beer, sodas and set-ups provided.
- Sunday Bratwurst cookout \$15.
- Tee-shirts/sweat-shirts with graphics by Baude Litt.

Latest News: Karl Striedick may arrive with the Duo Discus offering rides for a donation to the USA Soaring Team. Vintage gliders from Jan Scott are often in attendance offering rides to those interested. Don Bell with the Stemme has been invited to fly in and is considering. Final details will be published in the October *Convector*.

— Cathy Williams

### **NEW MEMBER REPORT**

Our newest members have come to use from other clubs, already holding pilot's certificates.

**Jerry White's** certificate is so new it's temporary while he awaits the permanent one from FAA. He has been flying with Mohawk club at their North Adams, MA site.

**Jim Campbell** brings his Jantar with him from Tidewater soaring.

**David Weaver** and **Kolie Lombard** both come to us from the Skyline club which, unfortunately, is facing some uncertainty about continued operations there.

Welcome, all!

— Hope Howard



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