

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

Some End-of-Season Comments on Safety

Glenn Collins

The 2004 season is rapidly coming to a close. For the next few months many of us will not be flying but instead dreaming of the thermals yet to form next spring. As part of our annual ritual of closing out the season, we should take some time to reflect on the events of the past year and evaluate our performance as a club and individually.

The past few seasons have each proven expensive. Gliders have been broken, tow planes bent and egos bruised as a series of miss-cues and questionable decisions set off the dreaded chain of events pilots all fear. It is relatively easy to sit back after the fact and comment on these incidents. The harder task, and the one most valuable to the club, is to reach out and learn from these so future incidents are prevented. The difficulty with this is, when successful, we will never know it since the events never happen. True, damage rates may go down. But it is hard to prove that is because we are actively preventing accidents, or because we are getting temporarily lucky.

The 2004 season saw a rash of tow plane incidents. The most serious of these being the collapse of the right gear leg on 58L while taxiing. This incident was preventable and never should have happened. It is a classic ex-

ample of multiple cause factors coming together. Our tow planes are workhorses. The engines and landing gears take a real beating every time we operate. In the case of 58L, it is believed by many that a crack existed and went unnoticed on the gear leg. Contributing to this was the amount of grime we allowed to accumulate on the aircraft without a thorough cleaning.

We must do a better job cleaning our equipment and properly inspecting it prior to daily operations. This is not the sole responsibility of the godfathers. We all use the equipment. If we all pitch in and help the effort is simplified. Once

cleaned, we need to begin emphasizing post-operation inspections to identify items needing repairs earlier and allowing the possibility they might be accomplished before the next scheduled day.

Had we been doing this, we might have seen the emerging fracture and prevented a major repair. Despite the cost, we got lucky on this one. In this case a series of none mechanical factors added to the mechanical fault to accelerate the failure of the landing gear. Consider the following hypothetical scenario:

You are giving a friend a ride in the Grob. You strap your friend in the front seat and climb into the back. The tow plane lands and taxis into position as the rope is connected. The pattern is clear and you signal that you are ready to launch. The takeoff begins and you are quickly airborne. Shortly afterwards, the tow plane lifts off momentarily but settles back to the runway. As it touches down the right gear leg folds outward and the aircraft swings violently to the right as it settles on its belly. From your vantage point in the back seat of the Grob you just inherited a significant problem. What would you do?

Many will argue the proposed scenario might never happen. I hope their conclusion is true because given average reaction times this is a very serious situation and I fear a serious injury would result.

To prevent accidents like this, we need to stop the root cause from progressing. Failing that, we can minimize the severity

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Glenn straps into the Nimbus 3 at Frederick Airport. Photo by Vern Chapin.

President's Corner

"The Battle of Frederick"

Bob Jackson

"From a legal viewpoint there is no such thing as a turf runway" at the Frederick Airport. This statement was made by a representative of a consulting firm at the "kickoff" meeting of the Airport Master Plan, last August. It caught our attention and **Jean Posbic** immediately questioned the source for this opinion. The answer was provided by an FAA representative who said that in order to be "legal" a runway must be listed in the Maryland State Airport Directory and be included in the Airport Layout Plan on file at the airport managers office. Thus began two months of confusion about the status of our glider runway and about the course of action we should take to renew our lease and insure continuing operations. Our initial investigation revealed as many opinions as there were participants in the conference. All of this is a long way of saying that there is no clear-cut guideline or regulation that will determine our future. The M-ASA Board made a list of the key players and contacted them to ascertain what role each would have in deciding our fate and whether any predispositions existed. The list includes the following with a brief statement of their viewpoint.

The Airport Commission: This group includes nine local business and government representatives (and until recently included our own **Dick Bernstein**) who sit in judgment of all airport matters. Their official capacity is advisor to the Frederick City government. Their attitude seemed to be one of support for big business, i.e., corporate jets and fixed based operations. Although not stated, it seemed as though glider operations did not fit their agenda.

Airport Manager: The official link between the Commission and the City expresses a fondness for the glider club and was doing his best to keep the FAA from shutting down our operation because our turf runway is "illegal".

FAA Airport Development Division: **Lance Nuckolls** arranged a meeting that was cordial and informative. It was the opinion of this FAA representative that the future of our turf runway will depend on a safety study by the FAA Flights Standards Division. He believes that such a study is probably already on file and **Bill Whelan** has made arrangements to search the FAA files. In the event that such a study does not exist, we could possibly request one and hopefully it would be conducted by one of our friends in the Harrisburg office. If the FAA would bless our operation as safe, we would have a leg up on being approved down the road.



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

State of Maryland: **Peter Zawadzki** arranged a meeting with the Director of the State Department of Aeronautics. We learned the State standards are less strict than Federal standards so on airports where the FAA is involved the State merely rubber stamps the Federal guidelines. Incidentally, our turf runway is included in the State Directory but only by general reference to "glider activity on the north side of runway 12-30".

City of Frederick: **Jean Posbic** arranged a meeting with the Mayor of Frederick and her planning advisors. (This was also attended by the Airport Manager and Assistant Airport Manager.) The meeting was cordial and the tone was best summarized by the Mayor who stated that the City government was in the business of making friends with all residents and airport users. Her planners stressed the point that all airport activity must be in compliance with

FAA guidelines since the Federal government is paying the bill for the 20-year study and for airport improvements.

FAA Washington Area District Office: We have not yet met with this group but they are picking up the tab for all of the airport development activity. Indirectly, we have heard that they are supportive of our glider operation, but even they are not too certain about regulations regarding turf runways.

Conclusions: What conclusions have we reached to date? It is obvious that we will not be a big economic contributor and, therefore, will not be welcomed by the business community. It appears that the FAA will not tolerate discrimination against any user of a public airport. It is also apparent that there are no hard and fast rules relating to turf runways located adjacent to paved runways. Similar situations do exist elsewhere in the country, i.e., at the Chemung County Airport in Elmira, New York, and in Dutchess County Airport in Poughkeepsie, New York, and perhaps we can pick up a few pointers from these operations. We have now been formally included as a member of the Advisory Committee of the 20-year Airport Plan. This will allow us to participate in the plan. If we can find a way to have the FAA support our operations on the ground and in the air as being safe and compatible with other airport traffic then I believe we can be included in the 20-year plan. Once this is done, I believe the City will negotiate a new lease to replace the existing lease, which will expire in December 2012.

I have been receiving many useful suggestions from M-ASA members and I encourage more to do the same. Please remember that M-ASA has established a "war chest" to defray expenses in fighting our battles at Frederick and Fairfield. Please continue to send contributions to **Jans Jorgensen**, our Treasurer.

— Bob "Romeo Juliet"

Calendar

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

December 12 M-ASA Task Pilots Meeting at Fairfield Clubhouse @ 11AM.

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

January 22 M-ASA Annual Banquet at Dutch's Daughters, 6:30PM (see page 5 of this issue).

January 29-30 2005 SSF Flight Instructor's Revalidation Clinic, Dulles Airport (contact Jim@Kellet.com).

February 5 & 19 Tow Pilot Safety Meetings (see note to right).

February 10-12 SSA Convention, Ontario, CA.

March 18 M-ASA Annual Safety Meeting.

Tow Pilot Operational Safety Seminar

Saturday Feb 5, 2005 9am-noon at M-ASA FDK Hangar

Saturday Feb 19, 2005 9m-noon at M-ASA FDK Hangar

This 3-hour safety seminar is mandatory for M-ASA tow pilots. It will incorporate an operational safety presentation, a procedural presentation, and an interactive session to include scenario discussions and a Q & A session. Other interested M-ASA members may attend on a space-available basis. M-ASA must endeavor to maintain the highest possible level of safety. This tow pilot operational safety seminar is part of that effort.

Tow pilots need to attend only one of the safety seminars. The presentation content is the same for both seminar dates. Pilots will not be permitted to operate M-ASA tow planes for the 2005 season unless they attend this safety seminar.

Contact: Lance Nuckolls 301-874-3315

(Safety, continued from page 1)

only by better preparing ourselves by thinking through the possible scenarios and having a plan to deal with situations thought out before we climb into the various aircraft we fly.

Well, I have spent enough time discussing what most glider pilots are categorizing as tow plane issues. There were enough incidents in 2004 attributed to the glider operations. Many of these I think can be mapped to our preparedness to fly. Again, this is a factor completely in our control. Furthermore the slow winter months provide an outstanding time for us to correct this deficiency.

This past season saw a number of memorable first flights. More than one club member purchased a "new" glider in 2004 and made first landings they will never forget or at least wish they could. Why is this? A large part of it, I believe, stems from our approach to training. Before we fly we need to ensure we have all preparations completed. Have we reviewed the flight manual? Do we have a proper checklist? Have we discussed the handling characteristics with a knowledgeable pilot? Have we thought out a flight profile and identified tasks to be reviewed? Is the new

glider different enough from what we have been flying to warrant a dual flight in a similar ship? All of these are good questions to ask of ourselves.

In the M-ASA environment, instruction is the best deal going. The price is right and a number of instructors are available and willing to take the time to work with you. Just keep in mind these instructors volunteer their time so be considerate. Coordinate in advance and come prepared for the instruction session. Take advantage of the opportunity and strive to learn something and/or improve your performance during every session. I would like to see more members take advantage of the available instructors. Many of our members are getting up in the years. Some have approached me to do annual dual instruction. This is an outstanding initiative and demonstrates a sincere effort on their part to ensure their performance is on par. Likewise others have taken advantage of dual rides to practice skills not performed since their training lessons years ago. Even if you don't fly with an instructor, take time to ask questions and discuss techniques. Soaring is a social endeavor and we spend as much time sitting around as we actually spend airborne. Ask others what they would

do in various situations. What abnormal situations have they witnessed? How did their summary of the day's conditions match up with yours?

This summer I witnessed a notable exception to this concept by one of our members. It was flight review time and although he flies a modern single place glider he elected to complete his flight review using the 2-33. Although it can be argued that the 2-33 is a good trainer, it does little to represent the type of flying this individual will be doing for the next two years. Added to this he spent all of three flights and 35 minutes flying the glider. Did he successfully meet the criteria set forth by 61-56? Well he meets the *minimum* flight time specified by the regulation. With the instructor's signature in the logbook he is legal to fly for another two years. Is he a better pilot from the experience? I doubt it. Does he fly to the standard outlined for the certificate he holds? Maybe. Did the instructor and the pilot display the qualities of safety consciousness, integrity and a desire to improve performance which we should all strive for? In the end, only they can truly answer this.

— Glenn

Task Day News

Chris O'Callaghan

As I look at the summary data from the last several years of task flying, I'm tempted to extract meaning from the numbers. Tempted, but in this case not compelled. The numbers speak for themselves; make of them what you will. Instead, here are several observations about

this past season that made it special for me.

Laura Hession (ED) competed in (and completed) her first task, coming in second for the day. And she had

a ball! An easy leg or two, some tough spots, and a real sense of accomplishment at the end of the day. Now that's what I call entertainment.

It was heartening to watch **Ed Breau (2GB)** pilot his Astir in conditions that were tough for gliders with nearly twice the performance. Racing in blue conditions with a 2,000-foot height band (and only

that much if you're willing to keep racing to 500 feet agl) is tough enough in a 45:1 glider. Of this I am certain: that kind of determination pays off. Hopefully, for the sake of those on the top of the score sheet, Ed won't upgrade his glider for another season or two.



Dave Pixton "9X" drops ballast during a task finish. Photo by Rick Latoff.

MASA Task Day Summary 2002 - 2004			
Year	2002	2003	2004
# Task Days	29	21	24
# Task Logs Submitted	150	99	116
Total Distance Flown (miles)	14301	12507	13026
# Task Pilots Participating	17	11	18
Average Mile/Task Log	95	126	112
Average # Pilots/Task	5.2	4.7	4.8
Avg Winning Speed	51.9	52.1	50.0

(Continued on page 5)

	LBL	13	KO	T1	9	CL	OC	A2	9X	UU	P6	5	T8	FM	XM	2GB	HH	ED
2004Mar28	1000	0	966	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0
2004Apr18	0	1000	819	807	0	321	0	0	0	0	834	0	0	0	0	0	0	0
2004Apr24	0	967	1000	0	0	0	0	750	0	0	0	0	0	0	0	0	0	0
2004May16	1000	858	826	0	0	0	0	0	0	0	0	0	512	0	0	0	0	0
2004May23	1000	544	0	0	0	0	960	0	0	0	0	0	0	0	0	0	0	0
2004Jun12T	1000	0	784	0	0	0	803	0	0	1000	0	0	784	0	0	0	0	803
2004Jun12	0	975	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	0	0
2004Jun20	955	819	892	0	0	0	1000	624	898	0	0	0	0	0	0	500	0	0
2004Jun26	1000	739	773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2004Jun27	982	627	0	0	0	229	1000	568	0	0	240	0	535	0	0	0	0	0
2004Jul10	525	1000	442	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2004Jul17	969	809	0	898	951	1000	0	0	0	0	978	0	0	0	0	118	0	0
2004Jul24	1000	0	0	0	0	338	0	0	0	0	0	0	91	0	0	0	0	0
2004Aug7	0	1000	0	638	0	0	0	638	0	0	0	0	0	0	0	0	0	0
2004Aug8	0	814	1000	592	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2004Aug15	0	652	0	1000	0	0	0	0	0	0	0	0	0	0	0	0	854	0
2004Aug22	0	0	0	750	851	0	0	778	0	0	0	0	0	0	1000	0	0	0
2004Sep4	1000	919	0	0	739	711	0	0	0	0	0	835	613	0	0	0	0	0
2004Sep5	0	810	0	702	673	1000	0	0	0	0	0	986	0	0	0	0	0	0
2004Sep11	1000	874	292	0	440	0	0	0	0	894	198	859	0	0	0	139	0	0
2004Oct3	938	0	0	742	0	0	0	657	1000	0	0	0	0	0	0	0	0	0
2004Oct10	1000	651	878	0	635	197	0	583	761	0	673	0	0	958	0	215	0	0
2004Oct11	1000	0	282	0	0	0	0	0	0	964	0	0	0	0	0	0	0	0
2004Oct17	798	0	1000	0	0	851	0	0	0	617	0	0	0	906	0	0	0	0
2004Oct23	0	693	0	136	826	140	1000	0	852	0	0	0	0	0	0	0	0	0
Best 10	<u>10000</u>	<u>9226</u>	<u>8939</u>	<u>6264</u>	<u>5114</u>	<u>4843</u>	<u>4763</u>	<u>4598</u>	<u>4511</u>	<u>3474</u>	<u>2924</u>	<u>2680</u>	<u>2535</u>	<u>1863</u>	<u>1000</u>	<u>972</u>	<u>854</u>	<u>803</u>

Annual M-ASA Banquet, January 22nd, 2005 — Guest Speaker: Bob Wander —

Mark your calendars now for our annual banquet, this year to be held on January 22, 2005. We'll gather at Frederick's Dutch's Daughters, 581 Himes Ave, Frederick, 21703 (301-668-9500). Cocktails will be served beginning at 6:30 pm with dinner scheduled to be served at 7:00 pm. This year's guest speaker will be **Bob Wander**, long time soaring pilot and glider instructor since 1980.

Please reserve your seats now by returning the coupon below. The cost is \$30 per person. A visit to www.dutchs.info will provide an introduction to the restaurant as well as directions and a map.

(Cut out this yellow box and tuck it in you wallet or purse.)

M-ASA Annual Banquet, January 22, 2005

(Cut out this white box and mail it with a check to Sharon.)

I plan to attend: _____

I plan to bring _____ guests.

A check in the amount of _____ is enclosed. Make checks out to **M-ASA**.

Please return this coupon to **Sharon Pixton**, 8206 Lookout Lane, Frederick, Md. 21702

(Task Day Report, continued from page 4)

Dave Weaver (DW) and **Fred Mueller** (FM) joined us from Skyline Soaring. Both are experienced racing pilots and have brought fresh points of view to our tasks, in how we call them and how they each approach tactical problems on course. It's fun to fly with someone new, especially if he or she knows how to play the game. There's always something new to learn.

Baude continue to explore the limits of soaring possibilities from Fairfield. I don't think he's found them yet, so I'm expecting at least several flights this winter in the 500 to 750 km range as he "keeps warm" for next season. Thank goodness for his dedication: it means I don't have to work so hard - I just need to find an opportunity to fly with him early in the season to see what he's doing differently, then roll it into my technique. At least, that's what I tell myself. Never mind the discrepancy in our Task Day scores for this season!

Thanks to everyone who participated. It was a banner season - much more so than the numbers imply. We did some extraordinary flights this year, not measured just in miles or hours flown, but in the types of tasks we called, the number of pilots who flew each day, and the memories we captured for our efforts. Here's to looking forward to 2005!

Finally, a reminder that we'll have a meeting of all interested pilots to discuss rule changes for next season. It will be held on Sunday, December 12th at Fairfield starting promptly at 11:00 am and will coincide with the Save Our Liberty house tour.

— Chris "Oscar Charlie"

Tasks Scored by **Sarah Macpherson**. Sarah — All the task pilots thank you for doing a great job again this year!

The Battle is On!

Yes, the perennial argument about the so-called "best glider" is about to be resolved, once and for all!! Is it equipment, or skill? Is it nature, or nurture? Is it the pilot, or is it the machine? Is it glass, or is it aluminum/fabric?

1-26 Association President and Skyline Soaring Club member Bill Vickland has accepted the challenge of **Fred Mueller**, a member of two area soaring clubs (M-ASA and Skyline) and an active contest pilot who flies an LS-8/18 "Foxtrot Mike." They will duke it out using OLC rules in the 2005 soaring season! Neither side could find better champions for "The Cause"!

The pilot with the most OLC points at the end of the 2005 season will be declared the winner. If Bill Vickland wins, Fred will donate \$250 to the 1-26 Association in Bill's name, and if Fred Mueller wins, Bill will donate \$250 in Fred's name to the National Soaring Museum.

— Jim Kellett, Resident Curmudgeon



Fred Mueller ready to launch in his LS-8 "Foxtrot Mike" at New Castle. Photo by Baude Litt.

Duty Schedule

Ray Watson

Please provide me with information on your preferences for OD and tow pilot duty assignments for next year's soaring season. If you have any preferences you wish to be considered, you must fill out and mail in this form. If no form is received by the end of the annual meeting, it will be assumed that you have no preference. I would like to receive the new forms as quickly as possible for making the new season duty schedule.

This information will help me accommodate your wishes, while fulfilling the club's needs. Preferences will be accommodated only as long as club needs can be met. If there are any days you prefer, or dates when you will not be available for duty, please list them below. If you do not get Federal Holidays off work, you should mark the space below indicating that you will not be available on these days. Please cut out the form below, fill out your preferences, fold it in the center, and mail it to the address below. Please make sure you enter your name on the form.

Petersburg WV Wave Flying in December

Larry Stahl, the airport manager @ W-99 and owner of the towplane there, has arranged towing for wave flights on December 15—19. Bruce Codwise the fellow who towed me on the day I last wrote about for *Convector* will be available. Larry has asked for any who plan to show up there to please let him know in advance. I intend to make plans and watch the weather. He can be reached at gliding@directway.com or by phone 1-304-257-4435.

— Paul "Kilo Whisky" Rehm

Complete this form, cut it out, fold and staple/tape, apply a 37-cent stamp, and mail it to Ray!

M-ASA 2005 Duty Preference Form

Member Name: _____

Duty Type: _____ Operations Director/Record Keeper
_____ Tow Pilot
_____ Exempt (please submit separate exemption form)



Field Preference (check one): _____ I have no preference.

_____ I prefer Fairfield, but will serve at either site. _____ I prefer Fairfield and do not wish to serve at Frederick

_____ I prefer Frederick, but will serve at either site. _____ I prefer Frederick and do not wish to serve at Fairfield.

Federal Holidays: _____ I am available for duty on Federal holidays. _____ I am not available for duty on Federal Holidays.

Additional Scheduling Considerations — Enter any dates for which you will be unavailable. You may also indicate a Saturday or Sunday preference. Enter the start date and stop date of any period you can't serve. Tow Pilots — enter your desire for any additional assignments.

Fold along this line

From: _____

Place 37 cent stamp here

Ray Watson
M-ASA Duty Scheduler
7513 Rockridge Road
Baltimore, MD 21208-5733

Saleplanes and Buyplanes

FOR SALE: Centrair 101A, NDA, all ADs current, water bags in wings, 720 ch. radio w boom mike, O₂, \$19K (no trailer), H. Ford 410 592-9697, ford@pha.jhu.edu

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.

FOR SALE: Replug 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.

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 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. Paul Rehm 703-430-7625 or darthbaitr@aol.com

Yes — we have more space for listing saleplanes and buyplanes, or anything else you might want to trade. Email your input to convector@m-as-a.org. Best of all — it's free!

For those with current listings, please email convector@ma-as-a.org and let me know if you wish to continue the listing. If I don't hear from you after 4 months, the ad will be dropped.

— Editor

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:

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Manfred Beutgen

Scheduler:

Ray Watson

Task Day Chairman:

Chris O'Callaghan

Webmaster:

Alan Meyer

SSA Regional Director:

Bob Ball



George Burns prepares his ASW-20B "Tango Eight" for flight at Fairfield. Photo by Don Hess.

Call for volunteers at Fairfield ! The water to all outside spigots has been turned off for the year at Fairfield. I'm organizing a work party to upgrade the men's room at Fairfield. The task will probably take a month to six weeks of working week-ends. We plan on starting before the end of the year and could use a couple good workers.

— George "Tango Eight" Burns, Fairfield Facility Manager

Milestones, Ratings, & Badges

New M-ASA Flight Instructor!

Please welcome **Sarah Macpherson** to the ranks of MASA flight instructors! On November 19th Sarah met with AI Groft and successfully completed her flight test for CFGI. The oral started about 9:15 am and was completed at 1 pm. The weather cooperated, and Sarah and AI were able to complete two flights, after which AI issued Sarah's temporary CFGI certificate. Sarah's accomplishment is an example of getting youth in soaring. She began her flying career with MASA while a member of the Messiah College Flying Club 5 years ago, when she was a junior there. A year later, she completed her Private certificate. Then last year she completed her commercial certificate, and Friday completed her CFIC. The flight test would not have been possible without the assistance of **Bob Jackson**, who agreed to tow, and **Jim Chick**, who helped on the ground. My thanks to these gentlemen! Please congratulate Sarah on her accomplishment the next time you see her.

— David Pixton

Convector



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