

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### OLC (Part 2)

*Bande Litt*

This is the follow-up of my January *Convector* article, where I promised to entertain you with how to join the On-Line Contest (OLC) and submit your flights. If you are not interested in submitting flights, just skip this article, as it is going to be boring, very technical, and you will need to be playing on the Internet at the same time. Sorry!!!

Before going into these details, I must point out that OLC is supposedly a very secure system. The consequence is that only a FAI recognized GPS logger is allowed to be used as the source for the submitted flight log for the international competitions. The system is a little bit more tolerant for the USA, where some Garmins are accepted for the national competitions. In that case your flight will show with a red background on the international competitions. You will not be scored, except in the USA rankings.

To register and submit flights, go the following site:  
<http://www.onlinecontest.org/olcphp/olc-i.php?olc=olc-i>

#### **Registration:**

Once you're in, you click on the little blue window named: **CONTEST REGISTRATION** and click on add new competitor. Then you need to fill in the different required fields. You need to use the same information you entered in your logger. The system is very sensitive; one letter deviation will com-

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### R4N Contest Update

*Preston Burch*

The 2005 Region 4 North soaring contest is only four months away. The recent deep-freeze weather makes it a little hard to imagine warm days, booming cumulus, a grid full of racing gliders, pilots and crews camping out on the gliderport, cookouts, and everyone running around in shorts and tee shirts. The 2004 R4N was a great success; we had four days of contest flying plus a practice day, and we had plenty of contestants to run three classes of competition. So we've decided to do it again!

The contest will be held from Sunday, May 29 through Saturday, June 4, 2005. Practice Day will be Saturday, May 28, 2005. We plan to fly three classes of competition: 15 Meter, Standard, and Sports. Dr. Ward Hindman has kindly agreed to be our Contest Meteorologist, and Sarah Macpherson will be our Chief Scorekeeper. Rumor has it that our Competition Director may be in Florida about now, so I'm trying to track him down and twist his arm.

For those who are worried about the Camp David Temporary Flight Restriction (TFR), my advice is to get on the approval list for the M-ASA TFR waiver and come fly this year. All of the R4N contest pilots who applied last year were approved (whether you actually entered and flew or did not enter), and your approvals are still valid (they're good for five years). Our TFR waiver procedure works very well, and

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"First Launch" at the Region 4 North Contest.

Photo by Rick Latoff.

## President's Corner

*Bob Jackson*

### Return to the "Battle of Frederick"

I have been reading a good book on the civil war so I am all full of this battle stuff and besides it is appropriate.

At last report we were collecting information from all possible sources in order to develop a strategy for resolving our problems at Frederick Airport and extending our lease after it expires in 2012. Discussions were to have taken place as part of the Technical Advisory Committee for the newly commissioned 20-year plan. In the middle of this collection activity, we received an advisory notice from the Airport Manager closing our turf runway. It is difficult to determine what caused this action but it was blamed on a "directive from the FAA." We have learned that, absent some catastrophic event, the FAA does not issue this type of directive. We've obtained a copy of the actual FAA letter and loosely paraphrased it stated the following:

1. The FAA received a report concerning damage to a M-ASA towplane at the side of our turf runway.
2. This reminded the FAA of a long outstanding request for a document from the City applying for approval of the turf runway.
3. If the airport management does not attend to the delinquent document, their federal funds might be in jeopardy.
4. They consider operations on the turf runway as unsafe.

This letter is used as justification for the closure directive. We are still not certain of the real motivation but we are quite certain about the result.

All of this means that instead of waiting for our turn at the Technical Advisory meeting, we would have to jump-start our initiative to preserve our right to fly at the Frederick Airport. Incidentally, throughout our discussions no one has ever suggested that M-ASA does not have the right to operate from the pub-

licly owned airport - along with all the other types of aircraft.

At this point **Lance Nuckolls**, an employee of the Flight Safety Division of the FAA (and also Chief Tow Pilot at M-ASA) made a phone call to the airport manager, who is perpetually in awe of the FAA. Among other things Mr. Nuckolls explained that we could



solve this the easy way or the hard way. A few hours later, I received a phone call from Charlie Abell, the Airport Manager, requesting an informal meeting.

On Thursday, January 20, 2005 at the M-ASA Clubhouse we met with Charlie Abell, Airport Manager, Chuck Boyd, Director of Planning for the City of Frederick (and point man for the Mayor on airport matters), and Tom Meacham, Chairman of the Airport Commission. Our presentation was masterfully prepared and presented by **Bill Whelan** and Lance Nuckolls. I will leave a copy of this presentation at each of the M-ASA locations for those interested in the details. Our pitch went as follows:

- M-ASA has been a good citizen at the Airport for some forty years. Our membership comprises 165 citizens who are either Frederick voters or who have influence over Frederick voters (the Mayor stands for reelection next year).
- During our long history at Frederick Airport, we have never had a serious mishap or interference with other aviation activities.
- Over the years, there have been nu-

merous letters between the City and the FAA approving the use of the turf runway. An example of one of these was a 1991 internal FAA memo stating in part "it was decided that the turf runway is a separate runway and the Part 77 surfaces for a visual approach apply." There is no doubt that the FAA is aware of activities on the turf runway and approved its use.

- The FAA has issued an Advisory Circular recommending traffic patterns and operational procedures for gliders and other aviation activities at airports without control towers. This document shows a diagram of the exact setup we have at Frederick runway 12/30 and the adjacent turf runway.
- We have examples elsewhere in the country including Elmira, Poukeepsie, and Dansville where the FAA officially has approved established procedures for glider runways immediately adjacent to paved runways.
- By closing the grass strip the airport management will force M-ASA to use the paved runways. This means co-mingling of disparate types of aircraft ranging from corporate jets and aviation school trainers to helicopters and gliders. The FAA has spent millions of dollars in programs promoting separation of dissimilar operations. In one impulsive action the airport manager has countermanded the FAA efforts and has created a situation which will prove more disruptive and considerably less safe than the familiar activities on the turf runway.

The presentation ended with a polite but firm request, that the closure directive be rescinded while any required safety studies and 20-year plans are considered. An answer was requested by January 28, 2005. If not re-

*(Continued on page 3)*

## Baker's Dozen To Head For Hobbs

In order to find more perfect thermals and collect a diamond or two, a scraggly band of intrepid souls are planning a trip to the Southwest this summer. At this point there are about a baker's dozen interested, which is only appropriate in that the group was formed by **Gary Baker**.

"Plan A" is to go to Hobbs, New Mexico and fly there for a week or so with our arrival timed to be just after a regional contest there concludes. The plan is to leave the Washington area, towing our trailers on June 8<sup>th</sup>. We plan to return June 21<sup>st</sup>. Our good friend and former M-ASA member **Carlos Reyes** now resides and flies in Hobbs and has been doing the coordinating with the local club and Dennis Wright, Executive Director of SSA, who has been very welcoming.

"Plan B", which is being investigated by **Dick Mott** & **Bill Whelan**, is to go to Dalhart Texas, instead. The advantage that Dalhart has is hangar space. Both locations are former WWII bomber bases with huge runways suitable for ground launch, although we plan to have a tow plane in attendance.

If this Safari sounds like fun to you, come to our next planning meeting on February 12<sup>th</sup> at 1 p.m. in the Frederick club house. If you want to come without a glider and get free transportation, you will be among the most cherished and appreciated members of this motley

— Jim "Hotel Lima" Furlong

## Calendar

**February 4-18 M-ASA Board Nominations Due.**

**February 5 & 19 Tow Pilot Safety Meetings, 9AM.**

**February 10-12 SSA Convention, Ontario, CA.**

**February 11 M-ASA General Meeting** at FDK Club-house, 8PM.

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

**March 18 M-ASA Annual Safety Meeting, 7:30PM,** Frederick Comm College (see directions in this issue of *Convector*, page 6).

**Tow Pilot Operational Safety Seminar Reminder**  
**Saturday Feb 5, 2005 9am-noon & Saturday Feb 19, 2005 9am-noon - - Both sessions at the M-ASA FDK Hangar**

Attendance at one of these 3-hour safety seminars is mandatory for M-ASA tow pilots. Contact: Lance Nuckolls 301-874-3315.

(Return to Battle of Frederick, Continued from page 2)

ceived we will appeal directly to the FAA for mediation and to the Frederick mayor.

At the meeting, we submitted a prepared copy of the required FAA form, which must be over the signature of the airport manager. Mr. Nuckolls has already "greased the ways" for a prompt review and approval at the appropriate FAA offices.

Nothing is certain but we have taken action and initiated plans that have a reasonable chance of reactivating our glider strip and, that accomplished, we would be hopeful of inclusion into the 20-year Plan and a lease extension. We appreciate the comments, information, and support from all M-ASA members.

— Bob "Romeo Juliet"

(R4N Contest Update, Continued from page 1)

M-ASA has used it routinely, when needed, for over a year to fly club tasks using the same turnpoints as the R4N. No problemo. As a deep back-up, for those who aren't on the approval list, we will be prepared to launch and retrieve from nearby Gettysburg Airport (6nm NE of Fairfield; an easy drive for the crews). We have worked hard to remove all the excuses for not coming and having a great time!

If you didn't apply last year for the Secret Service Approved Pilots List and you want to get approved, send me your name (including middle initial), date of birth, and Social Security Number (Yes, I'll guard it with my life!) and I'll get you on the list. (You must be on this list to fly inside the TFR during the contest, but NOTE, none of the task legs go through the TFR when it is active.) But you need to apply ASAP because the approval process is slow. Don't wait until March. If you think you might enter, go ahead and apply — there's no obligation if you change your mind. You can call me (home: 401-489-7063, or work: 301-286-7477) or send an e-mail (pburch@hst.nasa.gov).

I plan to send out contest invitation letters and pilot registration forms as soon as I get the mailing labels from SSA (any day now), but you don't need a printed invitation to enter the contest. You can apply on-line through the SSA web site, or you can download the pilot contest registration form (from the SSA web site) and mail it to me. The registration deposit is \$50 (refundable up until two weeks before the contest), and should be made out to M-ASA. Please mail your applications and deposits to me at: 1250 Heritage Farms Ct., Sykesville, MD 21784.

I will continue to keep you posted on our plans for the 2005 Region 4 North contest through regular updates in *Convector*. I hope that you will join me in helping to make the 2005 R4N contest another soaring success!

— Preston  
 R4N Contest Manager

(OLC Part 2, continued from page 1)

promise your flight submission! I created the registration for our club three years ago — so do not create your own club, like some members did this fall. Instead go and find [M-ASA Mid-Atlantic Soaring Association](#) on the club scrolling list.

You will have to enter a password and then submit your application. You can check a few minutes later to see if your name has been added to the US competitors list.

Click on **COMPETITORS**, choose the first letter of your last name and choose USA in the country listing. Then click on change just right of the orange rectangular field where you can change the language, and you will access the listing of American pilots whose names start with the same letter as yours. You can now control if you're on!

### **Submitting a Flight:**

If you have the SeeYou software it is really easy, once you have configured your GPS to provide the same information you declared to OLC, or vice versa. One restriction linked to the security of the system — you need to download your flight on the computer you will use to claim your flight to OLC. Using copies on diskettes does not work! Open your flight with SeeYou, go to EDIT and click on OPTIMIZE.

You will see thin dark green lines joining the extremities of your flight. In the example above: 717.95 Km on July 09, 2004. Once your flight is optimized, you click on Submit at the bottom right of the OPTIMIZE window. This will prompt another window where you need to verify the

information you want to send. Verify (as said before, that information needs to match what you declared to OLC when you registered the first time) and then click on Submit. That's it! Two minutes after, your flight will be accessible to everybody in the world on OLC.

If you don't have SeeYou or another software that allows the automated transfer, it is almost as easy, but with some surprises from time to time. The most important thing to remember in this case is that the information you are going to provide OLC has to match exactly with what you entered as a new COMPETITOR. I have not done it with this method for a while and my memory is far from perfect; but if I recall correctly, you will have to enter the correct information in a series of fields, plus the take off and landing times. Then you will be requested to insert your flight as a file. **Anyway, if you do something wrong you will get a red message telling you what you should do.** And if it still does not go through, you can contact OLC for more explanation at the following address:

[help@onlinecontest.org](mailto:help@onlinecontest.org)

### **Just a Few Other Remarks:**

- Using both methods, submit to the country from which you are actually flying and don't forget to click PURE GLIDER, if you are not flying a motor glider!
- For security reasons, you will be requested to provide your password at least once a year, if you are using software that allows the automatic transfer of your flight log. If you do it manually, you will have to provide it each time you send a flight!
- The competition goes from mid October to the next year mid October.
- You can enter only the flights you have flown during a 7 days period of time ending each Tuesday at midnight.

Good luck and let's put many good flights on OLC this year.

— Baude LITT LBL

## 2005 Campbell Award

M-ASA's Campbell Award is given annually to a member nominated for significant service to the club over the course of time. The winner this year, **Glenn Collins**, has made many strong contributions to M-ASA during the time he has been a member.

Glenn was Club President for the three difficult years of the club's history in the aftermath of 9/11. He helped develop the procedures to operate during the challenging and dynamic days of volatile airspace. For any who may not know, he is the primary person responsible for our being granted the exemption allowing us to operate from Fairfield with the expanded P40 TFR. He did this with dogged-hard work, dedication, persistence, and the unflagging optimism necessary to overcome the many setbacks encountered along the way. His Air Force background, professional contacts, as well as his unique blend of personal skills, were necessary to make this possible. Glenn donated a considerable number of hours, indeed days of personal leave time, in this

protracted effort. His message to all of us at M-ASA at the time was "keep the faith! We can and will make this happen." It is probably fair to say that without



Glenn's unique personal skills, vision, and commitment, M-ASA would still be grounded from Fairfield whenever the 10 nm P40 TFR is active.

Glenn made many other noteworthy contributions to M-ASA. Under his leadership, the club successfully closed out the challenging fuel tank removal and mandatory PADEP groundwater monitoring program at Fairfield, started under an earlier Board.

Over the last several years, Glenn

has been one of M-ASA's most active CFGs. During that time, in addition to being willingly ready to fly with students, he's worked extensively to develop tools and other documentation that formalize and add structure to the instructional process for M-ASA. He has regularly provided BFR ground school for several years now and numerous check rides to M-ASA members in that time as well.

With Glenn's direction, M-ASA successfully revised its bylaws, perhaps for the first time in 50+ years. This was necessary to ensure clear and unambiguous liability insurance coverage whenever we hold such events as regional contests where visiting pilots might fly behind M-ASA tow equipment.

We could go on and on about Glenn's contributions, but we close by saying that his friendliness, leadership, enthusiasm, and cheerful willingness to help, make M-ASA a nicer, stronger, and safer organization. Now, all we need is for Glenn to log a little more cross-country time for himself.

— *The M-ASA Board-of-Directors*

## Task Day News

I know a pilot who has as many cross-country miles under his belt as anyone in the sport. If you asked him if he has a favorite flight, he would shake his head and give you the easy answer, "They were all great."

But prompt him a little... "Which flight was the most challenging? Which one gave you the most satisfaction? If you had to pick one flight to sum up your career in the cockpit, which would it be?" It wouldn't take long before he told you about a 750 km FAI triangle flight, completed in the blue without ever climbing above 4,500 msl. "It was hard. It took every bit of skill in me. And on any other day, the same effort would have netted three times the distance!"

What's a perfect day? Ten-knot cores and cloud bases at 11,000 msl! Northwest winds at a steady 20 knots from sunrise to sunset? An elevator-smooth climb through FL350?

The more I fly, the more I appreciate those days which present challenges. Don't get me wrong, I love the certainty of an April sky filled with flat-bottomed, fair weather cu from horizon to horizon. But I look forward to opportunities to exercise my skills. Frontal passages, occluded fronts, blue days, and overcast skies all present interesting, even appealing challenges.

"Hmmm... a masochist. He probably stabs himself with knitting needles when he isn't flying," you're thinking. And my response, "Remember where you live!" Challenging days outnumber the boomers at least 5 to 1. If you don't get some satisfaction from eking out an achieved climb of 2.5 knots to 3,500 msl on a lazy, hazy summer day, then you're missing out on a lot of flying. If you want to improve your cross-country skills, start looking forward to blue days. The skills you learn on the

## Chris O'Callaghan

challenging days make you that much better when the weather is perfect.

Patience is the key to competitive cross-country soaring, whether you're racing other pilots or the clock. You'll probably never meet a day, no matter how high the clouds or strong the lift that doesn't try your patience at least once. Have you ever noticed that even on the very best of days, someone always manages to land out? The key to going fast (enough to fly 500 km or more) is to know when to go slow. And nothing teaches patience better than August at M-ASA.

I, for one, am looking forward to blue skies, slow climbs, and a steep learning curve. Hurry up, August!

— *Chris "Oscar Charlie"*

*(Editor's note: OC will be participating in the 15M Nationals in Uvalde, TX this August, where blue days are rare indeed.)*

## Duty Schedule

*Ray Watson*

Date	Field Safety Officer (OD)	Tow Pilot	Record Keeper	<b>M-ASA Duty Notes:</b> 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.
03/19/2005	FDK Mario Piccagli	Sam Harry	Robert Dutilly	
03/19/2005	FRF John Duryea	Bill Savory	Gerald White	
03/20/2005	FDK Maurice Deland	Tom Judkins	Christian Williams	
03/20/2005	FRF Sarah Macpherson	Pete Welles	Kolie Lombard	
03/26/2005	FDK Peter English	Bob Ball	Mark Carlisle	
03/26/2005	FRF Guy Pfeffermann	Rich Horigan	Gary Cassell	
03/27/2005	FDK George Constantin	Bob Andrew	Robert Huffman	
03/27/2005	FRF Bob Kryzstan	Hans Jorgensen	Michael Luzuriaga	

## Board Nominations Due

The M-ASA by-laws state that nominations for candidates to fill the positions opening on the Board of Directors must be made within a week of the February General Member Meeting scheduled for the 11<sup>th</sup>. Thus nominations can be made in person, or by mail (or e-mail) from the 4<sup>th</sup> through the 18<sup>th</sup> of February to an Officer of the club meaning the President (**Bob Jackson**), Vice President (**Jim Trygg**), Treasurer (**Hans Jorgensen**), or Secretary (**Bill Whelan**). The Secretary is the preferred nomination recipient since he is responsible for preparing and sending out the ballots. No supporting statement is necessary when making a nomination but prior permission must be obtained from the nominee who also must be a Full Member of M-ASA. The Secretary will mail secret preferential ballots out to all Full Members at the close of the nomination period. A ballot returned by any member who has not paid his dues will be discarded. Ballots will be counted at the March General Member Meeting. Newly elected Directors will then be announced; subsequently Full Members present will vote to elect the President from among the five Directors of the Board for the 2005 season.

— *Bill Whelan*

## Membership News

I have a note from **Urs & Ursula Thierstein**. It said "sending (you and) all our friends at M-ASA best wishes for peaceful and happy holiday season and many safe and enjoyable soaring flights next year." Urs has joined a local soaring club and is "learning to fly in a very different environment (weather and mountains)."

Their address is:  
 Ursula & Urs Thierstein  
 Kirchweg 406 B  
 CH-3658 Merligen  
 Switzerland

— *Hope Howard*  
 Membership Chairman

## M-ASA Annual Meeting When, Where, and How To Get There

The MASA annual meeting will be held at the Jack B. Kussmaul Theater on the Campus of Frederick County Community College. The meeting is on March 18, 2005 and will start at 7:30PM. Directions to the theater, from the Motter/Opossumtown Pike Exit from Route 15 are as follows:

**North Bound on Route 15:** Exit Route 15 at the Motter/Opossumtown Pike Exit. Stay to the right, and merge on to Opossumtown Pike, cross the bridge over Route 15. Follow Opossumtown Pike to the 6<sup>th</sup> traffic light (1 - 15 South Entrance, 2 - Shopping Center/Exxon station, 3 - Thomas Johnson Drive, 4 - Amber Drive, 5 - Frederick County Community College (FCC) main entrance) At the 6th traffic light (this is a second entrance into FCC), move into the left turn lane. Turn left onto the FCC campus. Turn left into the parking lot. The

building you will be facing is the Fine Arts building and houses the Kussmaul Theater. Enter the building through the glass doors toward the center, and the theater will be on your left.

**South Bound on Route 15:** Exit Route 15 at the Motter/Opossumtown Pike Exit. At the light, turn left on to Opossumtown Pike. Follow Opossumtown Pike to the 5<sup>th</sup> traffic light (1 - Shopping Center/Exxon station, 2 - Thomas Johnson Drive, 3 - Amber Drive, 4 - Frederick County Community College (FCC) main entrance) At the 5th traffic light (this is a second entrance into FCC), move into the left lane & turn left onto the FCC campus. Turn left into the parking lot. The building you will be facing is the Fine Arts building and houses the Kussmaul Theater. Enter the building through the glass doors toward the center, and the theater will be on your left.

— *Dave Pixton*

## Saleplanes and Buyplanes

**FOR SALE: Centrair 101A**, NDA, all ADs current, water bags in wings, 720 ch. radio w boom mike, O<sub>2</sub>, \$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: 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.

**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

### A December Check-Ride Story

Santa Claus like all pilots, gets regular visits from the Federal Aviation Administration. The FAA examiner arrived in December for the pre-Christmas flight check. In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order. He knew they would examine all his equipment and truly put Santa's skills to the test. The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing runners, and even Rudolph's nose. He painstakingly reviewed Santa's weight and balance calculations for sled's enormous payload.

Finally, they were ready for the check ride. Santa got in and fastened his seat and shoulder belts and checked the compass. The examiner then hopped in, carrying, to Santa's surprise, a shotgun!

"What's that for!?" asked Santa incredulously.

The examiner winked then leaned over and whispered in his ear, "I'm really not supposed to tell you this ahead of time, but you're gonna lose an engine on takeoff."

— Story submitted by Jim Campbell

## 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:	Charley Thurber
Chief Tow Pilot:	Lance Nuckolls
Fairfield Glider Maintenance:	Rich Horgan
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:	Dave Pixton (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

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

Bob Wander. Photo by Vern Chapin.



Photo by Vern Chapin.

**January Banquet News** — Mother Nature did her best to curtail our annual banquet. Snow fell throughout the day on Saturday January 22nd, but over 40 brave members ventured out and made their way to Dutch's Daughters in Frederick. They were rewarded with great company, good food and drink, and enjoyable entertainment. Bob Wander (pictured left, and below center) provided a very amusing and informative talk on his many experiences as a soaring instructor, author, commercial operator, and a traveler to many clubs across the country. (FYI — Bob offered a significant discount to M-ASA members desiring to purchase any of his many books.) The other highlight of the evening was the presentation of the annual Campbell Award to past-president Glenn Collins (pictured below with President Bob Jackson).

Campbell Award. Photo by Jean Posbic.



Photo by Mike Higgins.



Photo by Mike Higgins.

Photo by Vern Chapin.



Many thanks to **Sharon Pixton** for organizing this year's banquet.

# Convector



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