

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

Teaching

Sarah Macpherson

From the time I was very young, I have always wanted to teach. Anytime I've learned something new, my first instinct has been to teach it to someone else. My mom says I taught my sister to read, although I don't remember doing so. From elementary to high school, I taught my stuffed animals and my sister, if I could convince her to sit through more school, what I learned in class that day. I became an unofficial teacher's aide in high school when I began helping other students in study halls, class and labs. In college, my inability to leave a struggling student alone in the lab with a problem led to a work-study/support-my-flying-habit tutoring job and an award at graduation for engineering excellence, service and leadership.

Contrary to the saying, "Those who can't, teach," I have always used my ability to teach or explain as a measure of my understanding. Naturally, then, when I began flying, I immediately started thinking about how to teach. At first I thought I wouldn't be able to understand the concepts myself, much less teach it to someone, but my flight instructor, **David Pixton**, was very patient.

My continuing efforts to teach others what I was learning both in the air and on the ground led to the idea of teaching, or having group study sessions, with the other members of the Messiah College Flying Club. By this point, I was soloed and studying for my Private Pilot written exam. Time was precious and scant, with my engineering studies starting to take up more and more of it.

Wanting to combine as many of my activities as possible, I approached Darren Danielsen, the President of the

Flying Club, about teaching the other members during the club meetings on Thursday nights. He thought it was a good idea since he was studying for the same test and it would help the others learn as well. We changed the business portion of the meeting to the first few minutes, and left the rest open to discussion about different topics in flying.

At this time, I was Vice President of the club, so, like it or not, I got involved in politics. At first, I was just in charge of fundraising, but as time went on, I became aware of the agreement between Messiah and M-ASA that had allowed me to learn to fly. Messiah's end of the bargain was to provide an instructor.

At first, I thought nothing of it. The advisor of the Flying Club was supposed to be the instructor. Then I got an idea to race him. He had a significant start – he was already a professor at the college, and he already knew how to fly. I thought it would be easy: I'd challenge him, he'd beat me and Messiah

would have an instructor with another on the way.

It turns out I had an advantage over him. Not only was I at the airport all the time, I didn't have a life outside of soaring. For a while, the flow of students was stemmed while

Messiah tried to figure out who was to be their instructor.

I had finally gotten my driver's license and so was no longer dependent on Messiah students or M-ASA members to

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Photo by Baude Litt

Sarah is of M-ASA's most enthusiastic members — always ready to fly and help others fly (above with Dave Pixton). She is now M-ASA's newest CFIG.



Photo by Dave Pixton

President's Corner

Bob Jackson

For the past several months, my comments have been directed to problems at both of our M-ASA flying sites. Because there are no significant changes on the problem front and because I have been goofing off in Florida for the past month I thought it time to direct attention to a happy event — the **Senior Nationals** at Seminole Lake Gliderport in Clermont FL.

For the past fifteen years, this event has been the season opener for soaring competition. It all started as an informal social event and the group included M-ASA members **Chuck Forrester, Bill Savory, and John Hearn**. The idea was to have 2-hour tasks in a relatively safe environment — plenty of landing fields and lots of social activity. It is still advertised as such but the group is becoming more competitive.

This year there were 53 entrants, which included 3 world champions, 6 national champions and a large contingent of duffers from around the country.

M-ASA was represented by **George Green** (finished in 15th place) and **David Pixton** (22nd) and yours truly (30th).

Bob Jackson in *Romeo Juliet*, below, and Dave Pixton with *Niner X-Ray*, bottom, enjoying the warm Florida weather in March.



Photos by Bob Jackson



There is no doubt that these youngsters are becoming more competitive. Bill Savory, Chuck Forrester and John Hearn

visited prior to the contest but returned before the start date for various reasons.

This year we flew five out of seven days, but conditions were mostly weak with numerous land-outs on the last two days. Of course the most interesting part is getting to fly with some of the best pilots in the country and hopefully learning from their example.

Since this is a seniors event the entry qualifications is 55 years of age, or jokingly stated — one year older than

Karl Striedieck, who frequently seems to win. In fact, Karl did win easily this year with a little help from land-outs on the last day. Land-outs included Doug Jacobs, George Moffat and Dick Butler, who were in contention until then. This is a great way to escape the winter blues and to get a start on the soaring season. Applications are honored on a first come, first serve basis so submit early if you think you might attend.

— Bob "RJ"

BRSS Fun Meet at New Castle

I would like to invite you to join us in New Castle, Virginia, for the 2005 BRSS Fun Meet, April 29th through May 1st. Our plan for this year is to host 3 days of organized cross country flying in the heart of the Appalachian Mountains. While we will run this in much the same way as a regional contest, tasks will not be scored for speed (instead, we'll use OLC scoring) and you are welcome to fly as a team or in groups. Therefore, this meet will serve as a great introduction to pilots new to the New Castle area or new to competition. For experienced pilots, this will be a great excuse to spend a weekend at New Castle.

The registration fee for this weekend is \$150. This includes meals, 3 tows, and a Guest Membership in BRSS, good through the end of 2005. Pilots should have some cross-country experience (silver distance), be prepared and able to make safe off-field landings, and have a cross country capable glider. ELTs are optional but strongly recommended. Two pilots may elect to "share" a glider at the expense of distance flown. Additional details and a registration form are available at <http://filebox.vt.edu/users/jpokorsk/brss/>. If you have any questions, feel free to call me at 540-231-2654.

— Jay Pokorski

Calendar

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

April 18—23 Region 5 North Contest, Perry, SC.

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

April 29—May 1 BRSS Fun Meet (see note to left).

May 15—21 Region 2 Contest, Mifflin County Airport, PA.

May 29—June 4 Region 4 North Contest, Fairfield, PA (see February 2005 Convector for details). May 28 will be practice day. Contact Preston Burch for more details.

CFIG Forum — Groundloops

Val Brain

(M-ASA's group of 16 instructors have volunteered to take turns each month writing a Convector column addressing safety and piloting skills. This is the first of the series.—Editor)

Every season dozens of pilots have a brief but sometimes expensive encounter with a phenomenon that attacks them suddenly and literally knocks them sideways — the groundloop. Though rarely injuring the pilot, groundloops often result in damage to sailplanes ranging from knocked off tailskids and scuffed wingtips to mangled gear and broken fuselages.

What is a groundloop, and what causes it?

A groundloop occurs when a glider close to the ground catches a wing and begins to rotate. As it starts to skid sideways, the upwind wing rises and the downwind wing is forced onto the ground, accelerating the rotation. The main wheel and the tailwheel or tailskid strike the ground sideways, putting great stress on both. The glider may turn a complete cartwheel and end up facing backwards. Needless to say, the pilot is totally out of control from the moment rotation starts to the time the glider finally comes to rest.

The most common cause of groundloops on landing is one wing hitting high grass or standing crops before the other. The increased drag on one wing starts the rotation, which in effect is identical to a violent skid. As rotation begins, the lower, downwind wing drops and loses lift, while the higher, upwind wing gains lift through dihedral. With the glider moving sideways, the downwind wing suffers root stall and a ground-level spin is initiated, with the nose dropping. When the lower wing is forced onto the ground, rotation increases until the tip is acting as a tailskid, and as the glider continues to rotate, its aileron

trailing edge may encounter rocks and crops head-on as the wing moves backwards.

Pilots who have experienced groundloops will confirm that the controls have little effect once rotation has started. As in a spin, trying to pick up the dropped wing with aileron deflection only makes things worse — in this case since the aileron deflects into the high grass and increases the drag. Using full rudder — as in spin correction — can't overcome the drag at the tip of the wing. Also, since most main wheels are located up front of the CG, the sideways load on the wheel adds to the turning moment.

In short, the only cure for a groundloop is not to start one — or to make sure that if one does start, its violence is minimized.

The energy that does the damage is proportional to the square of the velocity, MV . So keeping the landing speed to an absolute minimum is the first and most important thing we can do to avoid the most violent groundloops. For, if a groundloop occurs at normal pattern speed, 50% or more above stall speed, not only will there be more than twice as much energy to be dissipated, but the lift

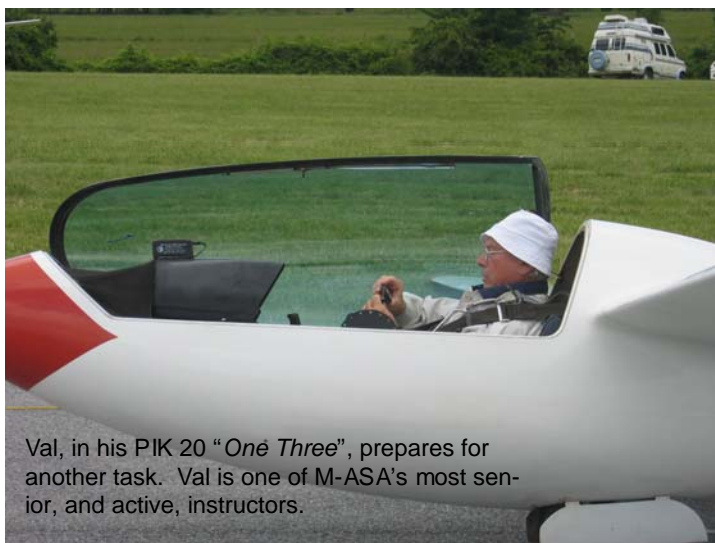
likely to encounter rocks, holes, and hidden obstacles. For although it is very important to maintain adequate airspeed on approach, it is equally important to bleed it off before touchdown.

Some groundloops occur every year because pilots have chosen too small a field to land in, or are landing too fast in an adequate-sized field. When they see the field boundary approaching, they have no choice but to force the glider onto the ground at full flying speed and initiate a ground loop to avoid hitting the fence.

When this happens, they are lucky to escape without breaking something important. But the prescription is always the same: after the final turn is safely made, bleed off the airspeed to full stall before touchdown, then apply the wheel-brake to stop as soon as possible, short of rubbing the nose into the ground.

Another good reason for flopping onto the ground fully stalled is that both mainwheel and tailwheel or skid will touch down virtually at the same time, which stabilizes the glider fore and aft and resists the rotation caused when one wing strikes tall grass. If you are flying fast enough to roll out on the wheel alone, you are much more vulnerable to rotation about that point.

Landing in the full-stall condition at minimum airspeed means using full airbrakes and flaps, if you have them — but flaps and airbrakes below the wing surface add to the risk of catching these protrusion in the long grass. Some pilots advocate closing airbrakes before touchdown if crops are a problem — but this extends the float in the ground effect, whereas a quick flop onto the ground is what you are aiming for. On the other hand, raising the flaps at touchdown is always a good idea, since this



Val, in his PIK 20 "Oné Three", prepares for another task. Val is one of M-ASA's most senior, and active, instructors.

on the into-wind wing will also be twice as great. Excess airspeed is always undesirable in an off-field landing, because even if you don't groundloop, your roll-out will be longer and you will be more

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(Teaching, continued from page 1)

drive me down to the airport. As a result, I was often the only “representative” from Messiah at the airport, and M-ASA members began asking me questions. I told them about the problem and began talking about possibly becoming an instructor.

For the next few years, life got in the way. I graduated and disappeared for a couple weeks while I figured out what I wanted to do with myself for the rest of my life. I don’t think any of the pilots were worried, though, since they knew I’d be back to score the Region 4 North Contest. During that Region 4, **Preston Burch** brought me down to the Goddard Space Flight Center. I fell in love with the place and, thanks to Preston, soon landed a job.

For the next couple months, I disappeared again while I moved down to Laurel and got settled. When I came back, I started learning with a vengeance and soon was checked out in every club ship in the (Fairfield) hangar. It came to a point where I could just show up and fly whatever was there.

I had not forgotten my desire to become an instructor, but it took more of a back burner. Whenever I took someone for a ride, they often got more “stick time” than I did while I practiced sitting on my hands in the backseat and directing them with my voice. At David’s urging, I joined the Civil Air Patrol and became known for giving the cadets the stick from release to pattern and making them responsible for the length and quality of the flight. I also bought my LS1-f and began logging longer flights.

The next year, when things began to settle down a bit, David reintroduced the idea of going for my instructor rating. The first step was the Commercial rating, which I completed October 13, 2003, three days before the three-year anniversary of receiving my Private Pilot Certificate.

Now began the hard part – learning not just the concepts themselves, but the most effective way to teach them. Everything I learned in every psychology

class I had ever taken came back and either had to be relearned or remembered. I had to take two written tests: one on the concepts, and one on how people learn.

I took those tests at a facility in Silver Spring. The people there knew me from the year before when I had taken my Commercial test. They had threatened to frame my completion certificate rather than give it to me since I had received a 99. After completing the Fundamentals of Instruction portion of the test, the administrator remarked that he didn’t think anyone had achieved a 100 on a test before. (I achieved (another) 99 on the Glider Flight Instructor Written portion.)

David and I then started practicing for the oral and practical tests. The hardest part for me was what I call “learning how to talk.” Sometimes I wouldn’t be able to figure out the correct words, or I’d know what to say, but things would get tangled up between brain and mouth.

My breakthrough came when **Cathy Williams** asked David Pixton to fly with a student of hers since she wouldn’t be available. When I arrived at the airport that day, David asked me to teach preflight. For some reason, everything came together and I was talking everyone’s ear off all throughout the day.

A few weeks later, Cathy and David got the idea for me to hold a training session. It could be on whatever I wanted: weight and balance, rules or weather. My technical background meant teaching weight and balance would be relatively easy, but teaching rules or weather might have the same benefit that teaching Private Pilot concepts to the students at Messiah did. I decided to play it safe and teach weight and balance.

November 19, 2004 – The grey overcast did nothing to dispel the cloud of doubts I had about my ability as an effective instructor. Al Groft, the examiner, arrived and we began the exam. Much like a runner, I hit my stride within the first couple minutes, and we were off. At three in the afternoon, after a

grueling oral, an instructional flight to 3000 and a rope break, Al handed me the certificate for which, you could say, I’ve been preparing all my life.

BIG special thanks to David Pixton who’s put up with me for the past five years (and I hope will continue to do so), Cathy Williams and the other instructors who were part of my success November 19th, **Mike Luzuriaga**, who just happened to be the guinea pig the day I finally learned how to teach (hope that didn’t have any adverse effects), everyone who attended my training session on weight and balance (you know who you are), Al Groft who’s been with me since student pilot (childhood?) and to everyone at both airfields, really, but especially Fairfield. It is said that it takes a village to raise a child; I’m convinced it takes an airfield to raise an instructor. As M-ASA’s newest instructor I say a big thank you to all, fly safe and I’ll see you at the airport.

— Sarah “80”

Frederick Airport Battle Update

Jean Posbic and I met with Frederick Mayor Dougherty on Tuesday March 22 to discuss the closure of the turf runway 12/30 by airport manager Charles Abell on December. The Mayor backed away from her Jan position to immediately re-open the turf runway while straightening out the FAA airport documentation. She changed her mind after city planning Manager Chuck Boyd and Charlie Abell convinced her that there is a “possible safety issue” with using the turf runway.

Mayor Dougherty said she wanted to “help resolve this problem speedily.” M-ASA has previously requested to meet jointly with the WADO and the City without success. Obviously getting all parties into one room will be a potential step in the right direction. The mayor understands this and is going to encourage it. In the meantime, the turf runway remains shutdown so we are conducting our operations from the pavement.

We are also working in parallel on a formal mediation request package to be filed with the FAA shortly. This action will force a review and resolution process of the involved parties. Mayor Dougherty’s letter to the FAA could speed up or circumvent some of the stages of this formal mediation process. Legal alternatives are also being explored. Stay tuned, keep the faith, and all be extra alert for as long as we operate from the paved runway.

— Bill Whelan

Task Day News

Chris O'Callaghan

The new rules are posted. In substance, they are complete. However, we may be tweaking some particulars, especially in terms of how we handle operations on days when the TFR is in effect. In order to encourage club member visits to Task Day & Club Championship section of our web site, I will get in the habit of referencing those pages rather than reiterating them in this column.

One impending change you should be aware of: with a 1-mile radius cylinder, the High Rock turn area extends well into P-40. While there is no specific rule against this, leaving things as they are seems unwise on two counts: visiting pilots could easily get confused, and if a pilot inadvertently wanders into P40, his first thought might be to blame

the club and its choice of a turn area that overlays prohibited airspace. We would be hard pressed to point to anything other than negligence in not having previously addressed this issue. I have recommended to the Task Day Rules Committee that we move the center of the High Rock turn area approximately 3/4 miles to the west. This will leave the visual references of the hang glider launch and tower within the turn area, but separate it from P40. Both turnpoint databases have been updated and can be downloaded from Leibacher's website.

The Committee is also considering the addition of one more turnpoint approximately 3 miles NE of the airport, to serve as a steering turnpoint when the TFR is active. This will be included in the Task Day database but not the Re-

gion 4 list.

As of April 1, the Committee is formally absolved of its duties. Thanks again, Val, Sarah, and Baude for your efforts. Based on the quality of their service, I shall employ a similar approach to addressing all club competition issues and recommend that future Task Day Chairmen follow suit.

Please be sure to visit the Task Day & Club Championship page. I encourage participating pilots to pen narratives for our task days... your thoughts, experiences, and flight descriptions. Each completed task day will have a form to enter your impressions. I will compile these and add them to the task results weekly.

— *Chris "Oscar Charlie"*

Glider Handbook Downloads — I just read in one of the threads of rec.aviation.soaring that a number of FAA handbooks, including the one for gliders, are available in PDF for free downloading from the FAA site at: <http://afs600.faa.gov/srchFolder.asp?Category=traininghandbook&cmdScroll=1>

— *Manfred Beutgen*

Comments on Currency & Proficiency

By Glenn Collins, M-ASA Chief CFI

The 2005 soaring season is here! The days are getting noticeable longer and the temperatures are beginning to creep toward shirt sleeve comfortable ranges. The only thing to do now is get ourselves out to the airport and get back into the groove of flying.

Most of us have had other projects or the weather just never cooperated, so we have not flown much for the past 4 months. Before just jumping into the first available glider lets stop and think about the flight. A quick review of the M-ASA Operations Manual indicates we cannot fly a club glider unless we have flown a glider in the past 90 days. No reference is made here about flying private gliders. Nevertheless, the 90 currency is a good idea. If no one else cares, the poor slug strapped into the tow plane would really appreciate knowing the guy about to pull

his tail around the sky isn't as rusty as he might be.

The FARs also use a 90 day currency. **§ 61.57 Recent flight experience: Pilot in command** specifies we cannot act as pilot in command with a passenger unless we have made at least 3 takeoffs and landings in the same category and class of aircraft. Three takeoffs and landings in a Cessna 172, good to go with a passenger in the Grob? Nope, think again — to carry a passenger in the Grob you must have 3 takeoffs and landings in a glider regardless of how much you have recently flown a power aircraft.

Tow pilots you also have some currency checks which are best done as we start up the season. **§ 61.69 Glider and unpowered ultralight vehicle towing: Experience and training requirements** requires that tow pilots have within the preceding 12 months made at least three flights as pilot-in-command of a glider towed by an aircraft. The alternative is making at least three actual or simulated tows of a glider while accom-

panied by a qualified pilot who meets the requirements of this section.

Now that we have gotten the currency nonsense out of the way, take a few minutes to reacquaint yourself with the cockpit. Is everything adjusted to properly account for those extra pounds you put on during the off season? Do you have the controls for the flaps and spoilers down cold? Any idea what might have taken up residency in the air vent for the winter? Once you're comfortable, go ahead and commit aviation. It'll feel great to get airborne again. If you have any hesitation, grab one of M-ASA's 16 flight instructors to talk through the flight or fly a dual ride. One of the advantages of a club like M-ASA is the experience of our instructors and their reasonable cost. A simple please and thank you is all it takes.

The bottom line; think before you fly. We all have some rust to scrape off so lets work together and have a fun, safe year flying.

— *Glenn*

Duty Schedule

Ray Watson

Date	Field	Operations Director (OD)	Tow Pilot	Record Keeper
04/02/2005	FDK	Jack Goehring III	Dee Torgerson	Richard Fleming
04/02/2005	FRF	Peter Blacklin	Don Robb	Jim Lewis
04/03/2005	FDK	Steven Silverman	William Judge	Brendan Butler
04/03/2005	FRF	Chris O'Callaghan	George Green	William Bates
04/09/2005	FDK	Dick Mott	David Schober	Mark Mercer
04/09/2005	FRF	Roger Thompson	Max Ullmann	Tom Jones
04/10/2005	FDK	Mike Vance	Karl Bernstein	John Wallin
04/10/2005	FRF	Roger Andes	Mike Grinder	Frederick Mueller
04/16/2005	FDK	Jim Homer	Jane Robens	James Campbell
04/16/2005	FRF	Gyorgy Fekete	Robert Jackson	David MacVeigh
04/17/2005	FDK	Wayne Elseth	Poul Hansen	Stanley Faust
04/17/2005	FRF	John Mitchell	David Pixton	Rick Fuller
04/23/2005	FDK	Peter Kern	Bob Ball	Gary Baker
04/23/2005	FRF	Ali Abrishami	Bill Savory	Gerald White
04/24/2005	FDK	Maurice Deland	Dee Torgerson	Nicolo Costanzo
04/24/2005	FRF	Sarah Macpherson	Tom Judkins	Christian Williams
04/30/2005	FDK	Jack Goehring III	Sam Harry	Richard Fleming
04/30/2005	FRF	John Duryea	Pete Welles	Kolie Lombard
05/01/2005	FDK	Jim Furlong	William Judge	John Thornhill
05/01/2005	FRF	Mike Vore	Mike Smith	Richard Caylor
05/07/2005	FDK	Dave Weber	Hans Jorgensen	Ricardo Cibotti
05/07/2005	FRF	Chris Scarlett	Jim Chick	Ralph Thrash
05/08/2005	FDK	Mehrdad Bayat	Bob Andrew	Garv Garvin
05/08/2005	FRF	Baude Litt	Jim Trygg	Ali Abrishami
05/14/2005	FDK	Rob Myhre	David Schober	Holland Ford
05/14/2005	FRF	Christophe Blanchi	Rich Horigan	Olin Kinney
05/15/2005	FDK	Mitch Lambros	Karl Bernstein	Dan Meyer
05/15/2005	FRF	Peter Zawadzki	George Green	Richard Caylor
05/21/2005	FDK	Gary Miller	Jane Robens	William Bates
05/21/2005	FRF	Laura Hession	Don Robb	David Weaver
05/22/2005	FDK	Bob Whitehead	Poul Hansen	Robert Huffman
05/22/2005	FRF	Peter Blacklin	Max Ullmann	Gary Cassell
05/28/2005	FDK	Michael Hearn	Dee Torgerson	Mark Mercer
05/28/2005	FRF	Jim Lewis	Robert Jackson	
05/29/2005	FDK	Mario Piccagli	William Judge	John Thornhill
05/29/2005	FRF	Mike Vore	Mike Grinder	
05/30/2005	FDK	Robert Dutilly	Bob Ball	Brendan Butler
05/30/2005	FRF	Gyorgy Fekete	Mike Smith	

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.

(Groundloops, continued from page 3)

raises your stall speed and puts you more firmly on the ground, while at the same time increasing aileron effectiveness.

Of course it goes without saying that the best way to avoid groundlooping is not to land in fields with tall grass or standing crops when other fields are available — but often the options are limited. Some small airstrips are mown only 40' wide — enough for a light plane, but fatal to sailplanes with 50' plus wingspans. Rather than go into one of these booby-traps, it's better to go into the ploughed field next door.

Twice I've had to land in unmown cornfields fields with very high standing crops, once in a 1-26 and once in a PIK20B. In neither case did the glider suffer any damage, though it stopped as if hitched to an arrester wire. I don't recommend it, but it beats landing in orchards or lakes.

Another cause of groundloops is landing on sloping fields. Here, the best plan is to land directly up the slope, whatever the wind direction. Actually, landing uphill is usually a good idea, so long as you can control the glider once it has stopped — it reduces the landing roll and ensures a full-stall, minimum speed landing. By contrast, landing downhill is always a no-no. Better to land downwind than downhill.

It is possible to groundloop on takeoff — I've done it. I was once offered a tow by a pilot flying a powerful towplane with a three-bladed prop. On takeoff the pilot opened the throttle wide, and the rotating blast from the prop forced one wing onto the ground against full aileron. The acceleration was so sudden the glider was hauled into the air sideways — an experience as unpleasant as it was unexpected. Fortunately my sturdy SH-1 didn't fall apart, though every timber creaked.

To sum up: if you land in tall grass or standing crops, sooner or later you will groundloop. One tall thistle is often enough. When it starts, nothing will stop it. All you can do to limit the damage is keep the speed down and hope to get away with a knocked-off tailskid and a ding in your pride. But that beats a busted fuselage every time.

— Val "13"

Saleplanes and Buyplanes

FOR SALE: Centrair 101A, NDA, all ADs current, water bags in wings, 720 ch. radio w boom mike, O₂, \$17K OBO (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: 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-13SE 1991. 377 hrs TT engine, 465 hrs TT airframe. Hoffman 3 position featherable prop. KY 97 A com, KT 76A transponder /mode C. Price: \$41,995 or best offer. 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

M-ASA Gallery Update

The M-ASA Photo Gallery is off to a good start. See: www.m-asa.org/gallery/ We have 242 images in 12 albums with 591 viewings. I've acquired **Vern Chapin**'s photos from the old Frederick. Check them out and add your own to share.

— Pete Zawadzki



Photo from Vern Chapin.

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	
Tug N7799Z (FFD)	Mike Grinder
Tugs N82096 and N8658L	Bob Andrew (FDK)
Tug N9809 (FDK)	John Vaughan

Chief CFI:	Glenn Collins
Chief Tow Pilot:	Lance Nuckolls
Fairfield Glider Maintenance:	Rich Horgan
Frederick Glider Maintenance:	Dave Schober
Tug Maintenance Officer:	Jim Chick
Field Safety Officer:	Rick Fuller (FFD) Dick Bernstein (FDK)
Fairfield Facility Manager:	George Burns
Frederick Facility Manager:	Bill Judge
Mentor Program Lead:	Wayne Elseth
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:	Jim Kellett (jim@kellett.com)

CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association

M-ASA's 2005 Soaring season kicked-off on March 19th with clear skies and weak thermals. With the turf runway closed at Frederick, that meant operating on the 12/30 paved runway. At right, **Glenn Collins** briefs a group on proper procedures for operations on the FDK pavement. **Jim Furlong** in his Ventus, lower right, takes Runway 30 for launch. **Ricardo Cibotti** and **Gene Wilburn**, below, prepare to fly M-ASA's K7. See page 4 in this issue of Convector for more on the FDK runway situation.



Photos by Wayne Elseth.

Convector



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