

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### July 2005 Ten-Day Report

*Hope Howard*



1-26 "392" on short final at FDK. All photos by Mike Hansen.

This year gave us a 50-50 Ten-Day Weekend of 5 good days of long flights (including a 7+ hour flight by **Merhad Bayat** in *2ET*) and 5 days with rain, low ceilings, and poor visibility. We had 3 days with zero flights and 2 with 3 student flights each. Luckily the good days were Saturday, Sunday and holidays when most people were able to attend.

All Ten-Day volunteer tow pilots showed up or were in contact on the marginal days; **Dick Bernstein** and **Bob Andrew** covered two days and **Dee Torgerson** took her favorite Friday. There were 3 excellent tutorial sessions presented: **Dan Morris** on "Understanding tow ropes;" **David Schober** on "What you need to know when you buy a glider;" and **Bernie Paiewonsky** on "Speed-to-fly when you fly cross country."

**Jim "Soupy" Campbell** saved the day when unexpected events forced the Baker's out of their offer to do a cook-out on the 9<sup>th</sup>. Fresh from judging a barbecue, Jim provided us with a super tasty "noon-till-five" spread of his special baked beans, potato salad, coleslaw, buns, and of course barbecue meat and super sauce. Sure left a good taste in our mouths.

Three new members joined M-ASA. **George Simms** presented monthly Mentor training, there was the monthly member meeting held, and many Ten-Day 2005 tee shirts were sold. 50-50 or not, we'll try again and hope for a better split Sept 2-11 this fall.

— Hope

*(See more 10-day photos on page 4.)*



## President's Corner

*Bob Jackson*

Since my report last month, we have obtained documents proving what we have believed all along:

1. Back in the early 80's the City of Frederick applied for a federal grant totaling five million dollars for airport improvement including one million dollars earmarked for a turf runway.
2. The application was approved and the funds were spent for a new paved runway and a turf runway.
3. All the requisite engineering, environmental studies and FAA design requirements were included.
4. In the mid-90's when the project was completed, a formal airport layout plan was prepared and approved by the City and the FAA. What happened next is a little unclear, but somehow in the late 1990's the airport layout plan was reissued minus the turf runway. According to federal regulations each new runway and each discontinued runway is

to be documented by a federal form 7480. None of this documentation has been found and I presume it has never been prepared. However, the turf runway was officially appropriated and approved. Therefore, the turf runway should remain available for our use at the present time. Both the FAA and the airport manager have told us repeatedly, "The turf runway is not approved."

Based on this new information, we have solidified our plans to bring legal action and to request a state, and later federal, hearing about funds that were spent without compliance with federal regulations. The legal route is a last resort to be used after every possible effort has been made to reason with the City and the FAA. M-ASA has a considerable investment of time and money, and we intend to do whatever is necessary to protect our interest.

Of course, the legal route will be expensive and we have decided to fi-

nance the effort through a bond issue to the membership. **Mario Piccagli** reminded me that a similar approach was used to purchase the Fairfield site many years ago. The details will be contained in a letter to be sent in the near future to all members. In short the terms will be as follows:

1. The bonds will be issue in \$1,000 denominations.
2. The bonds will bear simple interest at the rate of 6%.
3. The bonds will be redeemable by members on 30-day notice. (This is in case people move away, etc.)
4. Bonds will be callable by the Club as funds are generated for repayment.

Our total goal is \$40,000 to be raised through bond issuance. The interest rate is attractive compared to other investment opportunities and we hope for an enthusiastic response from everyone who would like to protect our right to use the turf runway.

— Bob "RJ"

It's been six months — half a year, or one sixth of my total term as a Director of the Soaring Society of America — and I thought it time to touch base with Region IV organizations about "what's going on" and "what needs to be done" regarding our Region and the SSA.

A few of you may recall that our "platform" involved the goals of increasing membership in SSA; increasing SSA Club/ Chapters; and developing intra-Regional information networks to promote safety, training, SSA-Civil Air Patrol relationships, and other issues. I suppose

it'll come as no surprise to members experienced in volunteer organizations that, as you move up in the hierarchy of cat-herders, the real issues remain the

same as at the grass-roots level. That is, working with busy but dedicated individuals, looking for resources, and building coalitions. Naturally, that makes it hard to keep a focus on the goals! But we are making some progress.

So far, I've managed to visit the directors (or entire membership) of five of our Region IV soaring organizations, and I'm

### Regional Ramblings



**Jim Kellett**, Director  
Soaring Society of America  
Region IV

(Continued on page 6)

### Calendar

**August 11 Bakers Dozen Soaring Safari** departure to Hobbs, NM. *See last page of this issue for details.*

**August 12 M-ASA General Meeting** at FDK Clubhouse, 8PM.

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

## A Day at Sundance

*Dick Bernstein*

After the news that we were going to New Mexico for a family wedding I began looking for a way to break away for a day of soaring. Someone suggested I check out Sundance. The web site indicated a location just 30 miles east of ABQ and about 50 miles south of Santa Fe. We were staying in Santa Fe and heading back to ABQ the day before we left to come home, that would be my only chance to fly Sundance. But, I needed transportation. I didn't want to inconvenience my girls who were planning to spend the day on a slow shopping tour of the Turquoise Trail back to ABQ. I called Ric Kohler, President and Chief pilot, and he put me in touch with Earl Fains who belongs to the local Santa Fe soaring club. He agreed to pick me up at the motel and drive over to Moriarty for a day of soaring. I also needed to be able to meet my girls at the Sandia Peak Tramway for dinner around six. Since Ric's girlfriend lives near the tram, he offered to drive me over there, but only after we "packed" the hangar at the end of the day.

On the drive over to Moriarty through a beautiful green desert, Earl and I found out we had both served on the American military ski patrol in Germany only one year apart. A lot of reminiscing about the good old days ensued.

By the time we rolled out the club Grob it was 2pm and Earl offered to take me flying. It was clear as a bell, you could see 150 miles in every direction; it

felt like I was on a different planet. We were towed to 2,000 feet which translates to 8,600 msl in the high desert. Earl said that normally everybody releases at 1,200 feet but the day was cooler than normal due to a weak cold front that had passed in the night and things weren't booming as they normally do. But we had



Earl and Dick. All photos by Dick Bernstein.

no trouble going up and staying up. With 2-10 kts vertical all the time, it felt a lot more boomie than FDK. We were up an hour and a half and spent a lot of time at 13,500 msl.

If you ever find yourself in NM, give Ric Kohler a call at 505/832-2222 or check the website [soarsundance.com](http://soarsundance.com) and treat yourself to a Sundance.

— Dick "37GH"

# Ten-Day Captured in Photos

*by Mike Hanson*



# Task Day News

*Chris O'Callaghan*

*"The possibility exists for CDs to propose a new type of task not covered by the existing rules: an Experimental Task. The CD will need the approval of all participants at the time of the task decision. These experimental tasks will be limited to three within the flying season."*

The rules committee added this section to the 2005 rules, in part to placate me (remember the Start Anywhere MAT?), but even more so to allow CDs the opportunity to exercise some creativity. Tempered, of course, by the necessity to convince 5 to 10 other pilots that it's an idea worth pursuing.

So far, I've seen this rule exercised only infrequently. With the Task Day Championship no longer in question (Baude has already exceeded the required number of wins), I think we have an opportunity to experiment. So I'd like to en-

courage everyone to think up some interesting alternatives as well as lending a sympathetic ear to others' ideas. It may require a little homework and some extra planning to execute successfully, but experience shows that the unusual tasks are often the most fun and memorable.

On a related note, six M-ASA pilots will compete in the 15-Meter Nationals in Uvalde, Texas during the first two weeks of August. **George Green** (05), **Dave Weaver** (DW), **Bob Jackson** (RJ), **Mike Higgins** (KO), **David Pixton** (9X), and **Chris O'Callaghan** (OC) will make the 1700-mile drive to west Texas for the event. The first official contest day is Tuesday August 2. We wish them luck, safe flights, and a safe drive.

— Chris "OC"

## Racing Report

Expectations were high as July started with what promised to be an excellent weekend. Pilots were looking forward to a front coming through, providing great soaring and cooler weather as the remnants of the first tropical storm of the season, Cyndi, were pushed out to sea. The weather got increasingly worse as the Fourth of July weekend got started.

On Saturday, a 3 Hr TAT was called to Waggoner's Gap with a radius of 15m, Potomac with a radius of 20m and Airville, with a radius of 25m. **Baude Litt** (LBL) smoked the competition, flying 200 miles at 49.88 mph to take the 1000 points for the day. He was followed by **Val Brain** (13) with 996 points at 49.67 mph and **David Pixton** (9X) with 974 points at 48.58 mph.

On Sunday, a 2.5 Hr MAT with York and Frederick as the first turnpoints was called. Two people landed out after making the required 50 miles, and two competitors turned back after flying over 40 miles under time. Speeds were slow with **John Hearn** taking the 1000 points at 7.65 mph.

July 9<sup>th</sup>, Baude predicted ridge soaring, but with cumulus that could build to thunderstorms. A 2.5 Hr MAT with no specified first turnpoint except that the first one had to be more than 10 miles out from the start cylinder was called. Baude Litt again took the lead, flying the ridges to a 347 mile, 74.77 mph

win, followed by Chris O'Callaghan with 977 points at 73.06 mph and David Pixton with 924 points at 69.15 mph.

A 3 Hr TAT was called on Sunday, this time to Potomac with a 15m radius, Waggoner's Gap with a 10m radius and York with a 10m radius. Baude Litt took the 1000 points, again, racing 157.5 miles at 47.24 mph. **Rick Fuller** (CL) finishes second with 997 points at 47.13 mph and **Milan Petkovic** (UU) takes third with 953 points at 45 mph.

The following weekend, Hurricane Dennis' remnants came through the region. Thunderstorms and rainshowers gave the taskday pilots a much needed rest and Uvalde- like heat and humidity sought to prepare our Super Six: Chris O'Callaghan (OC), David Pixton (9X), **Bob Jackson** (RJ), **George Green** (5), David Weaver (DW) and **Mike Higgins** (KO). Go M-ASA!

Overall standings in the top three did not change. Baude Litt (LBL) maintains his lead with 9000 points. David Pixton (9X) remains in second with 8617 points and Chris O'Callaghan (OC) follows with 8112 points. Also flying this month are Val Brain (13), Mike Higgins (KO), Rick Fuller (CL), Milan Petkovic (UU), **David Weaver** (DW), John Hearn (T1), **Bill Savory** (9) and **George Burns** (T8).

— Sarah "80" Macpherson

|        | LBL  | 9X   | OC   | 13   | KO   | CL   | UU   | XM   | A2   | DW   | T1   | 5    | P6   | 9    | RJ   | T8   | PC  | 2GB |
|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|
| Jun26  | 1000 | 0    | 0    | 500  | 0    | 0    | 348  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0   |
| Jul02  | 1000 | 974  | 0    | 996  | 0    | 246  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 732  | 0   | 0   |
| Jul03  | 421  | 261  | 376  | 0    | 0    | 975  | 0    | 0    | 0    | 0    | 1000 | 0    | 0    | 0    | 0    | 0    | 0   | 0   |
| Jul09  | 1000 | 925  | 977  | 822  | 0    | 0    | 0    | 0    | 0    | 690  | 0    | 0    | 0    | 0    | 0    | 0    | 0   | 0   |
| Jul10  | 1000 | 939  | 934  | 843  | 877  | 998  | 953  | 0    | 0    | 0    | 790  | 0    | 0    | 749  | 0    | 0    | 0   | 0   |
| Best 9 | 9000 | 8723 | 8738 | 7904 | 6437 | 6609 | 5001 | 3554 | 2687 | 3182 | 4274 | 2479 | 2280 | 2702 | 1686 | 2138 | 793 | 21  |

For all the 2005 scores, go to the M-ASA website [www.m-asa.org](http://www.m-asa.org).

Scored by Sarah Macpherson.

# Duty Schedule

*Ray Watson*

| Date       | Field | Operations Director (OD) | Tow Pilot                 | Record Keeper      |
|------------|-------|--------------------------|---------------------------|--------------------|
| 08/06/2005 | FDK   | Bob Whitehead            | Bob Andrew                | Gerry Tighe        |
| 08/06/2005 | FRF   | Jack Beavers             | Phil Burgess              | Chuck Tellechea    |
| 08/07/2005 | FDK   | Dave Weber               | Dee Torgerson             | Steven Otto        |
| 08/07/2005 | FRF   | Rick Fuller              | Pete Welles               | William Bates      |
| 08/13/2005 | FDK   | Mario Piccagli           | Sam Harry                 | Robert Huffman     |
| 08/13/2005 | FRF   | Mike Vore                | John Hearn                | Milan Petkovic     |
| 08/14/2005 | FDK   | Maurice Deland           | Glenn Collins             | Brendan Butler     |
| 08/14/2005 | FRF   | Sarah Macpherson         | Rich Horigan              | Ralph Thrash       |
| 08/20/2005 | FDK   | Peter English            | David Schober             | John Wallin        |
| 08/20/2005 | FRF   | Laura Hession            | George Green              | Ricardo Cibotti    |
| 08/21/2005 | FDK   | Mark Carlisle            | Karl Bernstein            | Stanley Faust      |
| 08/21/2005 | FRF   | Peter Blacklin           | Robert Jackson            | Steven Shelton     |
| 08/27/2005 | FDK   | Steven Silverman         | Poul Hansen               | Teresa Day         |
| 08/27/2005 | FRF   | Jim Lewis                | Don Robb                  | Olin Kinney        |
| 08/28/2005 | FDK   | Mike Vance               | William Judge             | Gerry Tighe        |
| 08/28/2005 | FRF   | Chris Scarlett           | Phil Burgess              | Gerald White       |
| 09/03/2005 | FDK   | Jim Furlong              | D. Torgerson + B. Ball    | Tim Gossfeld       |
| 09/03/2005 | FRF   | Richard Latoff           | Mike Smith                | Melvin Donahoo     |
| 09/04/2005 | FDK   | Dick Mott                | G. Collins + H. Jorgensen | Neal Drobenare     |
| 09/04/2005 | FRF   | Chris O'Callaghan        | Mike Grinder              | Nicolo Costanzo    |
| 09/05/2005 | FDK   | Garv Garvin              | B. Andrew + K. Bernstein  | Mark Mercer        |
| 09/05/2005 | FRF   | Jack Beavers             | Jim Chick                 | John Duryea        |
| 09/10/2005 | FDK   | Mehrdad Bayat            | Sam Harry                 | Robert Fleming     |
| 09/10/2005 | FRF   | Roger Thompson           | David Pixton              | Kolie Lombard      |
| 09/11/2005 | FDK   | Holland Ford             | Jane Robens               | Christian Williams |
| 09/11/2005 | FRF   | Bob Kryzstan             | Jim Trygg                 | James May          |
| 09/17/2005 | FDK   | Rob Myhre                | David Schober             | David Weaver       |
| 09/17/2005 | FRF   | Tom Jones                | Buddy Denham              | Steven Otto        |
| 09/18/2005 | FDK   | Jack Beavers             | William Judge             | Leannah Amos       |
| 09/18/2005 | FRF   | Mark Segall              | Bill Savory               | Z. Hutchings       |
| 09/24/2005 | FDK   | Jan Steenblik            | Dee Torgerson             | Gerry Tighe        |
| 09/24/2005 | FRF   | Christophe Blanchi       | John Hearn                | Ali Abrishami      |
| 09/25/2005 | FDK   | Gyorgy Fekete            | Bob Ball                  | Melvin Donahoo     |
| 09/25/2005 | FRF   | Guy Pfeffermann          | Pete Welles               | Richard Caylor     |
| 10/01/2005 | FDK   | Jim Homer                | Poul Hansen               | Aaron Shakin       |
| 10/01/2005 | FRF   | Baude Litt               | Rich Horigan              | Todd Wichman       |
| 10/02/2005 | FDK   | Dan Meyer                | Glenn Collins             | Jose Matheus       |
| 10/02/2005 | FRF   | Gary Miller              | Robert Jackson            | Tim Gossfeld       |
| 10/08/2005 | FDK   | Luis Fernandez           | Jane Robens               | Neal Drobenare     |
| 10/08/2005 | FRF   | Jack Beavers             | Mike Smith + Jim Chick    | John Duryea        |
| 10/09/2005 | FDK   | Roger Andes              | Hans Jorgensen            | John Thornhill     |
| 10/09/2005 | FRF   | Wilmar Sick              | Mike Grinder + D. Pixton  | Frederick Mueller  |
| 10/10/2005 | FDK   | Michael Hearn            | Bob Andrew                | James Campbell     |
| 10/10/2005 | FRF   | Peter Zawadzki           | Jim Trygg + B. Denham     | William Bates      |
| 10/15/2005 | FDK   | Peter Kern               | Sam Harry                 | Robert Huffman     |
| 10/15/2005 | FRF   | David MacVeigh           | Don Robb                  | Milan Petkovic     |
| 10/16/2005 | FDK   | Gary Baker               | William Judge             | Brendan Butler     |
| 10/16/2005 | FRF   | John Mitchell            | Bill Savory               | Ralph Thrash       |
| 10/22/2005 | FDK   | George Constantin        | Dee Torgerson             | Melvin Donahoo     |
| 10/22/2005 | FRF   | Rick Fuller              | Pete Welles               | Ricardo Cibotti    |
| 10/23/2005 | FDK   | Jim Furlong              | David Schober             | Aaron Shakin       |
| 10/23/2005 | FRF   | Laura Hession            | Bob Ball                  | Todd Wichman       |
| 10/29/2005 | FDK   | Dave Weber               | Karl Bernstein            | Jose Matheus       |
| 10/29/2005 | FRF   | Mike Vore                | Rich Horigan              | Tim Gossfeld       |
| 10/30/2005 | FDK   | Maurice Deland           | Poul Hansen               | Neal Drobenare     |
| 10/30/2005 | FRF   | Sarah Macpherson         | Robert Jackson            | Nicolo Costanzo    |

(Regional Ramblings, continued from page 2)

looking forward to the opportunity of meeting with the remaining ones before the year is out. I'm very interested in any opportunity to visit and meet with the Clubs/ Chapters/Commercial operators in Region IV, so keep me in mind when planning meetings, etc.!

Several serendipitous things, for which I can take no credit, have happened this year that help "our" cause. For example, SSA has made a huge effort to meet the concerns of the membership in recent years about poor communication. That effort includes a weekly electronic SSA E-Newsletter\* and a vastly improved SSA website. More recently, the Society has released the new "Fly A Sailplane Today" (FAST) promotional package, which will be sold through several vendors, including SSA itself. The \$99.00 package includes a logbook, a copy of SOARING magazine, a 90-day membership in SSA, and a coupon good for at least one introductory flight at participating Clubs/ Chapters/Commercial operators. At least one Region IV Chapter has already signed up as a participant - you can spot participating organizations by the FAST logo on the SSA website's "Where to Fly" map - and at least one other Club is considering it as we write. The program is designed to promote SSA and Club/Chapter membership; for more information, contact [fast@ssa.org](mailto:fast@ssa.org).

We had the first Regional FIRC in January, 2005 at Dulles International Airport, and we have a tentative committment for a Club to sponsor one in southwestern Virginia in the winter of 2006.

The Virginia Wing of the Civil Air Patrol has based a single-place (1-26) glider at FRR and has more or less settled down into a pattern of basing it's L-23 at CJR (summer) and CPK (winter). Maryland's wing is collaborating M-ASA with an L-23 at FDK, and West Virginia is about to get airborne with its recently repaired 2-33 at W99. Several Region IV CFGs participated in various CAP glider encampments in 2005, and the collaboration between Region IV organizations and CAP glider programs in Virginia, West Virginia, and Maryland continues to strengthen. If your Club or

(Continued on page 8)

## Saleplanes and Buyplanes

**FOR SALE:** 1977 **Jantar Standard** with 507 hours. Aircraft is current on annual. Equipment includes excellent custom made weatherproof trailer, glide computer and radio. 38 to 1, fully acrobatic. Also equipped with O-2 and water bags though I've not used them so don't know condition. Sale includes Strong backpack chute that was just repacked. Price is \$17,500.00 Aircraft flies like a Marine Corps A4 Skyhawk with better glide ratio. Contact Jim Campbell by e-mail at [soupy.campbell@verizon.net](mailto:soupy.campbell@verizon.net).

**FOR SALE:** **Schweizer 1-35C** with trailer, Sheriff's Sale, 1PM Friday 12 August at Richard Horigan's hanger in Fairfield, PA. Starting bid \$11,000. Call Richard at 717-642-9042 for more info.

**FOR SALE:** **Standard Cirrus**, Cambridge M-Nav, Sage vario, Ditto radio, hydraulic disk brake, factory trailer reworked with ramps & dollies, asking \$14,500. Fairfield, PA. Call Richard Horigan @ 717-642-9042

**FOR SALE:** **Ka8B** - This is the Red (Schleicher Orange) Ka8 at Fairfield. Instrumentation consists of two varios - Soaring Aid dual range electric with audio, and PZL mechanical. Altimeter, Airspeed, Clock Compass, Also the ship is equipped with Oxygen (which I've never used) TE Probe for the varios and a new battery. The trailer needs work. Asking \$6000 (OBO). Contact Mike Vore, 410-992-4953, or [michael.vore@gmail.com](mailto:michael.vore@gmail.com).

**FOR SALE:** **Centrair 101A**, NDA, all ADs current, water bags in wings, 720 ch. radio w boom mike, O<sub>2</sub>, completely refurbished Knauff trailer, \$19K OBO, H. Ford 410 592-9697, [ford@pha.jhu.edu](mailto: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](mailto: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](mailto:randes@erols.com).

**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.

## Mid-Atlantic Soaring Association

|                            |   |
|----------------------------|---|
| <b>Board of Directors:</b> | Preston Burch<br>Robert Jackson<br>Hans Jorgensen<br>Jean Posbic<br>James Trygg                                     |
| <b>Officers:</b>           | President - Robert Jackson<br>Vice President - James Trygg<br>Secretary - Bill Whelan<br>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               | Mehrdad Bayat       |
| 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)          |                     |
| Tugs N82096 and<br>N8658L | Bob Andrew (FDK)    |
| Tug N9809 (FDK)           | John Vaughan        |

|                               |  |
|-------------------------------|--|
| Chief CFI:                    | Glenn Collins  |
| Chief Tow Pilot:              | Lance Nuckolls   |
| Fairfield Glider Maintenance: | Rich Horigan   |
| Frederick Glider Maintenance: | Dave Schober   |
| Tug Maintenance Officer:      | Jim Chick  |
| Field Safety Officer:         | Rick Fuller (FFD)<br>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:         | David Pixton (FFD)<br>Bob Dutilly (FDK)                              |
| Hangar Waiting List Officer:  | Danny Brotto (FFD)<br>Bill Whelan (FDK)                              |
| Roster / Mailing List:        | Manfred Beutgen  |
| Scheduler:                    | Ray Watson   |
| Task Day Chairman:            | Chris O'Callaghan  |
| Webmaster:                    | Alan Meyer   |
| SSA Regional Director:        | Jim Kellett ( <a href="mailto:jim@kellett.com">jim@kellett.com</a> ) |

(Volunteers are requested to fill empty slots above. Contact the Board if you are interested.)

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

*(Regional Ramblings, continued from page 6)*

Chapter is interested in working more closely with Region IV CAP units, contact Olin Kinney (MD) at [oxkinney@bechtel.com](mailto:oxkinney@bechtel.com); Jim Newton (WV) at [jnewton@frontiernet.net](mailto:jnewton@frontiernet.net); or Steve Lander (VA) at [slander@cox.net](mailto:slander@cox.net).

All is not all peace and harmony, though. We have two Region IV Clubs, one in Maryland and one in Virginia, engaged in serious negotiations with local authorities who have imposed onerous changes in local operations, and we are facing rumored huge expansions in the restricted airspace around Washington, DC which, if imposed will have a draconian impact on soaring in the mid-Atlantic area of the United States.

The next meeting of the SSA Board of Directors will be in early October, in Memphis, TN. In the weeks preceding that meeting, the Directors will be organizing its "Blue Book" of issues for the national Society. Please help me be prepared for that meeting by sharing your thoughts with me on issues of national significance.

— Jim Kellet

### ***Baker's Dozen Hobbs Soaring Safari Update***

M-ASA's "Baker's Dozen" is poised to start the trek out west to Hobbs New Mexico for 10 days of soaring at the home of our Soaring Society of America. The SSA has been incredibly hospitable by arranging hanger space, oxygen, tow plane and pilot, and hotel space at a reduced rate, complete with a reception for the M-ASA members. Without SSA involvement in the logistics of this trip it is doubtful that we would have chosen Hobbs as our safari site - instead probably selecting one of the commercial sites out west. We believe that our support of SSA will benefit SSA and our club.

The Baker's Dozen (now about 9 pilots) will begin flying on Aug 15th and continue through the SSA Tumble Weed Classic weekend and finish flying on Aug 24th. Charlie Thurber is planning polo shirts for all to identify us as M-ASA members during the event.

Frequent emails back to M-ASA will keep folks informed as to the progress of the group during our cross-country trek and Hobbs flying. It's still not too late to sign on for the trip. We would welcome anyone who wishes to make the trip with us. Simply contact **Gary Baker, Dick Mott, Jean Posbick, or Jim Furlong**. More to come from the road...

— Gary "Q" Baker



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