

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### Task Day Season Wrap-Up

*Chris O'Callaghan*

The Task Day season ended on November 20th. The news, good or bad depending on your perspective, is that we won't be racing again until March, 2006. This year, however, from April through October, we completed 27 tasks, with 19 different pilots submitting traces. Ten pilots achieved daily wins, with five winning more than once.

**Baude Litt** (LBL) started off the year aggressively, winning the first three tasks. He never looked back. By July 9th, he had 10 wins and 10,000 points in hand, locking up the Task Day Championship for 2005. Of course, some pilots weren't ready to concede the rest of the season uncontested. The tasks remained competitive through October, before unseasonably warm, stable conditions interrupted our plans to force Baude back onto the defensive.

We lost very few soarable days this year. I think the practice of assigning CDs each weekend improved the odds in our favor. By asking an individual pilot to take responsibility as CD, the weather was more closely analyzed than has been typical in years past. The result: we were far more accurate in our assessment of each day's potential and called much better, more achievable tasks.

Tasks were also conducted with more discipline. The efforts of the Rules Committee paid off. Pilots, for the first time in years, had access to the rules - and most of us read and re-

membered them. Radio communications were limited to confirmation of turnpoints and task types rather than long-winded discussions of what was and wasn't permitted or who was (or wasn't) calling the task. Setting gate opening times also ensured that more pilots were in the air and ready to race during the best part of the day.

Rotating CD duties also provided variety in task calling, with each pilot bringing his or her own style of weather analysis and preference in tasking. We tried some experimental tasks over the course of the season and some unusual combinations of turnpoints, all of them proving a pleasant change of pace. As much as I'm not a fan of TATs, I think the year's most memorable task was July 10th's turn area task to Potomac (15), Waggoner's Gap (10), and York (10). Cloud streets, blue holes, and visibility ranging from 25sm to only 5sm through virga

made for lightening bursts of speed followed by full head-over-heels, trip on your tail and nearly land out mistakes. Throughout the season, winners' speeds were most often in the 50s, with several strong days yielding speeds in the 80s.

Ridge missions were still the tasks de jour on strong NW days, but some CDs added turnpoints or limita-

tions that forced pilots off of well-worn crosswind reaches. I think we all love to turn in 80mph+ speeds, but we're also recognizing that the hills between MASA and the Cumberland

*(Continued on page 5)*



Lined up and ready to launch at Fairfield.

Photo by Don Hess.

## President's Corner

*Bob Jackson*

The annual M-ASA safety meeting has now been scheduled for Friday, March 24, 2006, 7:30 p.m. at a location yet to be determined. In addition to the safety presentation we plan to elect Directors for the upcoming year and to vote on several changes to the club bylaws. We are getting the word out early in hopes of having a large turnout for this important meeting.

The safety portion will be conducted by **Chris O'Callaghan** and **Laura Hession** and is advertised as short and interesting. The election of Directors will also occur in the usual format. This year all present directors have agreed to continue serving "if elected" so we will not be beating the bushes to find director candidates. However, nominations will be accepted and should be submitted to the Board within one week of the February 17 board meeting or submitted at the general membership meeting on the 24<sup>th</sup>.

My purpose in this month's letter is to explain the by-law changes that the Board is proposing. The full text is included on the next page. I will attempt to explain our thinking in support of these changes.

1. Inactive member to participate as tow pilots. The current bylaws allow only active members to use club equipment. Occasionally a member goes inactive for some good reason but remains qualified and willing to pull duty as a tow pilot. It is obviously an advantage to the other members to have him do so, and therefore, the Board proposes to allow this to happen with their specific approval.

2. Suspension or expulsion for non-payment of M-ASA bills. The current bylaws do not specify any time period for non-payment, and therefore, application may be inconsistent. The change specifies a 90-day period and will assist the Board in uniform application of the policy

3. Suspension or expulsion for reasons other than non-payment of M-ASA bills. The old bylaws state that such suspension or expulsion be accomplished by a majority vote of the total membership. However, the Board of Directors is charged with the responsibility for operating the club in the best interest of its members and this may require that action be taken without the time-consuming process of a total-membership vote. In fact, on past occasions the total-membership vote has required hours of letter writing and phone calling to get a response from the total membership. In the interest of efficiently managing the club, the Directors need the authority to take action immediately and then later take the matter to the membership, requiring support from a majority of those voting. Negative votes and abstentions will of course be recognized but the latter will no longer have the effect of a negative vote. I presume that most abstentions result from a lack of interest rather than an indirect way of voting no.

4. Future bylaw changes to be approved by a two-thirds majority of those voting. The same logic applies as in the previous paragraph. Advance notice and discussion would precede any membership vote.

The current plan for voting on these proposed changes is as follows. All voting members will be sent ballots on the proposed bylaws changes via USPS mail three weeks before the annual general membership meeting in March. The ballots for the proposed bylaws modifications will be mailed along with the ballots for the 2006 Board candidates. Members will return their choices on the proposed bylaws changes by mail before that meeting or at that meeting as is currently done for BOD elections.

All of these changes are designed to improve management efficiency. The Directors would appreciate your support.

— Bob

Is your club, chapter, or commercial operator struggling to find new glider flight instructors? Are you looking for a way to get your fellow commercial pilots to prep for the F.I. certificate? Well look no more. The Soaring Safety Foundation has enhanced its Flight Instructor Refresher Clinic (FIRC) program to help the CFIG wantabe begin the task of obtaining the F.I. certificate. Simply twist their arm and get them to enroll in the **SSF CFIG Wantabe Training Class**. The first opportunity this season will be on:

Date/time: Monday 1/30/06, 3:00 pm to 6:30 pm (1500-1830) CST

Fee: \$200 (includes regular FIRC fee)\*

Location: Arlington TX, in conjunction with the SSA convention

Course Outline: Introduction - Why Become A CFIG? What is the benefit to me personally? What is the benefit to my gliding organization? Also covered are: FAR's, FOI test, CFIG knowledge test, CFIG practical test, Lesson plans, Common problems, CFIG support services, and Liability issues. Pilots are also encouraged to attend the regular FIRC on Tue (1/31) & Wed (2/1) as many of the details talked about during these sessions are fundamental to being a good glider flight instructor.

— Rich Carlson, SSF Chairman e-mail: RCarlson@internet2.edu

### Calendar

**December 9 M-ASA General Meeting** at FDK Clubhouse, 8PM.

**December 26 Convector deadline.**  
(convector@m-asa.org).

**January 13 Annual M-ASA Banquet**, Ceresville Mansion (see article on next page).

**March 25-26 Region IV Soaring Safety Foundation Flight Instructor Revalidation Clinic**, Virginia Tech Airport, contact: jpokorsk@exchange.vt.edu.

**March 24 Annual M-ASA Safety Meeting**, 7:30PM, TBD Location.

**Proposed M-ASA Bylaw Changes** (Proposed changes are marked in red.)

**ARTICLE II - Membership**

Section 4 - Inactive Member – Any Full Member may become an Inactive Member at the expiration of his annual dues by advising the Board of Directors of his intention to do so, in writing. Inactive Members are not entitled to vote, hold office, or use the Corporation equipment, **except that Inactive Members may use Corporation Equipment to perform OD duty, tow duty, or other duty to the benefit of M-ASA upon a majority vote of the Board of Directors.** Inactive Members may become Subscriber Members. Upon resumption of Full Member status, payment of the annual dues will date from the time of such resumption, unless the member has been an Inactive Member less than twelve calendar months, in which case the annual dues shall be paid as though Full Member status had been uninterrupted.

Section 5 – Any person expelled from the Corporation by action initiated under Article VI, Section I, of the BY-LAWS, who applies for readmittance to the Corporation, must meet the following requirements:

**ARTICLE VI - Suspension, Expulsion, Etc.**

Section 1 - Non-payment of M-ASA bills **for a continuous period of at least 90 days is** considered grounds for suspension or expulsion **from the Corporation. Such suspension or expulsion shall be immediately effective upon a unanimous affirmative vote of the Board of Directors.**

Section 2 - Any member whose activities are deemed in conflict with the purpose of the Corporation, or who violates its By-Laws or established rules, may be removed from office, suspended or expelled from the Corporation by a

majority vote of the total membership **voting**, either in person or by absentee ballot. **Before such a vote is taken the member will have 30 days, after receiving notice of the pending vote, in which to communicate arguments to the membership supporting his side of the issue, at his own expense.**

Section 3 - Any member whose activities are deemed to be immediately and continuously harmful to M-ASA may be suspended upon a unanimous affirmative vote of the Board of Directors. **Such suspension shall not exceed one year. The board, at its discretion, may ask the membership to vote on whether or not the member should be expelled from the Corporation under Section 2 above.**

**ARTICLE X - Amendments**

Section 1 - These by-laws, or any of them, may be altered, amended or replaced at any regular or special meeting of the corporation duly called, provided that the general scope of such alterations, amendments, or replacements, along with the fact that such alterations, amendments or replacements are to be proposed, have been advertised, either at the general or special meeting of the Corporation immediately preceding the meeting at which these changes will be voted, or in the meeting notice which calls such meeting. A two-thirds affirmative vote of the members **voting** will make such changes effective immediately after they are voted. Votes may be cast in person or by absentee ballot.

**Annual M-ASA Banquet, January 13, 2006**

Please plan to join us for the 2006 Annual Banquet on Friday evening, January 13<sup>th</sup>. This year's gala will be held at the Ceresville Mansion, 8529 Liberty Rd, Frederick, Md., 21701 (301-898-3443). Cocktails will be served beginning at 7:00 pm; dinner will be served at 8:00 pm.

Amusement will be provided by Saskia Van Oot – aka wife of Lance Nuckolls. Saskia, a professional entertainer, guarantees to make us laugh or your money back (not including dinner!).

Please reserve your seats now by returning the coupon below. The cost is \$30 per person. You may learn more about the site, including directions, by visiting [www.ceresville.com](http://www.ceresville.com).

M-ASA Annual Banquet, January 13, 2006

I plan to attend (your name:)

I plan to bring \_\_\_\_\_ additional guests.

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

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

## An End-of-Season Look at M-ASA Operational Safety

### We're Doing Something Right

By: Rick Fuller  
Fairfield Safety Officer

Those involved in accident and incident investigations often spend months and sometimes years sifting through clues in an attempt to assess their relevance to the mishap. This can be a daunting task, often resulting in only weak correlations between facts and events. However, when an aviation organization experiences a relatively safe period on their flight schedule, members tend to worry about other things that frequently bubble up, losing the emphasis on the things that directly contributed to the increased safety. In the Navy we energetically started new programs, developed updated safety briefings, and established improved operating procedures only to lose momentum when we deployed to a new deployment site, had a stand down or experienced an annual Change of Command. The new safety briefing was stashed away, the new program didn't apply to the new operating site, or the person who campaigned for the new procedures got his/her next set of orders.

Our safety record this year has improved...no, I don't have the statistics, but I have been around the field and flown more this year than any since I joined M-ASA in 1997. I'm sure each of us could make a sizable list of things that could stand improvement around our club, but it's important to step back and recognize that some things are working well and contribute to the improved safety climate. I've seen an enhanced dedication to safe practices at Fairfield and listened to the focus on the new launch procedures at Frederick. This certainly isn't a scientific survey, just one man's observations that several changes have directly contributed to this safety improvement:

- The new Mentor Program has infused new members with an increased safety mindedness that has undoubtedly rubbed off on other M-ASA members.
- The Fredrick operations from the asphalt runway have focused on safe operations and better integration with the airport environment, including use of radios in the pattern.
- The frequent TFR days at Fairfield have added to the concentration on correct operating procedures near the TFR boundaries and in the landing pattern. This also includes the use of radios for increased situational awareness.
- The Record Keeper has allowed the OD to concentrate on the important safety aspects of running the flight line.

Changes tend to intensify our attention level. Undoubtedly, my short list has overlooked other noteworthy enhancements in M-ASA.

The key message here is to not give in to complacency by losing the hard-earned momentum on those things our organization and its members are doing well.

Safe Soaring  
— Rick

### A Frederick Safety Perspective

By: Dick Bernstein  
Frederick Safety Officer

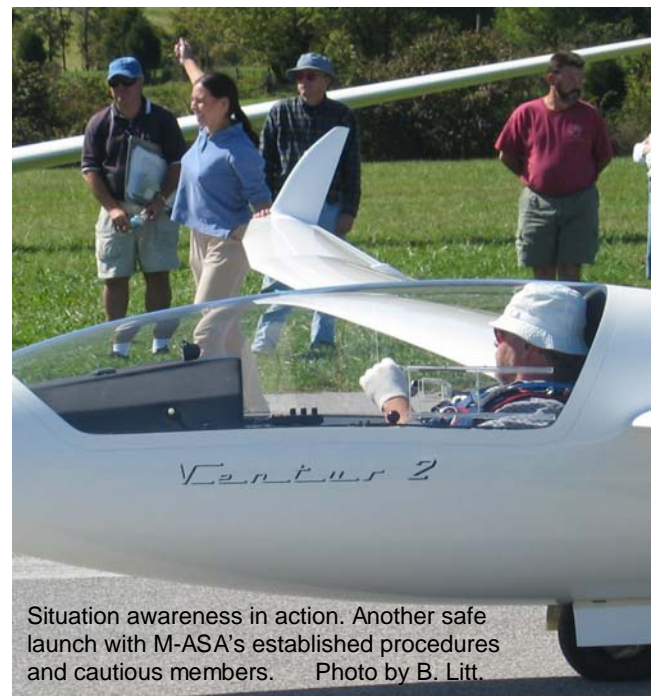
One of the reasons that safety has improved this year may be due to the increased awareness of what I call "perceived danger."

As a young GI, I served as an American military ski patroller in the German Alps, a place called Garmish. I was astounded to learn that out of the three ski areas that made up Garmish, the most accidents occurred on a golf course that had been converted to a ski area which had very gentle slopes. No perceived danger, so people threw caution to the wind and accidents happened.

At FDK, the mixing of power and glider traffic has created a heightened awareness as to the increased potential for mid-air collisions. Personally, there is nothing I fear more than a mid air. In the last 40 years of flying I have had some very close calls and the worst part is that they occurred in areas that seemed very benign, i.e., no perceived danger.

The Camp David TFR situation at W73 has probably also created a new level of heightened awareness which comes with the knowledge that if you screw up, there is real price to pay. People are paying more attention. The trick is to keep that level of awareness at all times, even when a mood of fat, dumb, and happy takes over.

— Dick



Situation awareness in action. Another safe launch with M-ASA's established procedures and cautious members. Photo by B. Litt.



# 2006 Duty Roster

*Ray Watson*

Please provide me with information on your preferences for OD and tow pilot duty for 2006. If you have preferences you wish to be considered, you must fill out and mail this form. If no form is received by the end of the annual meeting, it will be assumed that you have no preference. I would like to receive the new forms as quickly as possible for making the new season duty schedule.

This information will help me accommodate your wishes, while fulfilling the club's needs. Preferences will be accommodated only as long as club needs are met. If there are any days you prefer, or dates when you will not be available for duty, please list them below. If you do not get Federal Holidays off work, you should mark the space below. When completed, please cut out the form and mail it to me.

— Ray

### M-ASA 2006 Duty Preference Form

Member Name: \_\_\_\_\_

Duty Type:     Operations Director/Record Keeper                       Licensed Glider Pilot  
                   Tow Pilot     I am under 21  
                   Exempt (requires explanation): \_\_\_\_\_

Field Preference (check one):

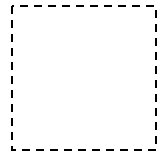
- I have no preference.
- I prefer Fairfield, but will serve at either site.
- I prefer Fairfield and do not wish to serve at Frederick
- I prefer Frederick, but will serve at either site.
- I prefer Frederick and do not wish to serve at Fairfield.

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

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

\_\_\_\_\_  
\_\_\_\_\_

From: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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

## Saleplanes and Buyplanes

**FOR SALE:** 1/5 memberships offered in '47 **Luscombe 8E**, all metal, 30 gal fuel, good looking interior, new glass, Cessna seats, GPS, Com+transponder, low-time engine, hydraulic breaks, wheel pants. Based at FDK, well run LLC, 3 year operation. Put the fun back in flying basic stick and rudder, plus tail wheel endorsement. All at a cost that is really affordable. Call me for a demo. Dick Bernstein 240-446-5827

**FOR SALE:** **1-26D #440**, truly excellent condition, low time, with trailer. \$8,500, will reduce price for M-ASA member. Located Fairfield. Call Jack at 703-727-8941 or 821-8222.

**FOR SALE:** 1950 **Cessna 170A**. Want to tow but don't have taildragger time? Buy my carefully maintained and well equipped 170. White and blue. Contact Bill Judge [bjudge@gmail.com](mailto:bjudge@gmail.com), 202-285-7973. <http://tappix.com/725497>

**PARTNERSHIP INTEREST.** Interested in partners or sale for **K-7 or ASW-20C**. Contact Pete Zawadzki, 410-627-1379, [Peterz20@earthlink.net](mailto:Peterz20@earthlink.net)

**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 variors - 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 variors 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, the Pegasus flies with a very light touch, and has no nasty tendencies such as dropping a wing during a stall, good ship for a partnership, \$16K OBO, H. Ford 410 592-9697, [ford@pha.jhu.edu](mailto:ford@pha.jhu.edu)

**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. Stored in Waynesboro, PA. \$15,000. Call Roger 301-972-1657, [randes@erols.com](mailto: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.

## 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	Mehrdad Bayat
Pilatus trailer	Ed Breau
SGS-2-33 (FDK/Orange)	Jean Posbic
SGS-2-33 (FFD/Yellow)	Jerry White
SGS-2-33 (FDK/R&W)	George Constantin
SGS 1-36	Mark Carlisle
SGS 1-36 trailer	
Tug N7799Z (FFD)	
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 Horigan
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
<i>Convector</i> Editor:	Michael Higgins
Flight Sheet Manager:	David Pixton (FFD) Bob Dutilly (FDK)
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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**



**Preston Burch's** new (to him, of course) Schleicher K 7 sits ready for flight at Fairfield on a beautiful November day. Preston and **Val Brain** enjoyed a long wave flight that day in this pristine vintage glider. Photo by **Rick Latoff**.

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**Convector**



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