

continued from previous page

5. An affordable location from an acquisition, development and maintenance standpoint.

Raw land in the area of interest sells for between \$500 and \$2,000 an acre. Construction costs, zoning, etc. posed serious problems with almost every site that M-ASA considered. However, one location in the early 1970's began to emerge as the ideal spot.

It was only 25 minutes further away than our present site at Frederick and was even closer to some areas of Baltimore.

It was located in the foot hills of the Catoctin Mountains (near Camp David). Thermal, ridge and wave were all sources of lift, here.

It was already licensed as a commercial airport with FAA designated airspace.

It was not on any airway, nor was it in the approach path of any airport.

It appeared to be affordable on all counts.

The site was the Gettysburg-Charnita Airport.

Charnita, Inc. was a land development company that was formed in the 1960's to develop the land in the Carroll Valley near Fairfield, Pa. By June of 1972, Charnita had developed not only land but serious financial difficulties. Charnita's electric bill was past due in the amount of \$65,000. One important cash source to the company was a ski lift and snow making operation on a hill at the North West end of the airport. Without electricity this operation would close down. In order to keep the electricity on, Charnita gave the Adams Electric Cooperative a first mortgage on the airport. Within months Charnita, Inc. declared bankruptcy and the mortgage was in default. However, all the company's assets including the airport were frozen in the bankruptcy proceedings. As months passed, chaos reigned—Charnita's attorney was sent to prison and the president of the company was shot and killed in a lovers quarrel. M-ASA made several inquiries about the airport but no one seemed to have the power to do anything about it.

Finally, in the summer of 1975, M-ASA learned that Adams Electric had succeeded in removing the airport from the bankruptcy proceedings and was preparing to foreclose on the mortgage. About five potential buyers had approached Adams Electric about the airport. The electric company was preparing an extensive advertising campaign announcing the foreclosure sale in hopes of recovering their principal, interest and costs.

M-ASA's Board of Directors agreed that a serious effort should be made to purchase this airport. The site had both grass and lighted hard surface runways, paved and lighted taxiways, a new 6400 sq.ft. hangar, a large lounge with toilets and three separate fueling facilities. Martin Voelk, the airport manager, lived in a house adjoining the airport property. He came to Fairfield in 1969 as the company pilot for Charnita and in 1970 supervised the construction of the airport. Martin and his wife Edith maintained the airport even after Charnita collapsed into bankruptcy. Martin learned to fly in Germany in the 1930's and his early training was in gliders. When the airport opened he started a small soaring school with a winch and a Rhoen Lerche (two place German trainer). Martin and his wife were considered real assets to this site. Martin is now a member of M-ASA and remains as the airport manager.

M-ASA having decided that it definitely wanted this airport now had two problems—how to buy it and how to pay for it. If the mortgage could be purchased from the electric company at the right price, M-ASA could control the timing of the foreclosure sale and hopefully buy the airport at the auction. After several months of negotiations, Adams Electric agreed to sell the mortgage to M-ASA for \$75,000. Because of accrued interest and costs another bidder would have to bid over \$95,000 at the foreclosure sale in order to acquire the airport. M-ASA would have lost the airport but would have had a \$20,000 profit. We wanted the airport.

M-ASA considered several financing possibilities. Because of the history of the property, title complexities, etc., no lender could be found that had any interest in financing the airport for M-ASA. M-ASA's treasury had a reserve of which the Board felt about \$20,000 could be comfortably used as a down payment. We needed an additional \$65,000 to complete the purchase and cover all costs (legal, taxes, etc.). A plan finally emerged that permitted everyone to participate according to his or her ability. Each member was asked to subscribe to a non-interest bearing capital unit in the amount of \$750. In lieu of subscribing to one of these units, a member could elect to have his or her dues increased by \$75 per year. Subscribing members were then offered a second or third unit until the \$65,000 was reached. The second or third units would earn interest at the rate of 10% per year (paid for by the non-sub-

scribing members out of the \$75 dues increase). In three weeks we had all the money we needed and no member had to subscribe to more than three units (some had offered more). Full-time students under twenty-five were excused from the plan.

The original sale date was scheduled for February. We hoped for a cold day with snow so that only the most determined buyers would appear. One technical delay after another pushed the sale date up to April 30, 1976. During this period other potential buyers appeared. But by the sale date M-ASA had convinced all not to bid, and on April 30 the Sheriff of Adams County auctioned the property to the highest and only bidder—the Mid-Atlantic Soaring Association.

M-ASA firmly believes that this site will become the center of soaring in the mid-Atlantic states and have accordingly renamed the airport the Mid-Atlantic Soaring Center. We refer to the site as “Fairfield” for the nearby town.

For those members of our families who are not totally devoted to soaring, there are a golf course, tennis courts, riding trails, a lake and hiking trails only yards from the airport. The battlefields of Gettysburg are only eight miles away and the trout fishing in the Catocting State Park is superb. In the winter if the snow is too deep on the runway you can walk to the chair lifts on the Liberty Ski slope. The Fairfield Inn, a restored revolutionary stage coach stop, serves excellent home cooked meals.

The 1977 M-ASA/Region IV Championship Meet was held at Fairfield, and we are now gearing up for the 1978 meet. Did I hear someone mention the Nationals?

From the Board...

by Mike Higgins

We're now about half-way through the 2007 soaring season and it's time to take a look at what's been going well, and what's not. On the “going well” side, clearly, the weather in late June and July has been spectacular -- many days of 6 – 10 knot thermals and 8000'+ cloudbases. The drought has been tough on the farmers and the turf, but it has given us some wonderful soaring. Two of the highlights include Baude Litt's 945km OLC flight from Fairfield on July 20 and Paul Rehm's 600km Diamond Distance flight from Frederick on July 21. Congrats to both of them for taking advantage of the great conditions.

On the top of the “going well” list is the fact that we haven't yet had any serious accidents or safety incidents this year. Yes, aircraft do occasionally get dinged, dented, and scratched, and we've had a couple of those, but that's normal for even the best flying operations. We've also had some less than perfect operational situations develop, but fortunately no damage was done. Going forward, we all need to continue do our best to be careful and cautious with operations.

On June 16th, Lance Nuckolls and Glenn Collins held a meeting with the club's CFGs and tow pilots to take up the issue of what's going well and what needs improvement in club flight operations. From the discussion on “what's not going well,” a list of operational procedure changes was developed and subsequently approved by the Board in July. The changes are effective immediately:

- Eliminate the tow plane signalman from the launch process. This was already done at Fairfield and has been working well. We'll now try it at Frederick while we operate from the 30 paved runway. (The Board, however, wants to revisit this issue once we regain the use of the parallel turf.) Eliminating the signalman removes one additional link in the launch communication chain and gets a person out of the take-off hazard zone. This does put more burden on the wing-runner to watch for traffic during take-off, and on the glider and tow pilots for radio communication – but we believe this change will result in an overall safety improvement. We'll see how it goes in the coming months.
- Emphasize the use of the radio and rudder wag to initiate the launch. No other soaring operation that we are aware of uses a towplane signalman. Instead, a glider-to-towplane radio call or a rudder wagggle, or both, start the launch. We'll use

these, in addition to our standard wing runner full-circle hand-wave to start the flight.

- Install and use larger mirrors on the towplanes. If we're going to eliminate the signalman, the tow pilot needs a better view of what's happening. Our towplane guys are now looking into installing larger mirrors so that the pilot can clearly see the rudder waggle and wing-runner's wave.
- De-emphasize "soft release" training. Our tow pilots and instructors largely felt that the dangers associated with training for soft releases (collisions, rope-glider entanglement, ...) outweighed the benefits (reduced wear on the 2-33 releases and tow points). If a particular instructor wants to demonstrate or teach a soft release, that's OK, but it is now not a stated club policy.

We will also have renewed focus on ground ops and launch training this coming year. Please give Glenn, Lance, the field Safety Officers, or the Directors and Officers feedback on how these revised procedures are working.

An area that also needs reinforcement is the function, duty, and responsibility of the Operations Director (and supporting Record Keeper at FDK). The OD should be at the field and ready to start operations no later than 10am, and be prepared to stay on the field until all gliders are safely landed and secured or accounted for (i.e., if a land-out occurs, contact has been established and a retrieve is underway). Under no circumstances shall the OD leave the field for the day if a glider is still flying and unaccounted for. Another key point is that the OD must delegate functions for the operation to run successfully and safety, and then watch to make sure those doing the jobs (wing running, hooking up ropes, moving gliders, ...) are doing so properly and safety. Remember – the OD must stop the operation if an unsafe situation is developing.

We've had a series of missed OD, Record Keeper, and tow pilot duty assignments this year. Please understand that this is a major disruption to the operation. Usually, after a significant delay, a member will volunteer to give up his or her flying day and serve as a substitute. Missing a duty assignment is completely unacceptable, and a burden for your fellow members. To reinforce this, the Board voted in July to change the missed duty penalty from a flat \$100 per occurrence to: a \$100 fine for the first missed assignment, a \$200 fine for the second occurrence, and for the third occurrence within a season suspension of all club privileges (no flying) until the person comes before the Board for a review. This change is effective now. Missed duty assignments are being taken very seriously.

Finally, Bob Jackson, Bill Whelan, and others (Glenn Collins, Dick Bernstein, ...) continue to put up a good and strong fight to regain the use of our turf operations area at FDK. The situation is very dynamic, with significant gains being made some days, and ground lost others. But rest assured, the club is not giving up. I am confident that M-ASA will again be operating on the grass at FDK. From both a safety and operational efficiency standpoint, it is the proper thing to do – both the power and glider users at FDK agree on that. So, it's just a matter of wearing down the bureaucrats who erected the barriers. We'll win this fight.

Mike Higgins
M-ASA President

An Englishman Abroad

by Paul Jessop

Who is this bloke who turns up at our sites with a strange accent and a soaring hat that looks like it has seen many seasons' use but who clearly isn't a proper sailplane pilot because he doesn't know what anything is called? Sorry folks, that's me. The accent is from the United Kingdom and the hat has indeed been round the block (and a few triangles). You're right. I don't know what anything us called because we have different words for things back in the land of tea and cucumber sandwiches.

I have been gliding since 1977 with two lengthy breaks – one for college and one for a family. I fly at Windrushers GC at Bicester Airfield, near Oxford. When my job brought me to Washington DC for much of each month, I joined M-ASA where I immediately started baffling the locals.

To me a “pattern” is something my mother followed to knit a jumper (or pullover) that will keep you warm in the wave. The up-round-and-down in a glider is a “circuit”. The length of rope with the weak link in it is a “strop” not a “pig-tail” and the rope you attach it to is pulled by a “tug” not a “tow-plane”. The pilot of this aircraft (and at least we can agree that the Pawnee is the instrument of choice) is occasionally a “tow pilot” but more usually a “tuggie”. Of course if you get too high behind the tug, the tuggie will “have a strop” afterwards and quite right too.

If you think that's confusing, I'm used to talking about a landing away from base as a “field landing” (ie. a landing in a farmer's field) not an “off-field landing” (ie. a landing away from the airfield). The French have this right. They talk of landing “aux Vaches” – “with the cows” and a “Vache” is an off-field landing to a Frenchman (if he's a glider pilot – and many are). Mind you

French cows have horns and I've seen the damage they can do to fibreglass.

Not just the nomenclature varies – so do some flying practices. In the UK you normally turn left after release from aerotow. I once got this wrong on a check flight. “Do you always turn right” asked the Senior Regional Examiner. “No,” I replied, “sometimes there's a mountain in the way.” I don't think he was much impressed. We don't have runways at Bicester – someone once described it as the largest piece of turf in southern England. “Oh no, that's the space between the club treasurer's ears” responded some wit, instantly creating the memorable call sign “Turf Brain” for the unfortunate bean counter. Kinder souls abbreviated this to “Tango Bravo”.



Bicester Airfield



Recent member Paul Jessop (right) with long-time flying partner Jonathan May and the British Gliding Association's Duo Discus X (G-DUOX) which they flew for a week in the Spanish mountains earlier this year.

photos on this page by Paul Jessop

Eat your heart out “Ice Man” and “Maverick”.

If, at home, I open the air-brakes (or spoilers as I am learning to call them) before becoming established on finals, that’s a sign that I’ve really messed up (I’ll spare you the UK gliding term for that) my circuit planning. Here, it seems I’m expected to open them abeam the landing point. Seems very odd to me, but I don’t want to descend onto someone else (or vice versa) because we are doing different things.

In the UK, once you have accepted the rope or cable, you are ready to go and no hand signals are needed. It’s seldom hot enough (see below) to worry about keeping the canopy open until the last minute so you don’t hook on until you are fully ready. Of course much of our launching is by winch – a technique which has acquired a mystique as being dangerous in the US. Winching certainly takes students more launches to go solo – partly because launches to 1200ft do not give so much time for training but also because there are launch failures to be dealt with. While a cable break or other winch failure at some heights can require pretty switched-on flying, you should never be in a position where you cannot land back on the airfield – something that cannot be said for aerotowing from most sites. Driving the winch is less glamorous than flying the tug, but glider pilots have fewer ways to try to kill you and justify you “having a strop” (see above).

At the Long Mynd, they still bungee launch over the edge of their ridge. Truly a “gentleman’s way to get airborne”, to bungee requires a team of six burly assistants to stretch the knotted elastic rope in a big “Y” downhill. “Walk...Run...Go” is the usual command. Even big heavy fibreglass gliders get launched into a stiff headwind this way. My first five hour attempt started in an Astir before 7am (the winch driver didn’t arrive until 9am) with helpers still in their pajamas from the bunk-house so I could avoid the rain forecast for 1pm. In the event the rain came early but it still cost me a lot of beer that night.

That rain is a feature of gliding in Britain, where it is said we don’t have “climate”, just “weather”. Hence many pilots choose to go abroad to fly with their gliders – often in France or Spain, though some go to Austria or Switzerland. The channel tunnel has made getting there more competitive and slightly more than a day’s driving is rewarded by much more consistent conditions and the lure of big mountains. The local instructors are keen to show you how to survive in the mountains and some of their near-English phrases have passed into the lingo. “You must go with your variometer in your hand” is a classic – which I think we Anglophones normally render as “follow the energy”.

Until recently gliding in the UK was totally self regulated – the British Gliding Association managed airworthiness and instructor training, and you could fly solo if you could find someone to give you a launch – which of course no-one would unless they were confident that you were competent. However, the tentacles of the European Union have now reached gliding and airworthiness is just becoming more regulated – though probably by the same people wearing different (soaring) hats. Formal pilot licensing is not far away though this will again involve little real change. It should make it a little easier to persuade the FAA inspectors that they can safely issue a US Pilot Certificate to visiting pilots though. “What do you mean you have two thousand hours, all three diamonds but no pilot licence,” should become a thing of the past.

We have no Commercial Glider Pilots and any passenger ride is actually a lesson, given by an instructor. Sometimes explaining this nicety to members of the public takes longer than the flight itself, though few complain. Even the lowliest instructor must have a silver badge and all are supposed to spend time flying cross country (some do) and must certainly fly 10 hours solo every year (many complain).

The BGA recommends that all gliders should have an audio variometer and most comply. Even a geriatric, badly compensated vario will, if it is bleeping, allow a much better lookout in the crowded thermals near the club field. And if the glider is an “old crock”, that’s where it’s likely to be found. If it’s further away the pilot probably needs to keep an eye on the field he has picked as well.

Then there are risk preferences – I am not at all used to flying without a parachute. I would normally wear a parachute unless the glider could not accommodate it – like certain vintage types. Certainly every two seat training sortie at Bicester sees each pilot put a parachute on before strapping in. And the squishy cushions that I see in US training gliders scare me so I routinely throw them out – but then I’m 6ft and can afford to. Ordinary foam cushions are a total liability in a hard landing as they first absorb

the energy that would otherwise find its way into your spine, then give it all back to you in spades. Energy absorbing foam doesn't do this.

But there is one big difference between flying at Bicester and at M-ASA. Bicester has a bar that serves real ale (that's "warm beer" to you folks that like your beer to have come from "known icing conditions") and also serves as the social hub of the club. First solos and epic retrieves, first 300km and 500km flights, instructor acceptance flights and 1000 hour landmarks are reasons to ring the big bronze bell and put money behind the bar to buy drinks for all present. Of course the bar doesn't open until the last aircraft is put away and the hangar door is shut. That's not just for flight safety reasons – the WW2 vintage hanger doors are so heavy that they need sober people to close them.

If you would like to fly at Bicester we have generous visitor rates, three K13s, a K8, a nice Astir CS bought with the bar profits from a recent competition (honest) and numerous skilled instructors who will show you how to winch launch. If you want a ground launch logbook endorsement to show the Feds, that may have to wait until I get my FAA instructor ticket – and that may well depend on whether I remember not to talk about the "circuit" to the examiner.

Snippets From Frederick's Week of Flying

by Hope Howard

From June 30 through July 8 we tried a nine-day Week of Flying in place of the usual Ten-Day Weekend. As usual, weather ruled, giving us spectacular days with unlimited visibility on both ends, and some down days in the middle.

Saturday greeted us with the welcome sight of the shade canopy which hadn't been up all year. The other welcome sight both Sat. & Sun. was a long line of cars and no sailplanes waiting to launch - sure sign of lift - all pilots up and away.

Monday - A tow pilot's tribute: "Rich Matheus...showed up early... stayed and served as OD, record keeper, and glider fetcher....In fact some flights that day may not have happened at all without Rich." (Note, none of the flights would have happened without that volunteer tow pilot, Bob Andrew). The longest flights were Paul Rehm's 380 minutes in 9S, Glenn Collins' 371 in OB, Gary Baker at 311 in Q, Mario Piccagli, 297. Bill Whelan & Bob Ball also had good flights, almost tied at 194 and 192 minutes.

Tuesday July 3 started overcast but volunteer Dick Bernstein did 16 tows before day's end including two members who usually fly from Fairfield - Jim Homer in his Sparrow Hawk, and Pete Welles in 9X. Jean Posbic's 2+ hours in 2ET was the longest flight.

The top of the scaffold where Bill Whelan and Steve Kidd stood to replace hangar siding marked the best altitude M-ASA reached on July Fourth. Steve Shelton, John Vaughan, and Ray Watson helped with the maintenance, with Ray concentrating on hangar doors. The only flights were by the Civil Air Patrol in their Blanik.

On Thursday our only pre-assigned OD for the week, Steve Kidd was on hand. He and volunteer tow pilot Bob Jackson were ready to help others fly but this was the worst weather day - no flights.

Friday was better than it looked but with few takers - perhaps deterred by the negative report. Mario had 338 minutes, Ray Watson and Tom Jones kept the Janus up 135 minutes. Thanks to Dee Torgerson for the tows.

Weather provided another spectacular weekend to round off the Flying Week. We had it all -there were cloud streets,, 500k's declared, "easily over 8K" altitudes with Mario reporting 12,000 in wave. Weatherman, please give us more like this.



Three Modes of Transportation at FDK

photo by Peter Kern

Regional Ramblings

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

The FAA will reduce the size and simplify the geography of the Washington Air Defense Identification Zone cutting 1,200 square miles from the zone and removing 33 airports. The new zone gets rid of the so-called “Mickey Mouse ears” that described the complex shape of the old ADIZ and creates an almost perfect circle 30 nm across, centered on Washington. FAA Administrator Marion Blakey made the announcement at EAA AirVenture in Oshkosh today. The new ADIZ takes effect on Aug. 30. Blakey said the new ADIZ was shaped based on consultation with aviation groups and the 20,000 comments received from the public when the Notice of Proposed Rulemaking was issued two years ago. “Score one for GA,” she told a happy crowd that loudly applauded the decision.

Blakey acknowledged the existing ADIZ was put together in haste in the post-9/11 era and its complicated geography resulted in a lot of unnecessary violations. To help prevent unintentional violations of the airspace, Blakey announced four air traffic control positions will be created at Potomac terminal radar control center that will be dedicated to handling ADIZ traffic. She said the extra attention and the simplified geography will enhance security by allowing staff to concentrate on those who appear to be intentionally violating the space. The airspace is not a perfect circle. There’s a triangular notch cut out of the northwest section that allows busy Leesburg Airport to be exempt from the ADIZ.

FOR SALE: Security Seat Pack Parachute, highest offer over \$650 will take it, free shipping, contact ex-M-ASA member John Brent at 601-796-4932 or jtbrent@bellsouth.net.

FOR SALE: Schweizer 1-35C, 2400 hrs, open trailer, Winter & Cambridge varios w/ netto. Time for paint. Contact Paul Rehm at 540-882-4251.

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: SGS 1-26B-#338, recent museum quality restoration-Army Air Corp color scheme, with trailer and many accessories. may be one of the best 1-26's around. Located: M-ASA Frederick \$9300 Call Jack Goehring, Cell 703-727-8941, Office 703-821-8222

Duty Schedule

<i>Date</i>	<i>Field</i>	<i>Safety Officer (OD)</i>	<i>Tow Pilot</i>	<i>Record Keeper (AOD)</i>
08/04/2007	FDK	John Kidd	David Schober	Robert Bigler
08/04/2007	FRF	Chris Scarlett	Mike Smith	
08/05/2007	FDK	Steven Oxman	Robert Jackson	Michael Dalke
08/05/2007	FRF	Laura Hession	George Green	
08/11/2007	FDK	Mike Vance	Dee Torgerson	Andreas Schliessler
08/11/2007	FRF	Chris O'Callaghan	David Pixton	
08/12/2007	FDK	Rob Myhre	Bob Andrew	Chris Burns
08/12/2007	FRF	Manfred Beutgen	Bill Savory	
08/18/2007	FDK	Dick Mott	Mark Mercer	Neal Drobenare
08/18/2007	FRF	Kolie Lombard	Pete Welles	
08/19/2007	FDK	Eric Schuyler	Bill Judge	Jose Matheus
08/19/2007	FRF	Todd Wichman	Rich Horigan	
08/25/2007	FDK	Holland Ford	Hans Jorgensen	Warren Oxman
08/25/2007	FRF	Kai Rasmussen	Jim Chick	
08/26/2007	FDK	Mitch Lambros	Olin Kinney	Robert Bigler
08/26/2007	FRF	David Weaver	Don Robb	
09/01/2007	FDK	Mehrdad Bayat	Olin Kinney	Robert Bigler
09/01/2007	FRF	Danny Brotto	Mike Smith	
09/02/2007	FDK	Gary Baker	Bill Judge	Michael Dalke
09/02/2007	FRF	Chris Scarlett	David Pixton	
09/03/2007	FDK	John Kidd	Hans Jorgensen	Chris Burns
09/03/2007	FRF	Manfred Beutgen	Bill Savory	
09/08/2007	FDK	Jim Furlong	David Schober	Andreas Schliessler
09/08/2007	FRF	Laura Hession	Robert Jackson	
09/09/2007	FDK	Steven Oxman	Dee Torgerson	Mark Vanreuth
09/09/2007	FRF	Todd Wichman	Pete Welles	
09/15/2007	FDK	Gary Cassell	Bob Andrew	Neal Drobenare
09/15/2007	FRF	Kai Rasmussen	Rich Horigan	
09/16/2007	FDK	Mike Vance	Mark Mercer	Ricardo Cibotti
09/16/2007	FRF	Mike Vore	Jim Chick	
09/22/2007	FDK	Dick Mott	Sam Harry	Jose Matheus
09/22/2007	FRF	John Hearn	Buddy Denham	
09/23/2007	FDK	Rob Myhre	Karl Bernstein	Robert Bigler
09/23/2007	FRF	Chris O'Callaghan	Don Robb	
09/29/2007	FDK	Holland Ford	Bob Ball	Michael Dalke
09/29/2007	FRF	Kolie Lombard	Mike Smith	
09/30/2007	FDK	Mitch Lambros	Bill Judge	Chris Burns
09/30/2007	FRF	David Weaver	Mike Grinder	
10/06/2007	FDK	Eric Schuyler	Hans Jorgensen	Aaron Goerlich
10/06/2007	FRF	Guy Pfeffermann	Chuck Forrester	

Continued on next page...

10/07/2007	FDK	John Wallin	David Schober	Erik Nelson
10/07/2007	FRF	John Mitchell	David Pixton	
10/08/2007	FDK	Peter Kern	Dee Torgerson	Bogdan Koshmaryk
10/08/2007	FRF	Jim Lewis	Bill Savory	
10/13/2007	FDK	Mario Piccagli	Glenn Collins	Andreas Schliessler
10/13/2007	FRF	Peter Blacklin	Robert Jackson	
10/14/2007	FDK	Steven Silverman	Bob Andrew	Jeff Rose
10/14/2007	FRF	David MacVeigh	Pete Welles	
10/20/2007	FDK	Gary Baker	Mark Mercer	Mark Vanreuth
10/20/2007	FRF	Jim Homer	Rich Horigan	
10/21/2007	FDK	Dan Meyer	Karl Bernstein	Neal Drobenare
10/21/2007	FRF	Bob Kryzstan	Jim Chick	
10/27/2007	FDK	Luis Fernandez	Bob Ball	Elizabeth Rhodes
10/27/2007	FRF	Baude Litt	Buddy Denham	
10/28/2007	FDK	Gyorgy Fekete	Bill Judge	Aaron Goerlich
10/28/2007	FRF	Christophe Blanchi	Jim Trygg	

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.

New M-ASA Members in 2007, beginning their Provisional Years

Jan.: Paul Jessop
 Mar.: Vic Koshmaryk
 Apr.: Bob Gardner
 Andreas Schliessler
 Bob Bigler
 Mike Dalke
 May: Jeff Rose
 Bob Koshmaryk
 June: Mark Vanreuth
 Erik Nelson
 Aaron A. Goerlich

Others have completed their first year with M-ASA:

The June Directors' meeting considered requests for full membership from two Provisionals who finished that first year. Both were approved. David McConnell and Elizabeth Rhodes will be billed for the second half of their initiation fee. When that is paid they will be full members with the rights to vote, hold office, and to Go Inactive on request, should that ever be necessary.

WHO TO CALL

Godfathers:

Grob 103 (FDK)	
Grob 103 (FFD)	Chris Williams
Ka-7	Paul Rehm
Ka-8	Rick Latoff
Pilatus B-4	Danny Brotto
Pilatus trailer	Ed Breau
SGS-2-33 (FDK/Orange)	Jean Posbic
SGS-2-33 (FFD/Yellow)	Jerry White
SGS-2-33 (FDK/R&W)	Jim Furlong
SGS 1-36	Gary Baker
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 May
Field Safety Officer:	Rick Fuller (FFD) Dan Morris (FDK)
Fairfield Facility Manager :	George Burns
Frederick Facility Manager:	Mehrdad Bayat
Mentor Program Lead:	Wayne Elseth
Membership Chairman:	Hope Howard
Convector Editor:	Fred Mueller
Flight Sheet Manager:	David Pixton (FFD) Bob Dutilly (FDK)
Hangar Waiting List Officer:	Danny Brotto (FFD) Bill Whelan (FDK)
Roster / Mailing List:	Dan Meyer
Scheduler:	Ray Watson
Task Day Chairman:	Chris O'Callaghan
Webmaster:	Alan Meyer

SSA Regional Director: Jim Kellett
(jim@kellett.com)

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

Mid-Atlantic Soaring Association

Board of Directors: Preston Burch
Robert Jackson
Hans Jorgensen
Jean Posbic
James Trygg

Officers: President - Mike Higgins
Vice President - James Trygg
Secretary - Manfred Beutgen
Treasurer - Hans Jorgensen

Club Introductory Meetings

By Wayne Elseth

We are continuing our series of M-ASA Club Introductory Meetings for 2007. The intent for these meetings is to quickly bring a prospective, new, or returning club members up to speed in club procedures, safety, flight operations, and related topics. The meetings are held monthly, typically alternating between Frederick and Fairfield (but not always), on the Saturday after the monthly club meeting, at 9am. We have a prepared presentation that takes around 1.5 to 2 hours to run through explaining how we run our operations. For folks who can't attend a Saturday morning meeting, we can arrange a personal briefing at a more convenient time. The information being presented is important and we want everyone to attend one of these briefings prior to flying.

If you are interested in being a presenter please contact Wayne Elseth.

August 11	Fairfield	9am
September 15	Frederick	9am
October 13	Fairfield	9am
November	Only if requested	
December	Only if requested	

Upcoming Events

Club Introductory Meeting (see above)	August 11
August Convector Submission Deadline	Aug 28
Region 4 North Contest	October 7-13
Freedoms Wings (see page 6)	October 20-21

If you have an event you would like to appear on this schedule, email convector@m-asa.org