

# CONVECTOR

October  
2007



NEWSLETTER OF  
THE MID-ATLANTIC SOARING ASSOCIATION

photo by Jim Furlong

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## Gazebo Gossip

by Val Brain

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Annual Clean-up Day at Fairfield. The main hangar is to be totally cleaned out: gliders, dollies, cans, cords, miscellaneous junk and acres of dirt, dirt, dirt. Out come the brushes and brooms, mops and dustpans, vacuums and power washers. A mound of debris is building outside on the tarmac, and as the last items are being heaved out, I see a member tearing down a large pegboard screwed to the wall. I recognize the old launch-order board used in contests a few decades ago, with the gliders' contest numbers above every hook, ready to claim their pilots' take-off times. Then, each contestant chose a take-off time in sequence – and there was great anticipation to see when the top pilots would choose. “Moffat's for 12:47!” – and all the would-be leeches crowded around the holy time.

“Stop!” I yell, incensed at the desecration, and he pauses. I grab the pegboard and say I will defend it to the death, and the member relents. I take it down carefully, screw by screw, and stash it in my trailer. Across the top are the contest numbers of dozens of gliders loaded with memories – and a few I can't put name or face to. It's a memorial to the Good Old Days, when starts were made at 1,000 meters max as fast as their redlines would carry them, and then some. Just the reverse of present-day starts, when speeds are strictly limited.

I feel like an ancient Greek bard cataloging the heroes in their order of battle: 59, Chris; 34, Jonathan; 13, me; 9, Bill; Tango One, John; Hotel Lima, Howard; Hotel Hotel, Richard; 5 Bravo Delta, Buddy; 9 X-ray, Dave. Most have kept their contest numbers today, with updated gliders, but not all. Thirteen is in some repair shop in Florida, after a power company operative took a chain saw to the wing to get it unhung from power lines. Today some of us fly in the handicapped Sports Class, where we can do almost as well with an older glider as a Euro-priced late model costing five times as much, with insurance to match, for a performance advantage of maybe 9%.

One outcome of the start system where gliders crossed a start line in sequence was that they became strung out along the course line, thermal markers to the first turnpoint. Today our start circles are large by comparison, and although starts are announced by

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radio, one rarely sees another glider starting. That, coupled with our TAT/ATT tasks, means one may never see another glider during the entire flight. Not very collegial. Hardly a horse-race.

Yesterday we had a TAT far out across the hills. Wall to wall trees like soft green velvet from 5,000', with postage stamp-sized fields in the valleys. Some valleys. So when those green velvet trees came up for inspection along the course line, I chickened out and detoured to the plain where the fields are flat and glider-sized. My cowardice was rewarded, and after a short zig I connected and was able to zag and be on my way again. At 8,000' one's horizons expand; one can look around, admire the view, and have a pee. Today, unlike last week when my zip jammed, happiness is a good pee.

Today there are good clouds on course, good clouds in every direction. Yesterday Baude Litt flew 1,000 kilometers. Today everyone could fly 500K and some did. But for us old folks 7'000' means a long final glide home, and I used it to test the final glide program of my PDA, that showed 395 feet above glide slope 40 miles out. Twenty minutes later is showed 1,000', but I'm under time anyway, so no redline finish.

The TFR around Camp David is active, where our president is having his colon examined for polyps, and leadership of the Free World is transferred to Vice President Dick Cheney, God help us. Put that gun down, Dick.

After crossing the finish line two miles out at 80 knots, we have milliseconds to slow down to TFR entry speed of 70 knots minus today's windspeed, so I pull up, drop flaps, lower gear, make a sedate pattern, and land.

On task I saw two other gliders, one of ours 4,000' below, a white insect crawling on the green velvet, another, a stranger on a 500 K attempt, while crossing the valley. I really miss those strung-out assigned tasks, when one would meet a dozen other pilots en route and chat about it later. "That was a great one over Lockings!" Today we travel different air, on different courses, and all somehow land back at the airport. What's to talk about? It's a different world.

There lie the contest numbers on the memory board, which they almost threw out. Ah, the Good Old Days!

## From the Board...

*by Mike Higgins*

FDK Turf Update.

A group of M-ASA members (Bob Jackson, Bill Whelan, Glenn Collins, Dick Bernstein, and others) are still diligently working with the FAA, the City of Frederick, and the Airport Management to regain use of the grass operation area for both take-offs and landings. Positive progress has been made over the summer.

The FAA has agreed that the grass can indeed be used as a grass runway, but a formal process needs to be conducted to make it "official." This includes modifying the airport plans/documents and conducting an EPA study. We firmly believe that this EPA study is not needed because it was done 20 years ago to support the original runway construction (and neither the runway nor EPA regs have changed since then). We've made this point many times to the FAA, City, and Airport Management, but they still insist on going through the formal process. The good news is that the FAA has granted the city about \$100,000 to complete the EPA and administrative work associated with the grass runway approval. The bad news is that the schedule of the work is still being debated and it's unclear when the work will start or be complete. So, the FAA now agrees that the grass runway is proper and should be there, we just need to go through the formal process to get there.

We've also been working with the FDK Airport Commission to reopen the turf. The Commission largely agrees with us that the gliders should be operating on the parallel grass 12/30, and not sharing the pavement with power traffic. The FAA and City understand that almost all FDK pilots, not just the glider pilots, support the parallel turf operation for improved efficiency and safety.

Finally, we've been getting outstanding support from our local US Congressman, Roscoe Bartlett, and his staff. Congressman Bartlett has repeatedly met with us and the FAA/City personnel to push forward a practical and reasonable solution to the grass runway issue. His support of our cause has been key in getting the FAA to agree to the grass runway and putting forward a process and the funding to make it happen. And the congressman is still working with us to accelerate the process.

We can't yet say when we'll be back on the turf, but I firmly believe it will happen.

Glider Fleet Status.

Both Grobs (the 103 at Fairfield, and the Twin Astir at Frederick) were grounded this past month due to mechanical issues. The G103 has been inspected, reassembled, and is up again at Fairfield. The TA should be flying soon, too. We now have parts on order for the main gear and it should be coming back to together and be ready for flight in October.

Unfortunately, Miss Daisy, our venerable 2-33 at Frederick, has also been grounded due to a mechanical issue in the tail. This now leaves the only operational 2-33 at Fairfield. (Remember that our third 2-33 is being recovered in John Machamers's shop by our youth members.) We're working the Miss Daisy problem now and will update the club when it's fixed and flight-ready — which we expect before mid October.

These three grounded aircraft present an opportunity for all club members to step forward and offer to help. Many club members enjoy flying these aircraft; it's not the sole responsibility of the Godfathers and Maintenance Managers to fix problems. Club members should step forward and offer to help assemble, disassemble, transport parts, ... to accelerate the repair process. Many members have been helping, and continue to help, and we thank them for the extra effort. Others who have not been so active should take this opportunity to offer to volunteer. Our club runs on the energy of volunteers; we depend on them to keep the fleet operational.

## The Award that All Nominees Win

*by Hope Howard*

And you make it happen; you nominate, and you vote, you the members. This is the Campbell Award, formally the M-ASA Annual Award. So start watching your fellow members who do good things for M-ASA, to advance "the welfare of the club, its operations, or its maintenance of facilities." This is given for "non-flying contributions to M-ASA." When you see someone who deserves the award you send in a written (e-mailed) paragraph or two which must accurately cite the specific reasons for the choice made. A ballot with all those reasons will be sent to all members so even a nominee who doesn't get his name on the plaque has the satisfaction of knowing that all members are aware of his contributions. November 1st is the deadline and the Award is announced at our Annual Banquet in January. It is customary to not nominate anyone who already has received this award. -Members at Fairfield can read those names on the plaque, which hangs in the clubroom where the latest person chosen usually flies. November Convector will have more details about the balloting and where to send the nominations.

## Task Day

### *The Capacity to Assimilate All Variables*

by Chris O'Callaghan (OC)



- #1. Skill Managing the Aircraft
- #2. Skill Assessing the Evolution of Weather Conditions
- #3. The Capacity to Reformulate Competition Strategy
- #4. The Capacity to Adopt Tactical Decisions According to Circumstances
- #5. The Capacity to Resist Fatigue
- #6. The Capacity to Assimilate All Variables

One of the most appealing aspects of soaring is its complexity. No matter how many books we read, seminars we attend, advice we give and receive, we consistently face new challenges with each flight. The variables that influence our decisions in the air are vast, and we are influenced by as many factors inside the cockpit as outside.

Soaring is the sport of decisions. It's been said more than once, but it's worth reminding ourselves that the moment we stop making decisions, the end of our flight is at hand. And as much as we'd like to have a single formula for competitive success, it simply does not exist. And if it did, it would be an endless string of conditionals. Instead, there are dozens of simpler formulas we must master, governed by a handful of tenets for when and how we should apply them.

Years ago, I was asked to give a seminar on cross-country flying. While preparing, I decided to see if I could distill all the formulas (or at least those that I knew) into a few hard and fast rules that could be applied to every flight. I came up with two that take a short step towards simplifying soaring on the one hand, and remind us of its complexity on the other.

Rule 1: Always fly at Best L/D unless you have a good reason not to. In the absence of all external and internal influences, you should always fly your aircraft in its most efficient configuration. Period.

Rule 2: Never stop looking for reasons to fly at a speed other than Best L/D. If you're in lift, slow down. If you're in sink, speed up. If you see energy out in front of you, a dust devil, a maturing cu, a gaggle of sailplanes obviously climbing, waste no time getting to and feeding from that energy, your speed, path, and attitude governed by the formulas we've laid out in previous Task Day columns this year and discussed in detail in books by Reichmann, Moffat, Briigliadori, and others. If you are in the mood for a challenge, push yourself beyond the limits of the day. Perhaps the day is even better than you think. Test how far you can fly without stopping to circle while maintaining the appropriate speed for the atmosphere's local energy profile. Constantly measure the value of detours, always trying to measure them against other gliders who chose the more direct path or your estimation of what the direct line would have cost in time and altitude. Know the value of joining other gliders, especially in the blue, and that a group of gliders going too fast for the conditions might still outpace a lone glider flying a perfect McCready setting.

When the Briigliadoris cite the "capacity to plan a flight considering all the different variables," they are saying that we need carry a very large store of knowledge and sift it quickly to uncover two or three strategies or tactics that have a high probability of success based on the conditions in the air, the host of competitors we fly with and against, and the mood we bring into the cockpit. And balance these against the things we don't yet know about the day.

In November, we'll bring up the subject of risk.

## Regional Ramblings

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

-----Original Message-----

From: Carlos Roberts [mailto:xxxxx@xxxxxx.xxx]

Sent: Wednesday, September 12, 2007 8:40 AM

To: James C. Kellett

Subject: SSA Convention

Jim,

I found this in today's SSA e-News: "The SSA will not host a convention in 2009, so don't miss out in February, 2008 in Albuquerque."

Why is there no convention in 2009??

=Carlos=

<snip>

Carlos, good question. The SSA Board of Directors has been increasingly concerned with several aspects of the annual Convention for several years. Historically, the increasing costs and labor requirements of putting on a good convention have caused increasing stress to both the SSA staff and to the clubs local to the convention site. The situation is exacerbated by the understandable requirement for a huge exhibition floor. Such facilities aren't available just anywhere, and in the large convention sites where they are, SSA can't really command the attendance to raise the funds to cover it. Plus, such sites tend to be in large cities where costs are already higher. And the Hobbs staff, already stretched thin, has to rely on a lot of local volunteers to do the nitty gritty. (Maybe that's why the last SSA convention held in the Washington, DC area was over thirty years ago! <gr>). Finally, many of our loyal and essential vendors were feeling the pinch of huge expenses to travel to the sites every year and pay for space in the exhibition hall.

All this led to a study, done by Tim Welles and presented to the Board in the fall of 2006, to have biennial SSA conventions starting in 2008, contingent on the results of the 2007 Memphis convention. The Board approved that action. The initial schedule was selected to alternate with the German Friedrichshafen Biennial Soaring Exhibition, a step which was hoped would encourage German manufacturers to participate more in SSA conventions.

This decision was confirmed at last February's convention in Memphis. At that time, the Board also considered proposals for some kind of alternative year activity, and Ron McLaughlin, Director for Region 7, agreed to head up a "Seminar Task Force" to report back to the Board with suggestions for such activities at the next Board meeting, now scheduled for September 28-29 in Elmira, NY.

Finally, at the risk of being premature, the current leadership of the four larger Clubs in Region IV is considering a "Regional Leadership Conference", probably in January, to explore ways in which Region IV soaring clubs and pilots might work together for their mutual benefit. I'm not setting the agenda for this first exploration, but one item might be discussion of some Regional activity in alternate years to the SSA convention.

So, bottom line: Albuquerque, NM on February 14-16, 2008 will be the last one until 2010! Mark your calendars now, and plan to attend!

## Duty Schedule

<i>Date</i>	<i>Field</i>	<i>Safety Officer (OD)</i>	<i>Tow Pilot</i>	<i>Record Keeper (AOD)</i>
Oct 13, 2007	FDK	Mario Piccagli	Glenn Collins	Andreas Schliessler
Oct 13, 2007	FRF	Peter Blacklin	Robert Jackson	
Oct 14, 2007	FDK	Steven Silverman	Bob Andrew	Jeff Rose
Oct 14, 2007	FRF	David MacVeigh	Pete Welles	
Oct 20, 2007	FDK	Gary Baker	Mark Mercer	Mark Vanreuth
Oct 20, 2007	FRF	Jim Homer	Rich Horigan	
Oct 21, 2007	FDK	Dan Meyer	Karl Bernstein	Neal Drobenare
Oct 21, 2007	FRF	Bob Kryzstan	Jim Chick	
Oct 27, 2007	FDK	Luis Fernandez	Bob Ball	Elizabeth Rhodes
Oct 27, 2007	FRF	Baude Litt	Buddy Denham	
Oct 28, 2007	FDK	Gyorgy Fekete	Bill Judge	Aaron Goerlich
Oct 28, 2007	FRF	Christophe Blanchi	Jim Trygg	
Nov 3, 2007	FDK	Roger Thompson	Olin Kinney	Erik Nelson
Nov 3, 2007	FRF	Guy Pfeffermann	Mike Smith	
Nov 4, 2007	FDK	Nathan Butler	Sam Harry	Bogdan Koshmaryk
Nov 4, 2007	FRF	Laura Hession	Don Robb	
Nov 10, 2007	FDK	Michael Hearn	Hans Jorgensen	Zachary Bowen
Nov 10, 2007	FRF	Mike Vore	Chuck Forrester	
Nov 11, 2007	FDK	Wilmar Sick	David Schober	Jeff Rose
Nov 11, 2007	FRF	Tom Jones	Mike Grinder	
Nov 17, 2007	FDK	Mark Segall	Glenn Collins	Ricardo Cibotti
Nov 17, 2007	FRF	Manfred Beutgen	David Pixton	
Nov 18, 2007	FDK	Jack Goehring III	Dee Torgerson	William Bates
Nov 18, 2007	FRF	Todd Wichman	Bill Savory	

**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.

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

See ya later....



*Jean Posbic in 2ET flying over Frederick.  
photo by Jim Furlong*

## 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.

October 13	Fairfield	9am
November	Only if requested	
December	Only if requested	

## Upcoming Events

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

*If you have an event you would like to appear on this schedule, email [convector@m-asa.org](mailto:convector@m-asa.org)*