

CONVECTOR

March
2009

photo by Baude Litt

NEWSLETTER OF
THE MID-ATLANTIC SOARING ASSOCIATION

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From the Board

by Michael Higgins

Annual Meeting. Next week, on Friday March 13th, we have our club Annual Meeting. Important business matters, elections, and operational procedures will be covered, so attendance is mandatory for all active club members. If you can't attend the meeting that night, we'll have a videotape made of the key sections for review at a clubhouse later. You must watch this video to fly with M-ASA this season. The meeting venue this year is the firehouse on Baughman's Lane in Frederick, conveniently located just off of the Rosemont exit from Route 15. We'll start at 7:30pm sharp, so please try to arrive on time.

Director Ballots. If you haven't already, you'll be receiving in the US Mail a package from Manfred Beutgen, our club Secretary, with information on the Annual Meeting. For full members eligible to vote, the package will include a Director election ballot. We have three excellent candidates running for two Board positions this year. Do not lose this ballot. Unlike past years, replacement ballots will not be available at the meeting. You'll need to mark your vote on this ballot, and then either mail it quickly back to Manfred, or bring it with you to give to him on the evening of the 13th – before the meeting starts. Ballot counting will start about 7:45 that evening.

Fleet News. Good news -- the FDK Ka-7 and G103 TA are repaired and back together and flight ready. We thank Paul Rehm and the others who assisted him in completing these repairs quickly. The FDK 1-36 is still grounded for a wing repair, and this will likely take some time, so be patient. If you want to fly a single-seat club ship, both the K8 (at Fairfield) and Pilatus B4 (at

Events Calendar

March 13th-
Annual Meeting

March 14th
Club Introductory Meeting, contact Wayne Elseth (see last page)

May 15-25th
Spring 10 Day Weekend

▶▶ FDK) are available. The FDK 2-33 Miss Daisy is flight ready, as is the Fairfield 2-33. The Fairfield G103 is also good to go. The project 2-33 is really (and I do mean it) getting close. Glenn Collins, with help from other members, has spent several February weekend days in the frozen Fairfield hangar putting the 2-33 back together. The reassembly process requires a methodical and controlled approach, but when the team is done soon, the result will be a top-quality, like-new SGS 2-33 trainer.

Youth/Midshipman Program. The size and energy of our Youth Program continues to grow. The US Naval Academy flying club is growing in size and is acting to funnel many Midshipmen into our Youth Program. Current the youth membership count is 13, and increasing. The program has largely been active at Fairfield, but we'll probably see it expand into Frederick this season. Yes, there have been growing pains, and we're learning and overcoming them as they occur. One issue is how to handle the accounting for flights given that the Youth Members can and do work for flying credit, and then use that credit for paying for tows and glider rentals. Starting this season, to make it easier on the OD, the youths will be keeping their own flight logs and processing their own checks, in parallel and under the supervision of the OD. This will make the OD's job actually easier on the days when the youths are flying. More will be explained at the Annual Meeting.

Spring Check Flights. Nice weather is just around the corner. And many M-ASA members will be coming out for their first glider flight since last season. M-ASA has an excellent staff of CFGs who will gladly take a check ride with you to help find little bad habits or issues that you might have overlooked. Currency and proficiency are important to pilot safety. Remember, our club policy is that no one may act as a PIC of a M-ASA club glider unless they've logged a glider flight in the past 90 days. And this year, the Board voted to expand that requirement to no one may take a tow behind a M-ASA tow plane without having logged at least one glider flight in the past 180 days. So if you have a private glider, and haven't flown for six months, you must take a check ride before flying at M-ASA. We'll discuss this more at the annual meeting.

Regional Leadership Conference

Report. On February 21st five M-ASA members (Collins, Posbic, Morris, Pixton, and Higgins) represented our club at the second Region 2 & 4 Leadership Conference at the Udvar-Hazy Center. About 25 people, representing 9 clubs, met for the day to discuss soaring club best practices, ideas, and common problems and solutions. The day was a success and the M-ASA team came away with lots of ideas to chew on. You should ask each of the five M-ASA representatives what they learned and thoughts they carried home. Items I thought remarkable were that many clubs in our area are growing their membership now, while M-ASA has been declining or flat in the past 5 years. Many other clubs have significantly upgraded

their fleets to modern fiberglass gliders, while M-ASA's fleet has been largely static the past decade. And finally, other clubs have had more flights-per-member than M-ASA, showing a generally higher flight activity level. So we have some challenges ahead. And all of us attending the Leadership Conference, as well as the other club Officers, Directors, and other members have solid ideas on how to improve M-ASA. Much of this will be discussed at the Annual Meeting on the 13th. Don't miss it.



The Ka-7 is back in service!

photo by Bob Dutilly

Flying the JS1-A

by Baude Litt (LBL)

Circumstances

It all started at the Region 4 South (R4S) Contest in New Castle, Virginia when I approached Leo Benetti-Longhini with the invitation to come and compete with his JS1 at our R4N in Fairfield, Pennsylvania. At that time we only had 3 pilots registered in 18 Meters for the competition and we really wanted to add this Class. Leo is the US Dealer for the South African Jonker Sailplanes manufacturer. He informed me that he would be unable to participate and this led to his offer for me to take the JS1 home for a few weeks and race it in the last event in the US contest calendar. I came back home with LBL, while Bob Jackson accepted taking the JS1 to Fairfield. A big thank to Joan who brought back their motor home with RJ in tow!



The author, testing the JS1-A

photo by Michael Jeanmotte

Flying the JS1

First, let me mention that I flew serial number 2, a pre-production version, and that even though it was built from production tooling; it might not represent the latest gliders, on which the fine-tuning continues. Also, and this is important, I only flew it dry, as conditions, either weather or rules prevented doing otherwise. Most of my comparisons will be made against the LS-8, as it is the glider I currently fly and have been flying for the last seven years. Finally, I did not want to be influenced by what other pilots have already written about the JS1. Although I read a few of those impressions more than a year ago, I refrained from re-reading them or from looking at newer ones. What follows is really what I experienced and think about this very nice glider.

From the outside and from far, the JS1 looks just like any other modern and recent glass ship. From closer, it is more recognizable by its original wing tips and a big size horizontal stabilizer. The wings are the result of an aerodynamic research pushed pretty far to maximize the reduction of drag. It led to this uncommon polyhedral shape with six different angles and the uncommonly slender wing thickness.

The cockpit lines are reminiscent of several proven gliders, most visibly some of the Schleicher models. Opening the canopy offers a very fine layout with a detail finish surpassing the current standards: Clear markings, luxury upholstery with multiple useful pockets, and the die-cast JS1 logo at the aft edge of the canopy frame to top it all. The ergonomics of the cockpit are particularly well addressed. Seating is not as reclined as it is the LS glider series, but provides a very comfortable position. The whole body is well supported by the seat-pan, enhanced by an energy-absorbing foam cushion that conforms to the pilot's posterior when warmed by body heat. Every handle is of easy access and falls well into the hand. The same applies to the stick that, in my case, is closer to the body than any other glider I've been flying recently. It allowed my arm to rest in a less tiring position on my leg. The instrument panel is completely enclosed which eases placing one's legs and feet in position without having to pay attention to the instrumentation cables or tubes that usually protuberate in many gliders. To access those and the back of the instruments, the canopy needs to be removed from the binnacle. This is an easy task, accomplished through a doublet of flush-mounted paddle-type levers on both sides of the canopy rail. The pair closest to the pilot is used for normal opening, while the pair closest to the instrument panel actuates the emergency release. Removal or reinstallation the canopy is performed with the pair closest to the panel, and is much easier compared to the LS gliders, for example. It also allows the pilot to re-secure the canopy from inside and without external help if he ever opened the emergency release inadvertently.

▶▶ Remarkable, nowadays, is the fact that all the instruments of the front panel are within reach. No need for a remote control or to extend your arms painfully. The more vertical seating position is beyond doubt responsible for this. Once seated, you not only feel comfortable but also well protected by the large frame around the canopy. It is evident that the whole security concept in the JS1 is strongly influenced by the pioneering efforts of other designers (most notably Gerhard Waibel) to improve pilot protection. Waibel's crashworthiness research has proven to be life saving in quite a few occasions recently and it is good to know that the JS1 engineers followed these design methods and analyses to assure the structure of the JS1 cockpit provides maximum protection to the pilot.

I had not flown a big flapped ship for quite a while and, although not really concerned, I was slightly apprehensive about how fast I would be at ease with this glider, especially with the intention of participating to a competition only a few weeks ahead. New glider new company, new engineers; this could have led to some surprises. I was getting ready to confront these with all my senses on alert. I did not have to. It only took a few seconds to get everything working my way! The closest experience I can recall about this feeling is probably my first flight in the back seat of an F-16. Coming from the old generation jet, the Mirage V, how was I going to cope with that side electronic stick that was barely moving? There also, it only took a few seconds and I found myself flying close formation in the wing of another F-16. That stick had been so wonderfully engineered that the transition was immediate and totally natural. Same here! How could such an inexperienced team come up with a glider so easy and natural to handle, while it took more than thirty years for some of the well established glass glider manufacturers to achieve a result only close to this one! OK, it does not match the handling of a Standard Class LS-8, but which other one does? Still, I found it easier than the LS-8 in the 18 meter configuration. The stick is stiffer than the LS-8, but the controls are so harmonious and balanced that the general handling is very close to the LS production line. It will not surprise any LS pilot and will enchant pilots coming from gliders of other brands. Flying the usual maneuvers gives a sense of total control and perfect stability.



*The JS1-A's graceful wingspan against a backdrop of Autumn foliage
photo by Michael Jeanmotte*

With the rope connected in the nose hook, being towed is so easy that you might be tempted to let the glider follow the tug by itself. Very small corrections put it back where you want it and there is almost no need to stop a movement as the glider gets back on its rail. Once off tow, after a few successful turns at different bank angles, I decided to test its stalling characteristics. At my weight, 170lbs, and low speed, in any configuration, the glider just does not want to do it. With the stick fully back, the nose refuses to take more than a few degrees of higher angle of attack and gently moves around the flying axis, losing small altitude and some aileron efficiency. A slight release of the stick pressure and the glider immediately recovers its ailerons, while the nose drops back a few degrees and regains its flying speed, just losing a few feet. If the stall is deliberately provoked from a higher speed

entry, the nose will go up and perform a traditional nose down stall with level wings, once the stick is released. If it is kept to the back, then the nose becomes more erratic and a wing will eventually drop. Again just releasing the stick pressure will initiate a self-recovery. I did not take note of the altitudes loss for each stall, as I was not planning to write this article; but I found those pretty benign, in all configurations. For the next 30 hours I flew the glider, sometimes in intense competition, whether I was in a gaggle or alone; I never had to face an unintentional stall. In fact, I was so confident about its warning signals and its ability to recover easily; that I even decided to fly the task the day I found myself without a working airspeed indicator. (My fault, the EASA probe was not fully pushed into its hole!)

Flying in the gaggles provided the same sense of agility and responsiveness, but here comes the best of this glider: it is an amazing climber! It presents the same stability as shown during the tow and just climbs and climbs. You will say that all gliders do; yes of course, but this one is definitively very good at it. In the very weak thermals, I was able to rapidly close in the gap but it was ▶

▶▶ a challenge to out-climb the other gliders. On the other hand, in medium to strong thermals, it out-climbed all its opponents by circling just a little larger, when necessary, and passing them by on the outside. Really enjoyable! It is difficult for me to describe its behavior in thermals, but let's put it this way: in the first positive setting, you feel the thermal reaching the glider like waves and at each new wave the nose tilts down one or two degrees while the big tail is lifted. It immediately translates in a vario sound increase and you really get the impression to be surfing up on these waves. It is remarkable as you not only feel it, but you also witness it versus the other gliders that share your thermal. Many other pilots came to tell me how impressed they were by these moves!

Now it is an 18 meter, and even if it is not always immediately obvious at the controls; it will remind you of its differences with 15 meter ships during some specific maneuvers:

- When accelerating, it does not need a big change in attitude to see the airspeed indicator moving up rapidly, especially if it is accompanied with a flap setting change.
- The roll rate is pretty impressive above 60 kts for such a big ship; but if you attempt to roll over to the other wing below 55 kts, the JS1 will take its time and will require a good dose of rudder input.
- A few knots too fast on final will immediately translate into a much longer landing distance than anticipated.

I think the advertised 60 kts for the pattern and final is too high for this glider. I was very comfortable using 55 kts instead, in no or little winds, reducing to 52 with full flaps and full dive brakes on short final. I then perform a short flare out and the JS1 stops within 200 feet from touchdown. This is quite impressive for such a big and heavy ship. The powerful disk brake really makes the difference at low speed, while it is a little bit less efficient if you try at higher speeds.

Conclusion

During the two months I had the glider at Fairfield, I flew it 18 times for 63 hours, 4000 Kms and it offered me the win in the 18m Class during the R4N.

All in all, this glider is quite an amazing success for a project that started from a white page with limited experience about racing gliders. The handling is beautiful and almost comparable to the Rolladen Schneider gliders. The glide performance is at least at the level of its competitors and I think it climbs better.

If you are interested to know a little bit more about the JS1, it has its own Web Site at:

<http://www.jonkersailplanes.co.za/index.php>

Under article and news, you can find the edited version of this article and a video filmed by Craig Sutherland during a trip to the Massanutten Ridge.

An edited version of this article appeared in the January issue of *Gliding International*

Spring 10 Day Weekend

by Cathy Williams

Mark your calendars for a week of flying at Fairfield this spring. Plans are being made for a "10 day weekend" preceding and including the Memorial Day weekend (May 15 through May 25). In addition to the availability of tows and student instruction, there will be an emphasis on cross country and competition flying. Morning classes, mentors, assistance with badge flights, and dual cross country instruction in the Grobs are planned. The event will culminate with a three day mini-meet. The club will be hosting the eastern 1-26 spring mini-meet over the Memorial day weekend, and club members in any ship are encouraged to join the 1-26ers on short tasks flown under competition conditions. Previously the time of the region 4N competition, this is the season of long flying days and strong ridge conditions. Don't miss this opportunity! Make plans now to join us for the week.

More information forthcoming in the April Convector.

Duty Schedule

by Ray Watson

<i>Date</i>	<i>Field</i>	<i>Operations Director (OD)</i>	<i>Tow Pilot</i>	<i>Assistant Ops Director (AOD)</i>
3/14/09	FDK	Gary Baker	Dee Torgerson	Alexander Rossulek
3/14/09	FRF	Baude Litt	George Green	
3/15/09	FDK	Mario Piccagli	Bob Jackson	Jeanmotte Michael
3/15/09	FRF	Kolie Lombard	Hans Jorgensen	
3/21/09	FDK	Paul Jessop	Glenn Collins	Bob Bigler
3/21/09	FRF	Laura Hession	Bill Savory	
3/22/09	FDK	Dick Mott	Edward Breau	Ricardo Cibotti
3/22/09	FRF	Guy Pfeffermann	David Pixton	
3/28/09	FDK	Dan Meyer	Bob Andrew	Bob Filipchuk
3/28/09	FRF	Rick Fuller	Pete Welles	
3/29/09	FDK	Rob Myhre	Dick Bernstein	Zach Bowen
3/29/09	FRF	Tom Jones	Rich Horigan	
4/4/09	FDK	Holland Ford	Mark Mercer	Dowdy Jackson
4/4/09	FRF	Kai Rasmussen	Don Robb	
4/5/09	FDK	Steve Kidd	Dee Torgerson	Don Emert
4/5/09	FRF	Bob Kryzstan	Bob Gardner	
4/11/09	FDK	Steven Silverman	Lance Nuckolls	Adam Messenheimer
4/11/09	FRF	John Hearn	Buddy Denham	
4/12/09	FDK	Peter Kern	Glenn Collins	Hope Howard
4/12/09	FRF	Richard Latoff	George Green	
4/18/09	FDK	Steven Shelton	Bob Andrew	Alexander Rossulek
4/18/09	FRF	Jim Homer	Hans Jorgensen	
4/19/09	FDK	Luis Fernandez	Edward Breau	Jeanmotte Michael
4/19/09	FRF	Peter Blacklin	Bill Savory	
4/25/09	FDK	Mario Piccagli	Mark Mercer	Bob Filipchuk
4/25/09	FRF	John Mitchell	David Pixton	
4/26/09	FDK	Jeff Rose	Dick Bernstein	Dowdy Jackson
4/26/09	FRF	Laura Hession	Bob Jackson	

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.



Paul Jessop didn't want us to publish this photo of him just after passing his CFI(G) check ride until all the paperwork problems had been sorted out. They have now been resolved and he joins the ranks of M-ASA instructors. He abandoned the eastern winter and took his practical exam in Phoenix at Estrella Sailport while on a business trip.

Congratulations Paul!

photo: Arizona Soaring

FOR SALE: Janus – Silent Soarers Inc. has corporate shares available. Glider is hangared at Frederick. Low cost access to an excellent high performance two seat sailplane. 39:1 L/D with outstanding climb characteristics. Basic instruments, MicroAir radio, oxygen, trailer. Intent is to maintain corporate shares at 8 to ensure sailplane availability. Contact Glenn Collins (pwrlessflt@msn.com) or Tom Jones (daedelus@mindspring.com).

FOR SALE: Libelle H301 N7879. Basic instruments, all aluminum trailer (the “Lufthansa”, “Toto Lotto” trailer). Current annual and flown this year. Contact Alan Meyer, 410-833-5979, ameyer2@yahoo.com.

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: 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: **1969 Slingsby T49B “Capstan”** For Sale. S/N 1664, 2-Place side by side, 479 lb payload, 30:1 L/D, laminar wing, all wood construction, May 2008 Annual, basic instruments, US standard airworthiness certificate, mild aerobatics, terminal velocity divebrakes, worlds largest Cobra trailer (2001), true one man rigging system (20-30 minutes), great dual cross county trainer. Lots of fun to fly. \$24,000.00 Located in Northern Virginia. Contact Shane Neitzey (C)571-259-0042 (O)703-335-8185 (H)703-753-3806 shanessigns@mindspring.com



WHO TO CALL**Godfathers:**

Grob 103 (FDK)	Victor Filipchuk
Grob 103 (FFD)	Chris Williams
Grob 103 Trailer	Vacant
Ka-7	Paul Rehm
Ka-8	Danny Brotto
Pilatus B-4	Jeff Rose
Pilatus trailer	Andreas Schliessler
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	Jeff Rose
Tug N7799Z (FFD)	Bob Gardner
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:	Vacant
Tug Maintenance Officer:	Bob Gardner
Field Safety Officer:	Rick Fuller (FFD) Paul Rehm (FDK)
Fairfield Facility Manager:	Val Brain
Frederick Facility Manager:	Mehrdad Bayat
Mentor Program Lead:	Wayne Elseth
Membership Chairman:	John Wallin
Convector Editor:	Fred Mueller
Flight Sheet Manager:	Rick Cordell (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 Michael Higgins Hans Jorgensen Jean Posbic Daniel Morris
Officers:	President - Michael Higgins Vice President - Dan Morris Secretary - Manfred Beutgen Treasurer - Michael Hearn

Club Introductory Meetings**By Wayne Elseth**

We are continuing our series of M-ASA Club Introductory Meetings for 2009. The intent for these meetings is to quickly bring 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 airports (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. Intro meetings are held the Saturday after the General Club meeting, rain or shine. Check with Wayne Elseth for last minute changes to time or location via email: masa@elseth.net or (240) 205-4566. If you can't make it to one of these scheduled weekend meetings, I'm always happy to get you going with a personal briefing if you contact me to make arrangements. The information being presented is important and we want everyone to attend one of these briefings prior to flying.

In 2009 I anticipate needing help presenting a number of the monthly briefings. It's a great way to meet new club members and is fun! If you a current member and are interested in being a presenter on any of the dates listed above please contact Wayne Elseth.

March 14	FDK
April 11	FFD
May 9	FDK
June 13	FFD
July 11	FDK
August 15	FFD
September 12	FDK
October 10	FFD
November - February	happily provided upon request.