

CONVECTOR

August 2009

photo by Baude Litt

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THE MID-ATLANTIC SOARING ASSOCIATION

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From the Board

by Michael Higgins

Midshipmen Summer Flying Program. The summer weekday flying program to introduce US Naval Academy Midshipmen to flying has been underway since mid June. About 100 Midshipmen have been to Fairfield over the summer, each getting three introductory soaring flight lessons in our 2-33, K7, or G103. These flights are part of a two-week session that also includes ground-school and simulator training on the Academy campus. The next group of 25 will start their flying at Fairfield on or about 5 August, depending on weather. And a final group of 25 will fly later in the summer. Any M-ASA member is welcome to come up to Fairfield on these weekdays and take advantage of the tows and operation. By September, a total of 150 Mids will have had three glider flights each – a great introduction to the sport of soaring, and to aviation in general. This summer program is independent from our year-round youth program. We'll continue to have young people fly with the club on weekends throughout the fall and spring.

501C3 Status. The IRS has formally approved M-ASA as a 501C3 organization. We are now organized as a charitable organization with the mission to advance the science and art of motorless flight, study and research the scientific techniques of soaring, make available to the public education programs training materials, a library and flying equipment and facilities, and retain and maintain open space for soaring activities. Many other soaring clubs have gained this legal status and have benefitted from it. We can now accept tax-deductible charitable donations from the members or the public, and use those donations and revenue to promote our mission. Going forward, we'll be more carefully defining how we operate and what will and will not be tax deductible in the coming months. Watch for more on this subject. Finally, I want to thank **Jim Trygg** and **Manfred Beutgen** for their thorough

Events Calendar

September 4-8

FDK 5 Day Flying Fest (see page 3)

September 12th

**Club Introductory Meeting-FFD,
contact Wayne Elseth (see last page)**

October 24-25

**Freedom's Wings International-FFD
(see page**

▶▶ and diligent work on our 501C3 application. They were the drivers of the process and made it happen for the club.

Upcoming Events. Two great events are on the M-ASA calendar over the next 6 weeks. On Sunday 9 August M-ASA is hosting an Open House and antique/class car and aeroplane show at Fairfield. All club members are invited to attend and enjoy the catered food/ice cream/drinks and fun. Normal club operations will be conducted in addition to the special events that day. And following that, over the Labor Day weekend, we will be having a “5-day weekend” at Frederick, with glider flying operations from Friday (4 Sept) through Tuesday (8 Sept). See the notice in this Convector for more info.

Compensations of Age

by Val Brain

As I grow older, I’m increasingly aware that the “joy of soaring” is not only the flying of gliders but the friendships of fellow pilots. One instructs the students and flies the tasks, of course, but lunch at the Village Table with old friends is equally satisfying. What’s happening in politics, stories in the news, books and movies, catching up on the week.

The gliding fraternity (sadly deficient in sisters, alas) is loaded with talent of all kinds: doctors, lawyers, bankers, engineers, journalists, craftsmen, professors. . . . We’re Americans, British, French, Germans, other nationalities always popping up; last week an Argentinian. It’s not only the lunches at the Village Table, where prices stabilized around 1952, but for those who stop over in their campers, dinner at the Four Seasons and breakfast the next morning, which we alternate at cooking – once-a-week feasts with eggs, bacon, sausages, corned beef hash, beans, toast, the works, all well known to stop hearts and trigger cardiac surprise. But that’s okay once a week, and the calories go uncounted. Tomorrow it’s back to grits and gruel, innocuous oat flakes as heart-healthy as exercise, almost.

These breakfast conversations are the best, where the world’s problems are aired and solved, if only our stupid leaders would listen. Last weekend it was the migration patterns of red-tailed hawks, and the ospreys and eagles that two pilots know everything about, except how the birds manage to navigate. I’d read a book on animal navigation as a boy, around 1947, whose conclusion was: We don’t know. So today I hoped our experts would enlighten us, but they didn’t. We still don’t know. Meanwhile, we learned that hawk couples split up and fly to different destinations somewhere in South America, hundreds of miles from each other, only to get back together after their return trip. In the U.S. the raptors are coming back after DDT almost killed them off by weakening their eggshells, but today the eagles are back, the golden and the bald, America’s national bird, after the founders gave up on the wild turkey, a soaring non-starter.

So one breakfast it’s bird migration, another it’s global warming or its new partner, global dimming, which has reduced the sun’s heating through man-made particulates by around 16% worldwide. And now the arctic is thawing out, the polar bears are drowning as the ice floes melt, the deserts are spreading, the sea level rising, and catastrophic storms devastating coastal areas. We agree with Sean O’Casey’s Joxer that the world’s in a terrible state of chassis.

Old folks are rarely optimists, and we’re no exception. We count ourselves lucky to be survivors, when so many fell by the wayside, but still the future looks bleak – not our future, of course, which will become blank soon enough, but the future of the overpopulating, energy-crazed world, headed for mass extinction, it seems, as the Marching Chinese no longer walk but become two-and three-car families and choke on pollutants and the last fires of the rain forests. Sixty-five million years ago life on earth was almost extinguished by an asteroid that did in the dinosaurs, but today we’re busy doing in ourselves.

But such happy-talk is not for a sunny Sunday morning, when the religious are at their devotions and a good long task seems likely – escape into the happy green air where our worries are focused and personal, not vague and global. I’ve already had two low saves this season, scratches that like tomorrow’s execution wonderfully focus the mind. Today of course they’re not just memories but See You maps and graphs and statistics that show exactly where things went wrong, while the others sailed on and kept up their averages. The statistic that most interests me is the average glide ratio for the flight, which for my old PIK should be about 25 at 70-80 knots cruise. This season it’s been 31.5, low for me, and can be as high as 65 on a good day, when I follow the lift streets and avoid the sink alleys and low scratches and get a reasonable score for my pains.

▶▶ Some years back such scores were enough to win the day, but now we have young pilots who far exceed our performances of yesteryear. They have better gliders, of course, but they are also more ambitious, breaking records and accomplishing feats we no longer want to attempt. Most of us oldsters are happy to complete a 2 ½ or 3 ½ hour task, rather than tough it out for 12 hours flying 1200 Km on the ridges. We're just happy to know the torch has been passed and all that, and the current bearers are bearing better than we ever did.

So for us the soaring exploits are usually samer and tamer – but the conversations are as good as ever. Where else would we learn about international finance from World Bank experts or about aortal infarctions from a heart surgeon or about snakes from a reptile aficionado? What all these experts have in common is piloting airplanes without engines, which makes them a trifle unusual as folks go, but adds a richness to the enterprise we appreciate more as the years pass.

Long may it continue!

Freedom's Wings International Flying For Persons With Disabilities

Freedom's Wings International is a non-profit organization which provides the opportunity for persons with physical disabilities to fly in specially adapted sailplanes.

On Saturday, October 24th and Sunday, October 25th, Freedom's Wings will offer free introductory rides to interested disabled individuals. The event will be hosted by the Mid-Atlantic Soaring Association at their airport in Fairfield, PA located approximately 8 miles southwest of Gettysburg, PA. Additionally, there will be a cookout Saturday evening for all participants and their families.

Interested participants should call the toll free number to reserve a time slot for a 20-minute ride. There are only a limited number of flights available so call now if you want to experience the thrill of soaring.

Check out the pictures and comments from last year's participants at our website.

Freedom's Wings International
www.freedomswings.org

1-800-382-1197



Frederick is Having a Five-Day Fall Flying Fest

by Hope Howard

Expand your weekend, expand your horizons. ,Friday Sept 4 through Tuesday Sept 8 at the Frederick Airport. Stretch the Labor-Day weekend and stretch your goals to a little cross-country if you haven't tried it yet - or if you have.

Classes will be in the morning, before flying. Intro to Cross-Country will include handouts showing several updated mini-triangles that you can fly from FDK in a club ship without landing out. Reading the Clouds and Speeds to Fly will help you stay up longer and achieve your soaring goals whatever they are.

And don't miss the Gary & Caroline cookout. Price reasonable, menu delicious. Specific dates for the classes & cookout are to be determined. ,Sat. Sun. or Mon.

All members are welcome of course. Come when you can. Choose only the 'extra' days - Fri & Tues, or only classes, or only the cookout.

There will be whatever kind of flying you'd like, just like on weekends.

The Accident

by Fred Mueller (FM)

On April 23 of this year I had an accident—a bad one. I was flying my glider and on my approach to landing at Fairfield, PA something went badly wrong. I have no recollection of the accident, I don't even remember any part of the mishap flight, the last thing I remember that day is backing up to the trailer barn to hook up my trailer. Those present on the airfield have suggested that strong winds, wind shear, and lee side (of Ski Liberty ski area) wind effects played a part. I landed short of the airfield, right side up, but apparently at a very high rate of sink, perhaps even in a stalled condition(!) Of all the things I've ever done in a glider, I never thought that failing to connect with lift and a return to the home airfield would be what almost killed me. Fortunately it occurred close enough to the airfield that club members got to me fast. Apparently one was well trained enough to caution others from trying to extract me from the sailplane. It's probably the reason I'm not a complete paraplegic as I write this. I was extracted from the glider by a team of professionals and medevac'ed by helicopter to the York Hospital in Pennsylvania. In case you're wondering, it was a \$9,000 helicopter ride.

The first surgery occurred that day followed by a second surgery a week later. Included in the first surgery were two titanium rods and screws spanning seven vertebrae as well as the installation of a cage around a much destroyed vertebra. There was also injury to my spinal cord. Eleven days in the ICU and another three days out of ICU before I was transferred to the National Rehab Hospital in Washington, DC for what would be a 28 day stay.

My right leg works pretty darn good, normal in most respects. My left leg is a whole other story; it is not completely paralyzed, but it is definitely a big problem. My quads work quite well, the leg can bear my weight but other aspects of my leg function are going to need extensive rehab and just plain time. Physical therapists note that all my neural pathways are open, but some of them are very weak right now, nonetheless they are optimistic about my recovery ability. I have good extension but very weak to nonexistent flexion. This means that right now I need to use forearm crutches to do a weak version of walking. This is a recent upgrade from using a walker, so progress is being made. I had been using a wheelchair for longer distances but my stubbornness has gotten the best of me and I haven't used it in a couple weeks. My physical therapist at the Rehab Hospital told me to rent (not buy) a wheelchair once I went home because he thought I would only need it for a few months. I found that hard to believe. But he's also the guy that told me I'd be able to get around in a walker and go up stairs with a cane (and a railing) before I got out of the Rehab Hospital, I was a bit incredulous when he told me that—but he was right. He also thinks that I'll be able to walk again (unassisted) but despite his optimism, I know there is a lot of work ahead of me and this is going to take some time. At various points I've had physical therapists ask me what my goals for therapy are and I tell them I want to walk unassisted, I want to ride my bike, and I want to get back to work (I'm an airline pilot) and they look at me a little funny and say "you want it all" and I tell them, "I sure do!" I'll concede that I may not be able to be a runner again...

So, here I am on a very long road of healing and recovery and I'm not sure what the destination is going to look like but I hope and pray that it will look something like my life on April 22. Thanks for everyone's visits, cards, and well wishes. It has meant a great deal to me.

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>
8/1/09	FDK	Bob Bigler	Bob Ball	Rex Bullinger
8/1/09	FRF	Erik Nelson	Hans Jorgensen	Dave Smith
8/2/09	FDK	Jeff Rose	Bob Andrew	Zach Bowen
8/2/09	FRF	Stefan Schroth	Bill Savory	
8/8/09	FDK	Gary Cassell	Dee Torgerson	Mike Dalke
8/8/09	FRF	Chris OCallaghan	Max Ullmann	
8/9/09	FDK	Dick Mott	Ed Breau	Herb Hoffman
8/9/09	FRF	Guy Pfeffermann	David Pixton	
8/15/09	FDK	David McConnell	Dan Morris	Lucien Tessier
8/15/09	FRF	Baude Litt	Bob Jackson	
8/16/09	FDK	Dan Meyer	Olin Kinney	Rich Matheus
8/16/09	FRF	Kolie Lombard	Peter Welles	
8/22/09	FDK	Eric Schuyler	Bob Ball	David Smith
8/22/09	FRF	Manfred Beutgen	Mike Smith	
8/23/09	FDK	Rob Myhre	Dee Torgerson	Rex Bullinger
8/23/09	FRF	Dave Weaver	Rich Horigan	
8/29/09	FDK	Mike Vance	Lance Nuckolls	Zach Bowen
8/29/09	FRF	Ricardo Cibotti	Jim Chick	
8/30/09	FDK	Ben Mwendwa	Glenn Collins	Earl Hill
8/30/09	FRF	Tom Jones	Mike Grinder	
9/5/09	FDK	Bob Bigler	Dan Morris	Mel Donahoo
9/5/09	FRF	Mark Segall	Don Robb	
9/6/09	FDK	Andreas Schliessler	Mark Mercer	Bob Filipchuk
9/6/09	FRF	Bill Whelan	Bob Gardner	
9/7/09	FDK	Roger Thompson	Ed Breau	Janice Farr
9/7/09	FRF	John Hearn	Buddy Denham	
9/12/09	FDK	Holland Ford	Bob Ball	Todd Rosenfeld
9/12/09	FRF	Gary Cassell	Max Ullmann	
9/13/09	FDK	Kai Rasmussen	Bob Andrew	Alex Rossulek
9/13/09	FRF	Wilmar Sick	Hans Jorgensen	
9/19/09	FDK	Steve Kidd	Glenn Collins	Hope Howard
9/19/09	FRF	Rick Latoff	Bill Savory	
9/20/09	FDK	Steve Silverman	Olin Kinney	Rex Bullinger
9/20/09	FRF	Bob Krzystan	David Pixton	
9/26/09	FDK	David McConnell	Lance Nuckolls	Dowdy Jackson
9/26/09	FRF	Peter Blacklin	Bob Jackson	
9/27/09	FDK	Pete Kern	Mark Mercer	Vic Filipchuk
9/27/09	FRF	John Mitchell	Peter Welles	
10/3/09	FDK	Mario Piccagli	Dan Morris	Don Emert
10/3/09	FRF	David MacVeigh	Mike Smith	
10/4/09	FDK	Steve Shelton	Ed Breau	Herb Hoffman

<i>Date</i>	<i>Field</i>	<i>Operations Director (OD)</i>	<i>Tow Pilot</i>	<i>Assistant Ops Director (AOD)</i>
10/4/09	FRF	Jim Lewis	Jim Chick	
10/10/09	FDK	Luis Fernandez	Glenn Collins	Mike Dalke
10/10/09	FRF	Jim Homer	Mike Grinder	
10/11/09	FDK	George Fekete	Bob Andrew	Lucien Tessier
10/11/09	FRF	Christophe Blanchi	Bob Gardner	
10/12/09	FDK	Mehrdad Bayat	Dee Torgerson	Hope Howard
10/12/09	FRF	Chris Williams	Buddy Denham	
10/17/09	FDK	Bob Bigler	Lance Nuckolls	Rex Bullinger
10/17/09	FRF	Gary Cassell	Don Robb	
10/18/09	FDK	Gary Baker	Mark Mercer	Earl Hill
10/18/09	FRF	Stefan Schroth	Max Ullmann	
10/24/09	FDK	Andreas Schliessler	Dan Morris	Mel Donahoo
10/24/09	FRF	Jeff Rose	Hans Jorgensen	
10/25/09	FDK	Dick Mott	Olin Kinney	Janice Farr
10/25/09	FRF	Laura Hession	Bill Savory	
10/31/09	FDK	Dan Meyer	Glenn Collins	Bob Filipchuk
10/31/09	FRF	Erik Nelson	Rich Horigan	

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

Due to an unplanned hiatus from editing the Convector, I am unsure that my last list of items "For Sale" are current. Please email me with your items, contact info and pictures if you would like to have your items listed here in the next issue.

Editor

WHO TO CALL

Godfathers:	
Grob 103 (FDK)	Victor Filipchuk
Grob 103 (FFD)	Chris Williams
Grob 103 Trailer	Vacant
Ka-7	Andreas Schliessler
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 Rick Fuller Michael Higgins Daniel Morris Jean Posbic
Officers:	President - Michael Higgins Vice President - Daniel 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.

September 12	FDK
October 10	FFD
November - February	happily provided upon request.