

# CONVECTOR

October 2009

NEWSLETTER OF  
THE MID-ATLANTIC SOARING ASSOCIATION

photo by Rick Latoff

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## From the Board

*by Michael Higgins (WM)*

**FDK Facility Lease News.** In September the City of Frederick approached M-ASA with a proposed amendment for our hangar lease. This is driven by the FAA-WADO, who insists that users of airports that receive FAA funding have "fair market value" leases. Apparently, the FAA is concerned about users who might have or get "sweetheart" lease deals at the expense of taxpayers. The proposed amendment, covering the three remaining years of our hangar lease, is unacceptable to M-ASA as it is offered. The M-ASA Directors and Officers will be having talks with the city in the coming weeks trying to find a workable way forward for the club. We will not, however, accept any amendment that is not in the long-term best interest of the club. Or, to say that without double negatives – we're carefully protecting the overall interests of the club as we go through this process. More to follow in the coming weeks...

**Glider Check-Ride Procedure Clarification.** It's come to our attention that there is an area of confusion for getting pilot checkouts in our club two-seat gliders. If a pilot gets a M-ASA CFGI endorsement to fly our Grob 103 from the front seat, can he also then pilot the glider from the back seat? The answer has depended on who you ask. So, from this point forward, the rule is that M-ASA CFGI check-ride approvals are required for both front and back seat PIC privileges in M-ASA two-seaters. Flying these gliders from the front and back seats are significantly different – separate checkouts and endorsements are wise and necessary.

**Region 4 North Contest.** It's October already and the M-ASA soaring contest will be starting in a couple of days at Fairfield. Remember that all M-ASA club members are invited to come and participate in the fun. Even if you've elected not to fly the

## Events Calendar

*October 10th*

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

*October 10-17*

**Region 4 North Contest-FFD**

*October 24-25*

**Freedom's Wings International-FFD  
(see page 3)**

►► competition, you're welcome to come up to enjoy the dinners and other activities. If you've ever wondered what contest soaring is all about, and are not sure if it's for you, please come up for a day or two to see and learn. We're always looking for staff and line support during the contest week and will appreciate any volunteers. Contact Preston Burch or Bob Jackson for details.

**Freedom Wings International Weekend.** Our friends from FWI will be visiting Fairfield on October 24 (and maybe staying over to the 25th) to give Grob rides to disabled guests. They will be bringing down their Grob 103 which is equipped for pilots with physical disabilities, and we'll also be using our Grob that Saturday for additional rides. A cookout is planned for the Saturday night, which all M-ASA members are invited to attend.

**99Z Towplane Project.** A team of dedicated club volunteers have been working diligently the past 3 weeks to make upgrade our Pawnee 99Z electrical system. The aircraft had an old generator, which was inadequate to charge the battery, so the team replaced that with a high-amp alternator. They also moved the battery from the tail to the mid-fuselage area to help with the CG/min-max pilot weight issue. Other improvements and items were addressed as well. I want to thank Bob Gardner and Dan Morris for providing the leadership on this big project, as well as the many other club members who have volunteered their time. A full article on this project will run in the Convector this month or next.

**Tow Rope Clinic.** In September we held a clinic at Fairfield to train new volunteers on how to make and maintain tow ropes. About a half-dozen members volunteered for the session and Manfred Beutgen led them through the rope design and construction process. Dave Price, one of our USNA Midshipmen members, has volunteered to be the Rope Master at Fairfield, so if you see problems or have concerns about the Fairfield towropes, please contact him. We'll be organizing a similar rope-making clinic for Frederick this fall. If you are interested in attending and learning about tow rope construction, please keep your eyes open for an email notice of the date/time.

**Frederick Defense Fund Loan - Retired.** Over the past two years the club has been paying back the bonds that were issued to M-ASA members in 2005 to fund the legal efforts to regain use of the turf runway at FDK. \$39,000 of bonds have been retired since Sept 2007, with the final three paid off last month. The cost of that debt no longer hangs over the club, and our cash reserves will now start to grow. Only two significant loans the club now still has on the books are the FDK hangar loan from the City of Frederick (about \$15,600 balance) and the Peloquin loan for property adjoining our Fairfield airport (\$17,200 balance). Thanks to all the members who stepped forward in 2005 and supported M-ASA with this special financial need. Member-based financing of special M-ASA projects will no doubt happen again someday.

**Fly! Only six weeks are left in the soaring season.** Get out to the airport this month and take advantage of some of the spectacular October flying!

## 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



## The Transformation of Tow Plane N 7799Z

By Bob Gardner – Tug Maintenance Coordinator

Pawnee “99Z” is one of our club’s three Piper Pawnee tugs. Along with our Super Cub, we are lucky enough to have two tugs at each of our club locations.

99Z was manufactured in Lock Haven, PA in April 1966. It is the oldest of our Pawnees; so old in fact that it still had a generator instead of an alternator. All of our other tugs have alternators. So why the fuss? Don’t they both make electricity? Yes they do but the alternator makes juice at almost all power settings while the generator only makes decent electricity at about 1500 rpm and above. Originally meant for crop dusting, this worked well in the Pawnees of ‘yore, but in an extensive idle, then full power, then low power descent flight profiles, this was hard on batteries. And batteries aren’t cheap anymore. It was also affecting club operations when we had a “no start” situation.

In August, the board approved the installation of a Plane-Power generator to alternator conversion STC. To add fuel to the fire, a rouge band of club members suggested we should do this as a club project. That idea was bantered back and forth until one day, the generator out and out failed while Dan Morris was towing. Dan grounded the airplane. This closely coincided with the board approval to redo the electrical system. The parts were quickly enroute.

We still hadn’t decided to do this as a club project. The same old questions were looming. Could we get interest and participation? Was it beyond our capability? Were the logistics just too hard? Dan Morris had promised to inspect the project and when it met with his high standards, sign it off using his Inspector Authorization designation. But could we meet those standards?

The next day I received a call from Glenn Collins who was the duty tow pilot on a rainy day. He was bored and looking for a project. (Glenn actually read the M-ASA SOP and looked for work to do at the club instead of calling it a day.) Glenn convinced me to say “Go ahead and start the project”. Glenn spent the afternoon decowling the engine and removing all the panels back to the pilot compartment and the belly panels back to the tail section. Just like a 1964 Chevelle, this airplane when opened up is very easy to work on.

As I wrote to a number of willing and semi-willing prospective volunteers, “We have passed the point of no return.” I scheduled our first work day at Frederick on Saturday September 13th. Like peeling the skin of an onion, what started as one gripe, generator to alternator conversion, turned into nine gripes under the close scrutiny of Dan.

The additional gripes were to:

- Repair muffler heat shield that was loose and deformed
- Repair firewall that the offending heat shield rubbed through
- Replace wiring for alternator and landing light
- Replace leaking prop flange seal
- Troubleshoot noisy tachometer
- Fix poorly plumbed oil cooler duct work
- Cut out bottom 7/8ths of chemical hopper to save about 40 lbs.
- Relocate battery, voltage regulator and starter relay forward of the pilot to solve weight and balance issues and to provide for better cranking power

Now I knew I was in over my head.

The battery was disconnected and all of the old wiring for the generator, regulator and associated circuit breakers was stripped out. The left exhaust manifold and the muffler were removed. The instrument panel was dropped and the generator circuit breaker (30 amp) was removed along with associated wiring. This provided access to the scores of bolts holding in the hopper which allowed us to remove the hopper. The old generator was removed and the new alternator was bolted into place. The engine baffling was cut and filed to fit the profile of the new alternator hardware. That concluded work day one. The heat shield was sent away for rebuild and “yellow tag”.



▶▶ We vowed to return the following weekend on Sunday. New volunteers and some of the old ones showed up. This was great! Dismemberment of 99Z was completed and it started to go back together. The bottom of the hopper got sawed off. The alternator mounts were safety wired. New wires were strung from the new alternator to the new battery location and to the instrument panel. Panels were degreased for installation. Adel clamps were installed in the engine compartment keeping the wires away from exhaust pipes. Crimping and instrument panel wiring was started.

The third Sunday (September 27th) had the best turnout of volunteers of all. Volunteers completed stripping the battery wires out of the tail and cutting some lead ballast to place in the battery tray at the aft end of the airplane. The airplane was defueled. Since we were still waiting on parts for the exhaust, odds and ends were accomplished on various parts of the airplane. The firewall was repaired with a stainless patch. The alternator was fully safety wired, the nose bowl went up and the prop got torqued on.

This coming Thursday, the instrument panel wiring will be completed and the new battery tray will be installed and load tested. The exhaust will be reinstalled with the new part and the engine will be cowled up. The hopper top will go back in.

Next Wednesday, October 7th at 9AM, an FAA inspector will come out and issue a field approval for the battery relocation and the hopper surgery so we will probably have to get together either Monday evening or Tuesday evening to complete the job before it gets inspected.

The scales were moved to Frederick so an "old school" weight and balance can be done. Then IA Dan will complete the myriad of paperwork to make the plane legal to fly. Just in time hopefully for the contest at Fairfield.

I'd like to provide the utmost of thanks to Dan Morris who provided the technical expertise to do this project and constant leadership during the wrench turning. Glenn Collins, Bob Andrew, Jean Posbic, Paul Rehm, John Vaughn, Gene Wilburn, Jim Chick, and Craig Campbell contributed very significantly to the project. Jean's son Vincent and Danny Benitez also provided assistance. Thanks to Ray Watson for coordinating the build of the battery tray.



### Thank You Instructors!

Having successfully completed the requirements for a Private Pilot Certificate I write this short note to express my gratitude to the M-ASA instructors who persevered in teaching me to fly and in training me to become a pilot. Having never piloted an aircraft before joining the club this process took a fair amount of time and effort. I consider myself the fortunate beneficiary of instruction from great pilots who give of themselves week-in and week-out for the love of flying. Thank you M-ASA instructors and especially Dan, Gene, Paul, George, Glenn, Cathy, Bernie, Lance.

Sincerely,

Rich Matheus



Rich Matheus being congratulated by Examiner Marv Holland following successful completion of his Private Pilot-Glider examination

*FAIRFIELD PRIME LOT FOR SALE. Plot of land on north side of and adjacent to Rich Horigan's hanger. 1.5 acres plus. Easy site development for aircraft or glider hangers. Direct access to clubhouse and runway. \$18,000 firm. Available January 2010. Contact George Green at gdagreen@yahoo.com*

## Regional Ramblings

by Jim Kellett, Regional Director for Region IV

### Notes and highlights of Saturday September 12th SSA Board Meeting

1. The Chapter Rebate Program is back! You may recall that, when SSA was faced with the fiscal crisis imposed on us by Alan Gleason's criminal embezzlement, the Board had to cancel this program as one small part of our recovery. It was definitely NOT a popular step with SSA Clubs and Chapters!! Well, the recovery was successful, and as of January 1, 2010, the rebate program will return. We hope the revised procedures and guidelines will make it easier to operate, and I'm sure the revised schedule of rebates will be welcome to SSA Chapters in Regions II and IV (and particularly their treasurers! <gr>.
2. There was much concern about the increasing complexity and time required in processing badge claims for the Silver, Gold, and Diamond badges. It appears that, while the technology has made huge strides forward in recent years (e.g., replacing aneroid barographs and cameras with electronic flight recorders), the guidelines for processing the claims has been static. This results in the imposition of requirements that are not only no longer useful, but are actually hindering the processing of legitimate claims. (For example, there have been several instances of a pilot flying a legitimate badge flight only to discover that one of his partner's names is still on the flight record - - and that the Official Observer's documentation of the legitimacy of the flight is insufficient to make the claim valid.) In an "off-line" conversation with the Vice-Chairman with oversight of the SSA Badge and Claims Committee and others, we learned that the SSA actually has the primary authority for managing Badge processing for FAI badges, required only to comply with the International Sporting Code which does not specify some of the actions which are now found to be onerous in US processing. We were also assured that the SSA Volunteers who oversee management of badge claim processing in the United States will review and revise the procedures to correct these deficiencies, starting with the Silver badge.
4. In a small but important breakthrough, Pat Costello reported that SSA Club and Chapter policies can soon be modified at no additional premium to permit charging for towing a pilot who is NOT a member of that club, provided that the pilot is insured through the SSA group policy.
5. Costello also reported on the very surprising (to me, at least) fact that we have endured four accidents, including one fatality, in winch launching in 2008. Given the very low level of winch launch activity in the US, this is a stunning increase in accidents. He opines that, as winch launching becomes more popular in the US, we will endure a "learning curve" of accidents and incidents which could have serious impact on the overall health of the group insurance program. Those now using, or planning to start using, winch launches should be particularly sensitive to the need for good safety stewardship in this area.
6. SOARING magazine is being electronically archived! Denise Layton and Charlie Minner reported that, thanks to a very generous donation to support this project, a word-searchable electronic archive of the entire collection of SOARING (that's back to 1932!) should be available to members through the SSA website by the end of the year. Soaring historians should rejoice!!
7. The United States will host the 2012 World's Soaring Championship in Uvalde, TX.
8. The 2012 SSA Convention will be held in Reno, NV.
9. Oh, yeah - Remember how HUGE fiscal crisis dominated the US soaring community for several years? Did I mention that SSA's finances are now back on track, and our recovery is making excellent progress? For this accomplishment we owe many thanks to many people - but two in OUR area come to mind right now - Dianne Black-Nixon for a MOST generous personal financial contribution and a HUGE time contribution, and *Dave Pixton's* diligent stewardship of our current treasury. Lest we forget.

## Duty Schedule

by Ray Watson

Date	Field	Operations Director (OD)	Tow Pilot	Assistant Ops Director (AOD)
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
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	
11/1/09	FDK	Eric Schuyler	Ed Breau	Zach Bowen
11/1/09	FRF	Chris OCallaghan	David Pixton	
11/7/09	FDK	Mike Vance	Lance Nuckolls	Hope Howard
11/7/09	FRF	Guy Pfeffermann	Bob Jackson	
11/8/09	FDK	Rob Myhre	Bob Andrew	Rich Matheus
11/8/09	FRF	Baude Litt	Peter Welles	
11/14/09	FDK	Holland Ford	Dan Morris	Rex Bullinger
11/14/09	FRF	Kolie Lombard	Mike Smith	
11/15/09	FDK	Ben Mwendwa	Dee Torgerson	Alex Rossulek
11/15/09	FRF	Manfred Beutgen	Jim Chick	
11/21/09	FDK	Bill Whelan	Glenn Collins	Todd Rosenfeld
11/21/09	FRF	Dave Weaver	Mike Grinder	
11/22/09	FDK	Ricardo Cibotti	Olin Kinney	Dowdy Jackson
11/22/09	FRF	Kai Rasmussen	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.

**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:	Ben Mwendwa

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.

October 10 FFD  
November - February happily provided upon request.