

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

2003 Region 4 North Contest Cancelled

by Preston Burch

Reluctantly we have decided to cancel this year's Region 4 North contest. The reason is simple: not enough pilots signed up to enable us to hold an official contest. At the present time, firm commitments were received from only 9 pilots (plus **Karl Striedieck**, who planned to fly as a guest for a couple of days). Adding in expected late registrants from within M-ASA as well as outside of our club would not have brought the numbers high enough to enable us to follow through on our usual commitments. My guess is that we might have gotten into the high teens, and it would have been difficult to say which classes would have had a sufficient number of pilots to qualify for an official contest. Usually we are able to draw at least 30 contestants; my feeling is that anything under 20 does not warrant committing major club resources and volunteers for 8 days.

We intend to do a postmortem to make sure that we fully understand what happened this year. My best guess is that we fell victim to the TFR. We only had 3 non M-ASA pilots sign up (usually the M-ASA member

contestants are outnumbered two to one by non M-ASA contestants). I suspect that non-member pilots were reluctant to risk their pilot privileges by flying tasks near the expanded TFR.

A lot of club members did their very best to try to make the contest happen. **Glenn Collins** has demonstrated the patience of a saint in trying to get two bureaucratic government agencies to follow through on their verbal commitments to us for a TFR waiver. I have no doubt that we will ultimately achieve this, but it may require a lot more help from all of us in the club, and a bit more patience. Right now, once again, we seem to be on the verge of making it happen. **Bob Jackson** has gone to a lot of effort to get the owner of the Gettys-

burg Airport to agree not only to let us fly there on the weekends, but to also to let us use that airport as back-up to ours during the contest for days when we would not be able to fly because of the TFR. **Jim Chick** got all of the tow pilots and tow planes lined up (including **Jim Trygg**, **Chuck Forrester**, **Butch Thompson**, and **Karen Geisinger**); **Rolly** and **Cathy Williams** committed to doing the cookouts; **Ward Hindman** was all set to come do the weather forecasting; **Sarah Macpherson** agreed to be our scorekeeper; **John Duryea** started getting tow ropes prepared; **Chris O'Callaghan** would have been our Competition Director; and **Gigi Gere**, **Laura Hession**, **Joan Jackson**, **Claude Blanche**, **Bob Critchlow**, and **Martha Burch** all made major personal commitments to make the 2003 R4N another highly successful contest. I want to thank all of the folks mentioned above, and anyone I inadvertently left out, for your help in getting the contest going and for your willingness to give of your free time to work during the contest. M-ASA and the sailplane racing community are most appreciative of your past and continued support. Hopefully we will have an opportunity to make it happen in 2004. 🚀



President's Notes

By Glenn Collins

A lot is going on at the moment. Most of it is good, but as is usually the case with the good stuff, it is progressing slower than most of us would like. Foremost on most of our lists is the temporary flight restriction we have endured over Camp David. After we submitted the names of those wanting to fly from Fairfield, the Secret Service began making rumblings that the agreement might be in trouble. About a week later, they informed me that the Department of Defense was rejecting it. We immediately rolled into a back-up plan and made some phone calls and got a key letter out. A week later, the Secret Service was back on the phone requesting a fresh copy of the agreement and stating that the Department of Defense was interested in re-evaluating the proposal. Since then we have been working closely with a senior officer at 1st Air Force to ratify the agreement in a mutually acceptable format. Once again all I can say is that we are close. Realistically, one of these times I might actually be correct.

In order to minimize the crippling effect of the TFR, **Bob Jackson** has coordinated and organized some excursions to Gettysburg. We have flown a number of operations here and although nothing is as good as home I believe all enjoyed themselves. This is not a perfect solution to our problem but it does work in a pinch. There is an additional cost associated with a landing fee but I have not heard any complaints. Remember to bring along a five dollar bill to cover the airport cost: making change is always a problem. We have not yet come up with a good solution to get some club gliders to Gettysburg but we are open to any and all suggestions.

On April 11 we held our monthly general meeting. This meeting was relatively well attended and a very productive discussion took place concerning contest finishes at Fairfield. This has been a very controversial topic for many years. Thankfully everyone came willing to listen and constructively add

their views. The discussion began with a description of the maneuver, the considerations involved, the rationale behind it and a review of the previously accepted guidelines. We then discussed at length where each participant thought the problem areas were. An attempt was then made to map these potential problem areas to the M-ASA Fairfield operation and some tentative guidelines were sketched out. During the opening minutes of the meeting, I attempted to emphasize that the final solution was not going to be concluded that night, but recommendations would surface for the Board of Directors to ponder and debate. All members of the Board were in attendance and we are currently working to put in place guidelines which reinforce FAA regulatory guidelines, safety for all involved, and an atmosphere where pilot judgment and good flight discipline will be the benchmark used to determine our activities. Once the Board concludes its discussions on this, I will get the word out. Overall I am very pleased to see everyone come together to think through a polarized scenario to identify shortcomings and good practices to improve the way we operate.

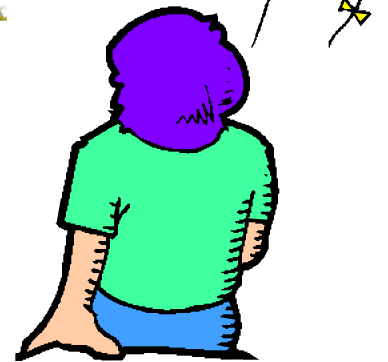
Airspace problem, FAA regulations, what else can go wrong? Would you believe the state of Pennsylvania wants to rewrite regulations for airports? Apparently this has been an ongoing battle with lots of battle fronts and issues. The good news is it appears a hold has been placed on the immediate action and a council of small airport operators has been assembled to work with the Bureau of Aviation to build a working relationship where the Bureau supports aviation instead of hindering it. M-ASA has agreed to an active role on this council and **Jim Trygg** has participated in two meetings this month. More will follow as the process begins but the rhetoric sounds very positive and the state has also recently offered to help with our TFR communications.

On a final note the 2-33 is progressing. Last I saw it, one wing was prepped for

paint, the tail surfaces were recovered, and the fuselage assembly still had some cosmetic work on the nose cone prior to covering. We still need lots of help though. Anyone who has ever worked on an aircraft building or restoration project knows the last 10% of the program takes 50% of the effort and time. Please pitch in. Come out and spend a day working to restore one of M-ASA's workhorses.

I'm sure there is more which could be covered but for the sake of space and time I'll wrap up for this month. My thanks go out to everyone who has taken the time to pitch in and help fix the numerous items around both fields this spring as we prepared to launch yet another season. I especially appreciate the many kind words of encouragement many have provided as we fight for our flying rights in the Mid-Atlantic region. It has been a true roller-coaster ride these past 18 months. Unfortunately it has been far from an "E" ticket. Fly smart and be safe.

Glenn 🚩



Calendar

May 9 8PM	General meeting FDK clubhouse
May 20	Convector deadline (convector@m-asa.org)
June 7	AOPA Fly-in (FDK closed)
June 26 - July 6	Ten Day Weekend

Deux d'un Coup! (part 1)

by Bill Whelan (PS) and Paul Rehm (KW)

There is a French tale, *Sept d'un Coup*, about a young man who "kills seven with one blow." This story has two tales, of one soaring mission, involving two pilots, and one beautiful day.



Kilo Whiskey breaks through the radio chatter on frequency.

"*Papa Sierra*... we need some gas!" *Papa Sierra* acknowledges with a "click-click" of the microphone. They continue on.

A short time passes.

Papa Sierra says, "*Kilo Whiskey*... do you see that freshly mowed field just to our right where there are two combines working? That is a good 'landing' field."

Slight Pause.

Then *Kilo Whiskey* responds with a "Click-Click."

The indicated field is a large rectangular field whose long axis is aligned with the northwesterly winds. About 60 percent of its perimeter portion has been mowed as they pass over it. The harvesters do not see the two gliders rushing silently by a half mile over their heads.



April 29 and 30 easily offered the best soaring weekend weather yet of the 2000 season. Thermal tops late in the day Saturday and Sunday extended above 8K' MSL (approximately 8K' AGL) which is most unusual. Climbing above 6.5K' MSL represents "a very good day." Properly managed, each day could have been "a 300km distance" day. Saturday thermals featured actual 4 minute climb rates measured to be in excess of 400 FPM, very good. Sunday seemed to be as good if not better, although under mostly cu free skies. However Sunday, *Papa Sierra's* usually trusty electronic digital barograph, shuts down immediately after

being activated, something that happens rarely when materials get moved about in the cockpit prior to flight. Too bad! Impressions, not the objective record of the barograph for this flight will tell the story of the day.

On Sunday, *Kilo Whiskey* and *Papa Sierra* decide to attempt an aerial rendezvous and do some comparative flying. This will be a first. *Kilo Whiskey* and *Papa Sierra* are SGS 1-35Cs built by Schweizer Aircraft Corporation near the end of the brief 1-35 production run. Both ships are owned by pilots who fly with the Mid-Atlantic Soaring Association (M-ASA). *Papa Sierra*, owned by Bill and Judy Whelan, in the last 4 years with Bill at the stick, regularly has prowled the skies of Maryland, Pennsylvania, West Virginia and Virginia. In that time, *Papa Sierra* has been teaching Bill "the rudiments of soaring." Together they have averaged about 100 hours per season aloft, with about a third of that time being cross country flying. Most flights start from Frederick, Maryland, but some occasionally from M-ASA's other homesite, Fairfield, Pennsylvania. *Kilo Whiskey* is a relative newcomer to Frederick, purchased in the last 6 months by her newest owner, Paul Rehm, and moved up north from Texas. *Kilo Whiskey*, also based out of Frederick, is S/N 76. Or, of the roughly 100 1-35s of all variants built by Schweizer, *Kilo Whiskey* is 12 production units "younger" than *Papa Sierra*. Both have seen many miles in their years of service.

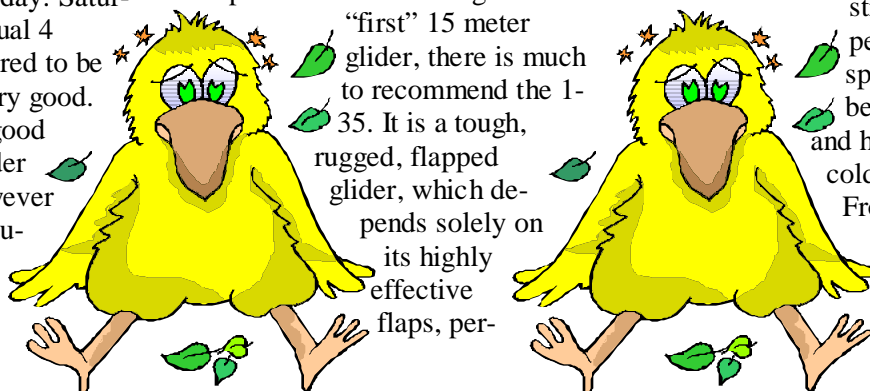
The 1-35 represents "the end of an era," when metal ships were displaced by fiberglass ships, due to the slightly better performance of fiberglass. But as a

"first" 15 meter glider, there is much to recommend the 1-35. It is a tough, rugged, flapped glider, which depends solely on its highly effective flaps, per-

mitting very steep final approaches to land. Flaps add lift and drag thereby reducing landing speeds and the kinetic energy associated with landing. The pilot can instantly modulate the flap settings in fractions of a second on approach with the sweep of a control handle. The flap control operates much like typical spoiler controls, and quite unlike the slower, more cumbersome but typical flap controls of most contemporary flapped gliders. (These ships have flap controls which must be adjusted by turning a rotating adjustment handle through several revolutions.) This gives the 1-35 pilot incredible flexibility to very quickly make adjustments on final approach, a huge operational and safety advantage, particularly for those early off field landings (OFLs). This, in conjunction with its powerfully effective hydraulic disc wheel brake and nose skid, makes it a nearly ideal ship to "shoehorn" into the smallest of eastern fields. Very easy to fly, possessing decent performance (i.e. L/D in the mid-30s for the "C" or fixed gear club model), in many respects it would be hard to pick a better suite of characteristics for the new soaring pilot wishing to learn safely "the art of cross country soaring" than those of the 1-35C. So it has been for *Papa Sierra* and so it is now for *Kilo Whiskey*.

Papa Sierra launches first at 12:15 P.M., quickly climbing to about 5.5K' in the vicinity of the airport. This indicates that a very good day is developing, beneath a thin veil of scattered cirrus mostly to the southwest and very occasional small, fast dissipating cu. Wind on the ground is from the north, about 10+ mph, and winds aloft seem to be from the NW and

stronger. Visibility is superb on this beautiful mid-spring day. The skies have been scrubbed of all dust and haze by the passage of a cold front two days before. From the air can be seen a vernal panoply stretching in every direction—brown, newly cultivated



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Deux d'un Coup!

(Continued from page 3)

fields, awaiting planting, intermixed with the lush green fields of winter wheat and barley ready for harvesting. The green and brown patches are typically bordered by lines of trees showing the lime tint of their emerging summer foliage. Soaking in the beauty all about, *Papa Sierra* truly knows that "Life is good!"

Kilo Whiskey takes off shortly thereafter. About half an hour later *Papa Sierra* links up with *Kilo Whiskey* climbing in a thermal just southeast of the south end of the Woodsboro blue stone gravel pit, approximately 7 miles north of the Frederick airport. *Kilo Whiskey* is slightly higher when *Papa Sierra* enters their first shared thermal at about 3.3K'. After making a successful rendezvous, *Kilo Whiskey* and *Papa Sierra* climb in strong thermals to about 6.2K' MSL. Several strong thermals issuing from the 5 mile long pit are sampled as they work their way north.

Communicating is very challenging. This is due to the intense amount of radio traffic associated with the usually heavy flight activity, over a listening range stretching several hundred miles up and down the east coast. It's the result of the exceptionally good weather and the many people of all types vying for the frequency. Despite communication challenges, *Papa Sierra* and *Kilo*

Whiskey decide that the day calls for "boldness and a venturesome spirit."

They are working their way NW towards Fairfield, PA. Crossing the gap from the northern-most triangular pit heading for Emmitsburg, they encounter "broken thermals" not as strong as to the east. They each stop once for the other, as they swap off the lead, to allow the other to "tank up" in a thermal. It is apparent from several long runs at varying speeds that the ships have virtually identical performance.

Shortly thereafter an area of "mild sink" turns into an extended area of "strong sink" which they attempt to penetrate upwind using the classic MacCready speeds for their ships starting from about initially 5.5K' MSL indicated. En route they make several quarter mile long tacks attempting to get into "better air" as they proceed with no significant improvement being found. They are roughly at the vertex of an isosceles triangle whose base is the 23.5 statute mile line from Frederick to Fairfield, well east of the most direct line from Frederick to Fairfield. This is an area where the downwind, down slope, blow-off from the receding ridges to the west, can sometimes present challenges for crossing due to the presence of large bands of sink. At this point *Papa Sierra* is leading with *Kilo Whiskey* no more than 1/4-1/2 mile to the left and in trail.

They thump through a number of pockets of broken lift, none of which seems organized enough to stop for. As they break below 4K', still many miles downwind from the town of Emmitsburg, the question becomes: "Can they reach Emmitsburg, and the likely thermals anticipated there, or should they execute a 180 degree turn, go back downwind and 'retank up?'"

Safety of flight lies in the complex calculus of margins. There are margins for safety and margins for error. The soaring pilot is constantly assaying these margins. "Your height and your speed versus the distance you must travel. The expected performance of your glider. What the sky offers you versus your ability to accept and utilize it. Your expected performance versus that of another. What is safe for you may not be for another. What is safe for another may not be for you. What you could not safely do three years ago you may safely do now. It might be safe today, but not yesterday nor tomorrow." *Papa Sierra* and *Kilo Whiskey* have discussed none of this prior to the flight. Nor can they now, thanks to radio channel overload.

Papa Sierra wants to balance the margins, wants to give them both a fighting chance to climb out. The goal is "... to reach the objective and, ... maintain the flight." But, should that not be possible,

(Continued on page 5)

Membership Notes

By Hope Howard

Reactivating

Christopher (Chris) Burns

Censored



Forgive me Father, for I have sinned...

by Sarah Macpherson

Spring is definitely here. As **Carlos** noted in his e-mail requesting *Convector* submissions, "Warm days, thermals, singing birds, Cherry blossoms, the May *Convector*" – and the return of speeding gliders! Dancing in between typical fickle early spring weather and the 10 NM TFR surrounding Camp David, the fearless task day pilots managed to get a task in March. They also managed to get two off in one weekend in April, but a rusty scorekeeper, changing rules and the ensuing confusion have prevented

the scores from that task from being printed this month.

In the March task, **Baude Litt** (LBL) takes an early lead, winning the first task of the season with a speed of 45.78 mph. **Mike Higgins** (X6), almost like Baude's ever present shadow, follows with 850 points at a speed of 40.25. **Val Brain** (13) takes advantage of the fact that the Camp David TFR ends at 4, and lands at Fairfield for 343.5 points. Great start, guys! Looking for another great season!



	LBL	X6	13
Mar-23	1000	850	344

Duty Schedule

Date	Frederick			Fairfield		
	Operations Dir	Assistant OD	Tow Pilot	Operations Dir	Assistant OD	Tow Pilot
May-3	Michael Higgins	Jeffrey Fink	Gene Wilburn	Gigi Gere	Scott Myers	Buddy Denham
May-4	Steven Silverman		Jan Steenblik	Peter Blacklin		Dee Torgerson
May-10	Mike Vance	Teresa Day	Bob Andrew	Jonathan Gere		John Hearn
May-11	Rob Myhre		Craig Moen	Mark Segall		Poul Hansen
May-17	Bob Whitehead		John Lovell	Laura Hession		Jim Trygg
May-18	Dan Meyer		William Judge	John Mitchell		Buddy Denham
May-24	Gary Miller		Gene Wilburn	Rick Fuller	Jean Compton	Max Ullmann
May-25	Peter Kern		Tom Judkins	Luis Fernandez		Pete Welles
May-26	Robert Dutilly		Scott Petrsek	Roger Andes		Lance Nuckolls
May-31	John Thornhill	Zachary Thornhill	Jane Robens	David Mac Veigh		Don Robb
Jun-1	Dave Weber	Ali Abrishami	Bob Ball	Dave Leizer	Robert Compton	Bill Savory
Jun-7	<AOPA Fly-in>			Chris Burns	Fred Bane	David Pixton
Jun-8	Nathan Butler	Ramon DeJesus	Craig Moen	Kai Rasmussen		Rich Horgan
Jun-14	Jim Karcher	Steven Shelton	Hans Jorgensen	Jim Lewis		David Schober
Jun-15	Bill Donahoe	Richard Latoff	Robert Robins	Bob Schott		Chuck Forrester
Jun-21	Holland Ford	Jeffrey Fink	Sam Harry	Darrel Shiles		Bill Savory
Jun-22	Mitch Lambros	Scott Myers	Jan Steenblik	Jack Beavers		Phil Burgess
Jun-28	Tonas Kalil	Zachary Thornhill	Bob Andrew	George Burns	Teresa Day	Buddy Denham
Jun-28	George Simms Jr		Lance Nuckolls			
Jun-29	Arlie Long Jr		Dee Torgerson	Mike Vore		Poul Hansen
Jun-29	Wilmar Sick		Craig Moen			
Jul-4	Jay Dickhoff	John Lovell	Ray Scarpulla	Christophe Blanchi	Mehrdad Bayat	Jim Trygg
Jul-4	Pete Zawadzki			Gyorgy Fekete		
Jul-5	Mario Piccagli		Gene Wilburn	Mansoor Ahmed		Pete Welles
Jul-5	Phil Scheel		Scott Petrsek			
Jul-6	Michael Hearn		William Judge	Chris Scarlett		Mike Grinder
Jul-6	Peter English		Tom Judkins			
Jul-12	Gary Goldberg		Bob Ball	Harry Bates		Don Robb
Jul-13	Michael Higgins		Jane Robens	Dave Leizer		David Pixton
Jul-19	Gerald McFadden	Robert Compton	Hans Jorgensen	Chris Burns	Ali Abrishami	Rich Horgan
Jul-20	Steven Shelton		Robert Robins	Sarah Macpherson		Bill Savory
Jul-26	Baude Litt	Fred Bane	Sam Harry	Gigi Gere	Ramon DeJesus	David Schober
Jul-27	Urs Thierstein		Jan Steenblik	Peter Blacklin		Bob Ball

M-ASA Duty Notes: Members assigned to operations duty must be on site in enough time to start operations by 10:00 AM 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 \$100.00. M-ASA's training process requires all new members to serve as Apprentice OD (AOD) at both M-ASA operating locations. This is to familiarize new members with the operating practices at each field. Any member who joined the previous year and who was not scheduled for AOD duty at each field, will be scheduled for AOD duty at each field in the current year. Note that AOD scheduling is done independently of duty preference information submitted on the member's duty preference form. After the AOD cycles have been completed every effort will be made to accommodate the new member's stated duty preference whenever possible.

M-ASA Scheduler: Ray Watson 410-484-0333.

Deux d'un Coup!

(Continued from page 4)

he needs to provide them both with margins reasonable for each. *Papa Sierra* knows that *Kilo Whiskey* is similarly calculating the odds.

Papa Sierra and *Kilo Whiskey* press on. It is clear that the balance hangs delicately- in this non-refundable trade of

altitude for distance. At about 2800' AGL it is still looking "very close" but the bet seems "a tad better than 50-50." *Papa Sierra* has often found useable thermals in past trips downwind of the Emmitsburg fire training academy. By now *Papa Sierra* and *Kilo Whiskey* are "heavily invested"; their best course

now is to proceed. But they will have precious little currency to work with.

Kilo Whiskey now calls *Papa Sierra* noting that the altitude loss is becoming critical. *Papa Sierra* does not respond immediately but could not agree more fully. 🌟

...to be continued!

Letters to the Editor

by James L. Skydell

[Our newsletter is read by soaring enthusiasts located far beyond our local soaring area. Jim Skydell, a soaring pilot from California, read Bob Ball's recent article and felt compelled to write. His letter and Bob's subsequent response are reprinted below. -Editor]

I recently read the March 2003 issue of *Convector*. In the first paragraph of your cover report, you encouraged any SSA member wanting more details of recent events to contact you. If it is not an imposition, as I am not in Region 4, I would appreciate your input on some questions.

You mention that Mr. Sanderson had been "slow in completing expense reports." Based on Mr. Short's SSA website piece, no expense reports were ever required of Mr. Sanderson. What reports

did he file?

I recently researched chairmanship and membership of SSA committees on its website, and found all of the information out of date. Who served on the Administration and Finance Sub-committees in January 2002?

You state that there is "no issue of any money being missing." Who examined what documents to lead SSA leadership to this conclusion?

The Administrative and Finance Committees took corrective action regarding the Employee Receivable account over 18 months ago, without "widespread announcement." Would informing the entire Executive Committee and Board of Directors of such a problem and its corrective action have constituted a "widespread announcement?"

You feel such a way of correcting the

Receivable account problem preserved "office staff morale." What was the general morale of the Hobbs office staff during 2002, and on what information is this opinion based?

In Dayton, a Board vote was strongly in favor of retaining Mr. Sanderson. I applaud your willingness to publicly state how and why you voted on this issue. Why did the ExComm accept his resignation one week later?

Other than the three month period during which Mr. Sanderson was to remain salaried and available for consultation, where on the SSA website are the "further details" you mention regarding his severance?

Thank you in advance for any light you can shed on these critical SSA issues and leadership actions. 🚩

Bob Ball's Response

by Robert H. (Bob) Ball

(SSA Region 4 Director)

I want to acknowledge receiving your well-articulated and well-thought out series of questions. I wonder if these same questions have been put to **Cindy Brinkner** and **Jim Payne**, but if not, are you agreeable for me to forward the set of questions to your own Directors?

The rigor of your questions might not be met with equal rigor in this response, but in cases where I respond weakly it may be because I myself am attempting to get a reasonably rigorous answer. In this whole matter I am guided by an (alleged) old Marine Corps proverb: never ascribe to malice what can be explained by stupidity. I still see no malice on anyone's part.

It is a presumption by me that expense reports were due as a matter of course, and that they must not have been prepared in a timely manner. I have not personally seen any expense reports.

I have to look into records to name members of Administration and Finance Sub-Committees in 2002, which I will

do. Clearly **Bill Sproull** and **Jim Short** must have been members.

The matter of no money being owed is based on statements by several Directors at the recent Dayton Board meeting, which you sat in on at least in part. I note that an additional audit is in the works, out of which I suspect a rigorous answer as to what documents and who saw them can be given. Meanwhile if I can be more penetrating in a response I will forward one.

It is a borderline case whether informing the ExComm or the whole Board of Directors of SSA about corrective action would in fact be a widespread announcement. One could take either position.

The information that went into my opinions on "staff morale" came from discussion and comment at the recent Board meeting. There is no first-hand knowledge involved. It was clear to me that any Board member action to divulge sources of information given "in confidence" was hurtful to staff morale, and as things developed the confidences were destroyed.

I can only surmise that the ExComm accepted Larry's resignation out of consideration for Larry's wishes and in recognition of the vocal minority of SSA members who wanted him out. This is surmise, not fact. An ExComm member would have to be the source of better information.

Before directing you to "further details" on terms of Larry's severance on the SSA website, I have to scrub the site myself and that needs to be deferred a bit due to time constraints. I can say that some elements considered were use of e-mail, access to the office, continuity of discussions with U.S. government bodies, and representation or attendance at IGC meetings.

Based on e-mail messages, I still suggest that you draw out of Cindy Brickner and Jim Payne whatever you can on matters relating to the SSA Board actions. **Hannes Linke**, while not now a Director, is another person in your area who is likely to have some good information. Personally, I am more inclined to look forward to future events in the management of SSA. 🚩

Saleplanes and Buyplanes

New:

FOR SALE: Schleicher **ASW-20**. 1056 TT. NDH. Komet trailer, new National parachute, tow out gear, water bags, flight computer, fresh annual. Move forces sale - best offer. For detailed info, creyes123@yahoo.com or 301-564-4340



Repeat:

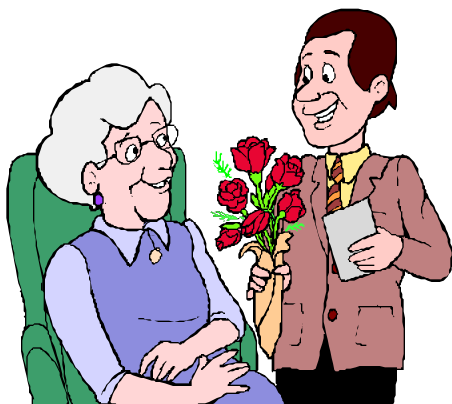
FOR SALE: Rolladen-Schneider **LS3-17**. 519 TT, fly as 15m or 17m; Winter instruments; Sage mechanical vario; Blumenauer speed to fly; Terra Tx 760D transceiver; Aerox/Scott oxygen; Komet trailer; annual 08/02; John Allingham, 301-986-0498

FOR SALE: Guy Pfeffermann is selling his **Libelle 201B** (hangared at Fairfield) and looking for an LS-4. 301-657-4065 or muhu@erols.com

WANTED: Partner(s) to share in my **ASC Spirit**. Trailered at Frederick. Must consider sharing. Discuss with me the opportunity to share now and own later. Contact Ray Watson 410-484-0333 or most weekends at Frederick.

FOR SALE: One third share in an **ASW-15**. Based at Fairfield in a trailer hangar. All ready for Spring. \$5500. Rich Adkins 717-765-8695 or clayplay@innernet.net

FOR SALE: **PIK-20**, Hotel Lima for sale. In great shape with a fresh annual, good trailer and easy assembly. Dittel radio, Cambridge speed director, netto. \$19K. Jim Furlong 703-455-2439 or jfurlong@piglet.toward.com



Mid-Atlantic Soaring Association

Board of Directors

Gary Baker
 Preston Burch
 Glenn Collins
 Jean Posbic
 James Trygg

Officers

President - Glenn Collins
 Vice President - James Trygg
 Secretary - Bill Whelan
 Treasurer - Hans Jorgensen

WHO TO CALL

Godfathers:

ASK-13	Dan Brown/Frank Larson
Grob 103 (FDK)	James "Garv" Garvin
Grob 103 (FFD)	Frank Larson
Ka-7	Paul Rehm
Ka-8	Rick Latoff
Pilatus B-4	Andrew Dessler
Pilatus trailer	Ed Breau
SGS-2-33 (FDK/Orange)	Jean Posbic
SGS-2-33 (FFD/Yellow)	Rich Adkins
SGS-2-33 (FDK/R&W)	George Constantin
SGS 1-36	Mark Carlisle
SGS 1-36 trailer	Scott Myers
Tug N7799Z (FFD)	Jim Trygg
Tugs N82096 and N8658L	Dave Leizer (FFD)
Tug N9809 (FDK)	Bob Andrews (FDK)
	John Vaughan

Chief CFI:	Charley Thurber
Chief Tow Pilot:	Lance Nuckolls
Glider Maintenance Officer:	Tom Judkins
Tow Maintenance Officer:	Jim Chick
Field Safety Officer:	Rick Fuller (FFD)
	Dick Bernstein (FDK)
Fairfield Facility Manager:	George Burns
Frederick Facility Manager:	Bill Judge

Membership Chairman:	Hope Howard
Convector Editor:	Carlos Reyes
Flight Sheet Manager:	John Duryea (FFD)
	Elizabeth Judkins (FDK)
Hangar Waiting List Officer:	Danny Brotto (FFD)
	Dan Meyer (FDK)

Roster / Mailing List:	Manfred Beutgen
Scheduler:	Ray Watson
Task Day Chairperson:	Buddy Denham
Webmaster:	Alan Meyer
SSA Regional Director:	Bob Ball

CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association



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