

# Convectector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### Make Up for Lost (Soaring) Time

by Hope Howard

We've missed a lot of soaring because of bad weather this spring. Let's try to make up some of that. How does a long weekend sound to you? Not two days, not three days, but Ten Days Long! Yes, it's time to plan for our annual Ten-Day Weekend at Frederick, Friday June 27 thru Sunday July 6, your chance for flying fun.

This is all about soaring but as added attractions we will have two pre-scheduled cookouts, several morning classes, and event tee-shirts. The first cookout is Sunday June 29, noon through suppertime. This is **Caroline Baker's** annual behind-the-shade-canopy feast. The second cookout will be on Friday the fourth, courtesy of **Elizabeth Judkins** et al. Stay for this, and then watch Frederick's fireworks from the balcony.

Class dates are to be determined; times, 9 or 9:30 a.m. - to finish in time for soaring. **Lance Nuckolls'** class will be a Sat. or Sun., on 'Do You Have a Plan B'? This is an interactive presentation regarding an alternate plan of action (Plan B) in case things don't go according to the original plan (Plan A). **David Schober's** topic is TBD but last year he



taught us about basic thermalling techniques. **Bill Whelan** will teach us about BLIPS. We will learn how to find, read, and apply the BLIP charts which can give us soaring weather information. Bill will also do a second class called 'Introduction to Cross-Country Soaring'. Watch the bulletin board for more details on topics and dates for classes.

For those who've never attended a Ten-Day, there is no registration fee, no cost beyond normal club flight charges,

cookouts, and event tee shirts if you choose to buy them. Come all ten days, come one day - whatever you can. Some members commute, some stay over at the clubroom, some even take a room in town.

Let's make up some of those lost soaring days!

P.S. We do need some help, especially a volunteer OD each of the five weekdays not covered in the M-ASA schedule. Call or e-mail [convectector@m-asa.org](mailto:convectector@m-asa.org)

## Censored

Can help us say...

Calendar	
June 7	AOPA Fly-in (FDK closed)
June 13 8PM	General meeting FDK clubhouse
June 20	Convectector deadline (convectector@m-asa.org)
June 27 - July 6	Ten Day Weekend

**News flash!** Gary Goldberg did his first glider solo at Frederick on May 4.

## President's Notes

By Glenn Collins

It is hard to believe another month has gone by. Time is really flying. Unfortunately it seems to be the only thing flying. Once again I would have liked to be writing about the finalized agreement allowing us to operate from Fairfield when the President is at Camp David. This agreement continues to prove elusive.

Last week I met with an Air Force Colonel regarding our situation. The meeting went very well and he has a much better understanding of our operation. He is now working with the Northeast Air Defense Sector to integrate our operation into their tasking. Tomorrow I will leave work early to participate in three meetings on Capitol Hill. I can't guarantee any level of success from these types of meetings but we are sure getting our message out and at least I am still finding folks interested in listening. In the meantime, let's hope the President's schedule keeps him away from Camp David on the weekends and maybe the weather pattern will change so we don't see so much rain on the weekends.

AOPA has also agreed to make a pitch on our behalf to the TSA. Following their foolish endorsement of the 10 NM TFR **Phil Boyer** received a letter from the SSA Chairman **Jim Short**. As a result AOPA has written a letter requesting the TSA to support the M-ASA waiver we have been working on. We don't know yet the effect their help will have but I doubt it will hurt us.

A couple of weeks ago I managed to get out a short e-mail letting everyone know about some of our tow plane misfortunes. 09P is back flying with a new cylinder. We are still breaking the cylinder in and the forecast rain for the holiday weekend will most likely preclude any towing with the ship. Immediately after Memorial Day, it will be again taken out of service for the annual inspection. This is only expected to last the week so if we have any luck it will be back in service without missing an operational day. 58L is still sitting at York awaiting our decision regarding an engine overhaul or replacement. **Jim Chick** has collected information about the options available to us and the Board of Directors is looking at

the various ways we might finance the work.

Despite the wet weather and the temporary flight restriction we did manage to get some good news from Fairfield. On May 19, **Arlie Long** and **George Constantin** completed their glider ratings by passing flight tests with **Joe Notarian**. This is an additional rating for Arlie. George is now the proud holder of a brand new pilot certificate.

At the annual meeting we introduced the new M-ASA Operations Manual. This manual has been posted on the web site since the meeting. Recently I heard a couple of folks were having trouble accessing the PDF file. It appears the older versions of Adobe's Acrobat Reader may not be compatible with files generated by the newer software. The solution is to upgrade the reader software on your computer. This is a free upgrade and **Alan Meyer** has provided a link on our web site to facilitate the download. If you upgrade and continue to have a problem let me know.

**Now for some breaking news.** The Board of Directors has decided to advertise the ASK-13 for sale. An advertisement will be placed shortly. The goal is to begin the process of modernizing the M-ASA fleet and moving away from some of the more difficult maintenance projects. The ASK-13 has served M-ASA well through many decades.

**Even more breaking news.** On Sunday May 25 at Fairfield an incident occurred which has resulted in the ASK-13 being damaged and removed from service. The good news is that no one was injured. It is unclear however what will be done with the ASK-13 in the future. As is normally the case, the board of directors has requested an accident/incident investigation so we might learn from this incident. The FAA has also been notified and will also conduct an investigation.



Lance Nuckolls

(L to R) Arlie Long, Joe Notarian, George Constantin, and Scott Petrask



## 500km Diamond Distance – just not meant to be, again

by Michael Higgins (X6)

Wednesday April 23 was looking good. After trying without success several times over the past two years to fly my final leg of the Diamond Badge – the 500km distance flight – I was anxiously waiting for another good soaring day. The forecast showed a very powerful low over New England and a high over the Midwest that promised a strong ridge day. Forecasted winds at 3000' were NW at 35 knots. The only problem was the winds might be too strong to cross the Hagerstown valley and reach the ridge. It could be a tough day, but definitely worth a shot. So I scrambled to arrange a day of vacation, recruited my father out of retirement to crew, and made plans to fly from Fairfield.

Rich Horigan volunteered to do two tows – Chris O'Callaghan and me. Rick Fuller happened to be doing trailer maintenance that day and volunteered to act as official observer and OD. My declared task – Beavertown Tower, Lockings, a point near Schuylkill AP and back for 538km – most of it on ridges. The

biggest challenge would be to fly the 40 miles against a strong headwind to reach the ridge.

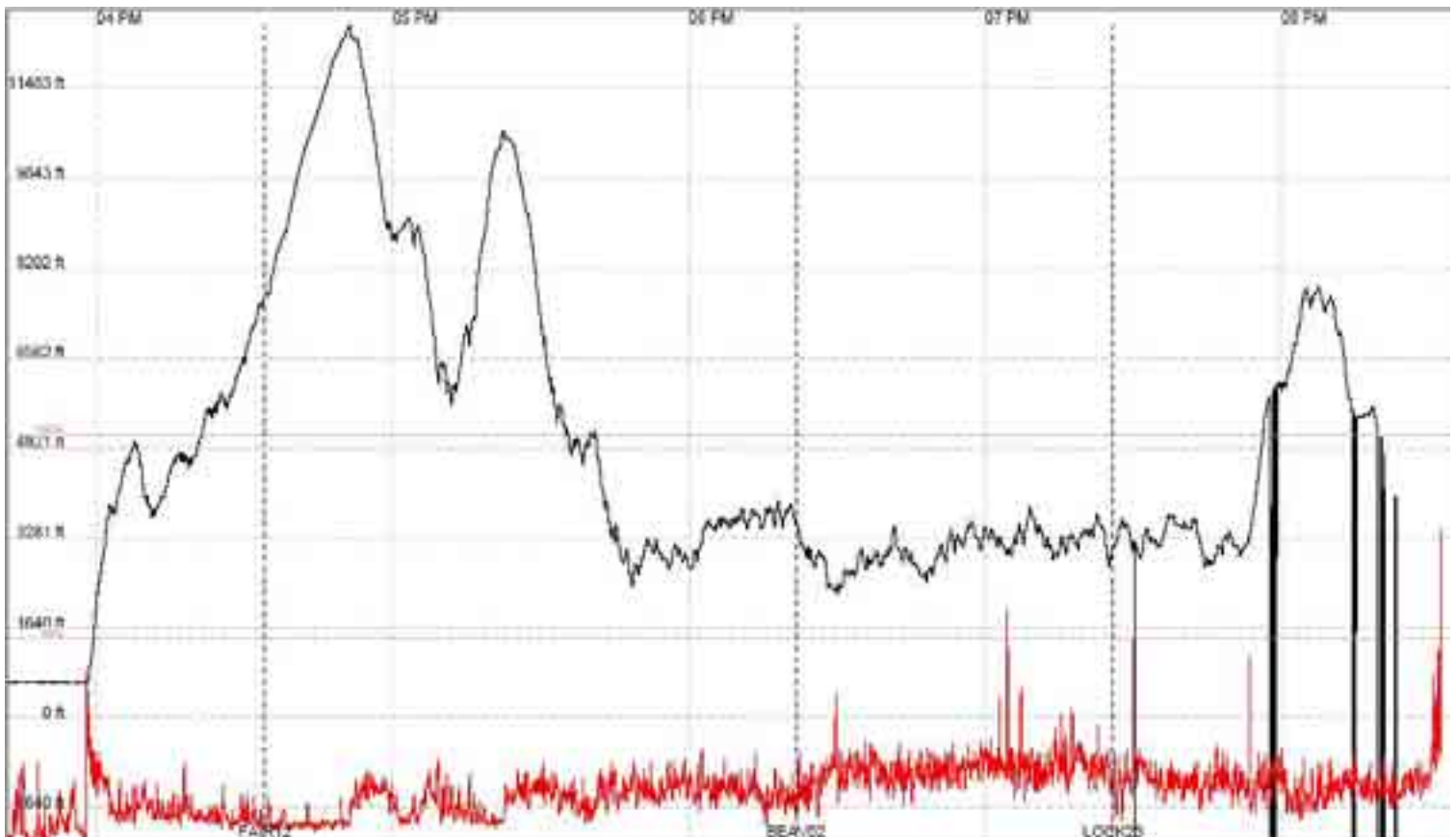
After a near ground loop on takeoff due to the high tail winds, I released about 3000' over Fairfield in turbulent thermals and rotor. Chris soon thermalled up and entered wave and climbed away. Fifteen minutes later I was finally able to thermal through 5000' and get into the smooth stuff myself. As I climbed up through 7000' facing NW, it was apparent the only way to make the 40 miles upwind was to fly the wave. There were a few cu's in the valley, but no cloud streets to lead the way. Trying to thermal across the valley against a 30-40kt headwind just wouldn't work, so I relaxed and wave climbed over Fairfield.

At 12,500' I thought that X6 had enough potential energy to dive halfway across the valley and pick up the next wave bar, so off I went. Flying about 90kts IAS I made it to a promising looking cloud over Chambersburg before falling out of wave at about 7,000'. Pulling under the cloud and into a strong thermal quickly

had me at cloudbase again. Pushing again to the NW, once out from under the cloud, there was a sudden surge and I was in 9kts of wave lift! It took only a minute to climb up the face of the cloud and a few more minutes to reach 10,600'. Then time again to dive upwind.

The climb over Chambersburg resulted in enough altitude to safely clear the Beavertown ridge crest. I thought the toughest part of the flight was over. However, dropping down toward the trees, it became the roughest ridge ride I've ever had. I was tucked down in the cockpit with the shoulder straps as tight as I could get them, but the wind turbulence was delivering bone (and fiberglass) jarring hits every few seconds. The lower I flew and closer to the ridge I got, the worse it was. Experimenting with different altitudes and speeds, I finally settled on about 80 kts IAS about 500' or so above the ridge top. I would have liked to push lower and faster, but just couldn't take the beating. It wasn't

*(Continued on page 6)*



# Sarah's Racing News

by Sarah Macpherson

Three months into the soaring season, **Jonathan Gere** (34), **Danny Brotto** (P6), **Christophe Blanchi** (A2), **Cathy Williams** (I think, though I have been wrong before), **John Hearn** (T1) and **George Burns** (T8) join **Baude Litt**

(LBL), **Val Brain** (13) and **Michael Higgins** (X6) for five tasks in two months (six tasks total this year). The weather and the TFR cooperate for two weekends in April and one weekend (so far) in May, and the scorekeeper begins to lose her rust.

Jonathan wins his first task this month to come in second with 2881 points to Baude's 4566 points. Val rounds out the top three with 2334 points. The spring weather has turned cold and rainy, but hopefully summer will bring the return of fair weather for the task day pilots. 🏔️

	LBL	34	13	X6	P6	A2	CL	T1	T8
Mar-23	1000	0	344	850	0	0	0	0	0
Apr-12	1000	968	238	0	0	0	0	0	0
Apr-13	1000	0	0	900	0	589	47	0	212
Apr-27	0	1000	752	0	789	0	719	727	497
May-3	566	0	1000	444	0	0	0	0	0
May-4	1000	913	0	0	909	775	0	0	0
<b>TOTAL</b>	4566	2881	2334	2193	1698	1364	766	727	709

## Membership Notes

By Hope Howard

### New Members

(Mr.) Aurel Trandafir

**Censored**

Thomas E. (Tom) Davidson

**Censored**

### Member Reactivating

Harry R. LaBrie

**Censored**

### Provisional Notes Due

The following are completing their provisional year with M-ASA and should send the membership chairman a note/e-mail requesting permanent membership.

Overdue: Due:  
 Brian Amett Gerry McFadden

## Tucson's Aviation Trifecta

by Carlos Reyes

I recently had the opportunity to spend a day sightseeing in Tucson, Arizona. Being an aviation buff, I decided to do the Tucson "aviation trifecta". First, I went to the Pima Air and Space Museum ([www.pimaair.org](http://www.pimaair.org)), the world's largest privately-funded aerospace museum. Then I went to the AMARC (Aerospace Maint. and Regen. Center) Facility ([www.dm.af.mil/AMARC](http://www.dm.af.mil/AMARC) and [www.amarcexperience.com](http://www.amarcexperience.com)), an aerospace storage and maintenance facility containing close to 5,000 aircraft worth some \$27 billion. Finally, I stopped by the Titan Missile Museum, home to the largest ICBM ever made by the United States.

I know what you're thinking. "Poor

## Region 4 News

by Bob Ball

A new gliderport opened in 2000 which deserves notice of all the Region 4 gliderfolk. It is on the current Washington sectional as Merlin (restricted use) with designator 2VA3, and lies about 30 miles west of Richmond. This field is the work of **Richard S. Kavanaugh** who has been a solid booster of gliding for many years. The field is sod, with superb drainage and an irrigation system to keep the grass green. Length is 3200 feet, width 100 feet for the landing surface.

Carlos. He must be really desperate for contents. This has nothing to do with gliders." But you'd be partially wrong! I am desperate for contents, but guess what I found nestled among the power planes at the Pima Museum?

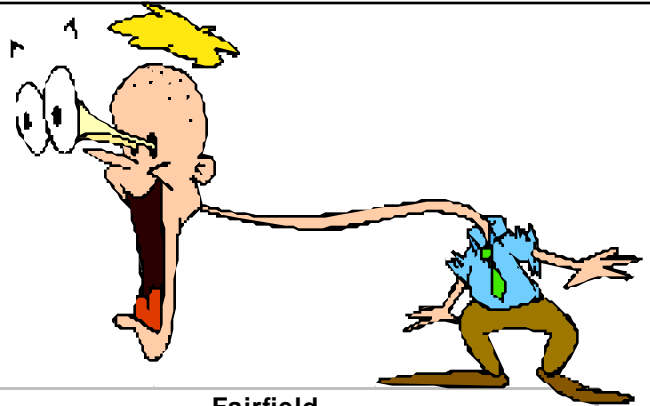
A Scheibe III B Zugvogel (Migratory Bird) glider! It looks like a very sleek version of the Ka-7. It is built similarly with a wood wing and steel-tube fuselage with fiberglass nose cover. A 17m single seater with an L/D of 37, this is one good looking ship. In the mid-sixties one of these beauties was used to set several U.S. feminine records, including a distance flight of 305.84 miles.

So if you ever find yourself in Tucson, stop by and say hi to the Zugvogel for me, will ya? 🏔️

There is a bypass taxiway also. Two Cessna 188 towplanes are on the field, plus a building with hangar space, a machine shop, and bathrooms. The telephone is 804-561-0777 and usually someone is there during the week as well as weekends. Camping is permitted there, and it seems like a very nice destination for a weekend - or longer - expedition for some good gliding at an interesting place. It is also a great field to incorporate into your badge and record flying routes. 🏔️

**Important!**

*Some of the duty assignments previously published have been modified. Please review this schedule carefully!*



## Duty Schedule

Date	Frederick			Fairfield		
	Operations Dir	Assistant OD	Tow Pilot	Operations Dir	Assistant OD	Tow Pilot
Jun-1	Dave Weber	Ali Abrishami	Bob Ball	Dave Leizer	Robert Compton	Bill Savory
Jun-7	<b>&lt;AOPA Fly-in&gt;</b>			Phil Scheel	Fred Bane	David Pixton
Jun-8	Nathan Butler	Ramon DeJesus	Craig Moen	Kai Rasmussen		Rich Horigan
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	Sam Harry	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 Petrask			
Jul-6	Bob Dutilly		William Judge	Chris Scarlett		Mike Grinler
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	Marly Van de Ven	Ali Abrishami	Rich Horigan
Jul-20	Steven Shelton		Robert Robins	Sarah Macpherson		Bill Savory
Jul-26	Baude Litt	Fred Bane	Bob Andrews	Gigi Gere	Ramon DeJesus	David Schober
Jul-27	Urs Thierstein		Jan Steenblik	Peter Blacklin		Bob Ball
Aug-2	Jim Furlong	Aurel Trandafir	Bob Jackson	Harry LaBrie		Mike Smith
Aug-3	Ralph Wentzel		Bob Andrew	Laura Hession		Jim Chick
Aug-9	Maurice Deland		Craig Moen	Jonathan Gere	Jeffrey Fink	John Hearn
Aug-10	David A Churchill		Lance Nuckolls	John Mitchell		Chuck Forrester
Aug-16				Kai Rasmussen		Phil Burgess
Aug-16	<b>&lt;Wings of Freedom Airshow&gt;</b>			Jim Lewis		Buddy Denham
Aug-17	<b>(www.wingsoffreedoma irshow.org)</b>			Richard Latoff		Mike Smith
Aug-17				Bob Schott		Bob Jackson
Aug-23	Mark Carlisle		Dee Torgerson	Darrel Shiles	John Lovell	Jim Chick
Aug-24	John Allingham		Ray Scarpulla	Jack Beavers		Poul Hansen
Aug-30	Jim Furlong		Craig Moen	Harry LaBrie		John Hearn
Aug-31	Dick Mott		William Judge	Mike Vore		Jim Trygg

**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.

## 500km Diamond Distance – just not meant to be, again

(Continued from page 3)

my 44 year-old bones that I was concerned about as much as the 27 year-old Schleicher fiberglass.

After turning Beavertown Tower and heading back SW, things were looking good. Crossing the valley in wave took longer than expected, and I was now running about an hour behind my time baseline, but the day was strong. I was confident the task could be completed.

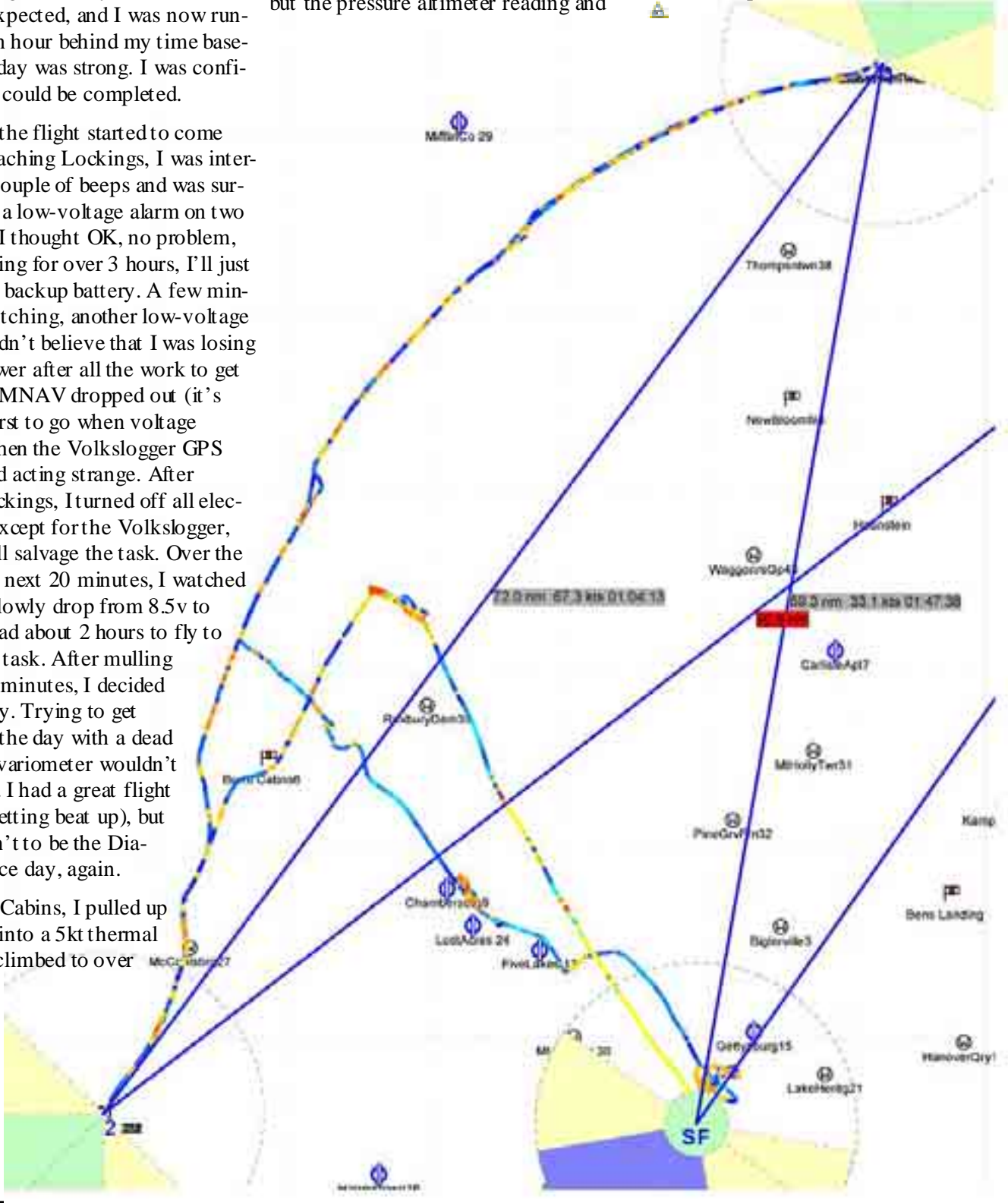
That's when the flight started to come apart. Approaching Lockings, I was interrupted by a couple of beeps and was surprised to see a low-voltage alarm on two instruments. I thought OK, no problem, I've been flying for over 3 hours, I'll just switch to the backup battery. A few minutes after switching, another low-voltage alarm! I couldn't believe that I was losing electrical power after all the work to get this far. The MNAV dropped out (it's always the first to go when voltage drops), and then the Volkslogger GPS logger started acting strange. After rounding Lockings, I turned off all electrical loads except for the Volkslogger, hoping to still salvage the task. Over the course of the next 20 minutes, I watched the voltage slowly drop from 8.5v to 7.8v. I still had about 2 hours to fly to complete the task. After mulling it over a few minutes, I decided to call it a day. Trying to get home late in the day with a dead GPS and no variometer wouldn't be much fun. I had a great flight (other than getting beat up), but this just wasn't to be the Diamond Distance day, again.

NE of Burnt Cabins, I pulled up off the ridge into a 5kt thermal and quickly climbed to over 7,000' and was on final glide to Fairfield. The 35kt tail wind makes coming back easy. At home that

looking closer at my batteries, sure enough, the backup battery was bad and charger questionable. I've been charging and flying with the battery for years, but rarely draw power from it. Curiously, with the very low voltage, the GPS logger continued to record lat/long, but the pressure altimeter reading and

baro log dropped out.

So, that was it for yet another attempt at 500km. Yes – I've already bought a new battery and charger. I went with the high-end German Dry-Fit batteries this time. Something else might foil my next 500k attempt, but it won't be batteries.



## Saleplanes and Buyplanes

### New:

**FOR SALE:** 1/2 Share in **Rolladen-Schneider LS6-a** 1164TT. Komet trailer at Fairfield. ILEC SB-8 vario/speed to fly, Sage mech. vario, oxygen, Cambridge GPS-NAV. Flight computer. Contact John Mitchell 301-437-4409 or [jminmd@yahoo.com](mailto:jminmd@yahoo.com)

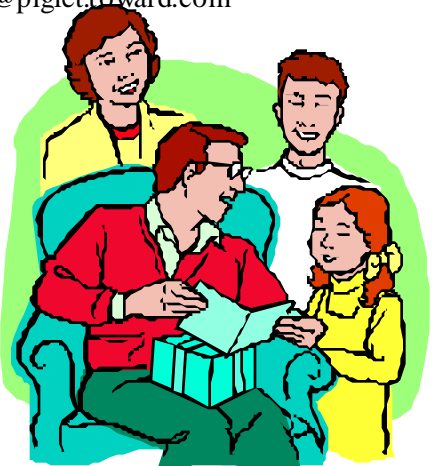
**FOR SALE: 1982 Ventus B.** Metal Spindleberger Cobra trailer, foam insulated 22 cubic ft. oxygen bottle with Hammon regulator. Wing covers. 598.5 hours. Instrumentation includes: Winter vario, Cambridge CNAV, 2 Cambridge varios, Dittel model ATR 720 comm, boom mike. Excellent condition. \$42,000 OBO. Contact the U.S. Soaring Museum at P. O. Box 3626, Moriarty, NM 87035 or 505-832-9222. Can also contact George Applebay at 505-832-0755 (work) or 505-296-8697 (home).



### Repeat:

**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](mailto:creyes123@yahoo.com) or 301-564-4340

**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](mailto: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)

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George Burns

#### Frederick Facility Manager:

Bill Judge

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Hope Howard

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Carlos Reyes

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Elizabeth Judkins (FDK)

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Dan Meyer (FDK)

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#### Scheduler:

Ray Watson

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Buddy Denham

#### Webmaster:

Alan Meyer

#### SSA Regional Director:

Bob Ball

**CONVECTOR** is the newsletter of the Mid-Atlantic Soaring Association



Carlos Reyes

Scheibe III B Zugvogel (Migratory Bird) glider at the Pima Air and Space Museum in Tucson, AZ

**Convector**



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