

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

The Flight of the Ten-Day Weekend

Hope Howard

Our successful July 2004 Ten-Day Weekend was much like a long soaring flight - some great "ups" (lift), and some worrisome "downs" (sink). The usual slow start on Friday, workday for many, nevertheless gave us a lucky thirteen flights, the longest by **Mark Carlisle**. Taking advantage of the no-one-waiting rule, he flew 4 1/4 hours in the club 1-36. Second longest flight was by **Milan Petkovic**, over 3 1/2 hours, and third by **Ed Breau**, 2 1/4 hours.

Both of them had trailed down from Fairfield.

Gary Baker logged just over 2 hours. **Ray Watson** and **Bill Whelan** rounded out the top five, with **Bernie Paiewonsky** number six in his Russia. **Dee Torgerson** was our volunteer tow pilot and **Teri Day** served as OD.

Bob Ball's two-hour first flight in his recently re-purchased bright yellow M200 was only one of 38 flights on Saturday. Many were short instructional flights but the longest recorded for the day was **Holland Ford's** 2 1/4 hours

with a guest in 1ET. **Jean Posbic** had an even 2 hours, also in 1ET. Unrecorded was **Paul Rehm's** flight with a one o'clock take-off and landing at sunset. The day had started with **Dave Schober's** class on Precision Landing, and ended with forty people enjoying **Elizabeth Judkin's** cookout at tables set up in workshop. **Bob Huffman** offered to help and did a masterful job on the grill while **Miriam Watson** brought potato salad and two cakes, one decorated by **Ray** to look like the flag. **Wayne**

cept for the morning class on Leaving Home - beginning x-country, given by **Bill Whelan**.

On the 5th, weather was looking up a little, and so were pilots, starting with **Bernie Paiewonsky's** class on Cloud Language. There were 21 flights, none long, but four people were introduced to the world of soaring by members giving rides. Strong x-winds ended the day about 5 p.m.



M-ASA members prepare to launch the 2-33 and G103 Twin Astir on runway 12L — an unusual direction for Frederick take-offs.

Elseth's young daughter brought brownies she made herself to accompany the ice-cream sundaes.

Sunday, Independence Day, brought poor weather, a "down" day ex-

Tuesday - An "up" day for sure. **Bill Whelan** reported from 6000' in wave in his N8. He and **Laura Hession (ED)** each flew over 160 minutes but were surpassed by **Mario Piccagli** and **Milan Petkovic**, each topping 260 minutes. **Dan Meyer** flew 2+ hours and **Glenn Collins**, in **Whelan's N8**, had just under two hours. **John Thornhill** helped with OD while **Bob Jackson** did all 21 tows. **Bob Compton** had signed up as 2nd tow pilot but arrived to find the Cub gone to Fair-

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President's Corner

Bob Jackson

This letter was originally addressed to a specific M-ASA member relating to a specific transgression. However, as a paragon of diplomacy, I decided to make it an open letter to all club members. And besides, the subject is of general importance and should be considered by all.

It should be obvious to everyone that M-ASA is a volunteer organization, depending on contributions from many members for its success. I attempted to list all of those who contribute on a continuing basis, but there are so many that the task becomes impossible. It would certainly include instructors, tow pilots, OD's, godfathers, facility managers, administrators, communicators, special event managers, and all those who pitch in on a weekly basis to perform the tasks that contribute to the success of our club. I have stated previously that this is probably the finest soaring club in the country due in large part to the efforts of its volunteer members.

On the negative side, we have a few in our midst who successfully shirk all forms of contribution. This is obvious when no shows for tow pilot or OD duty force us to shut down or curtail our flying activities. It is less obvious but



Bob and Joan Jackson with "Romeo Juliet", their ASW-27.

equally damaging when our facilities or our equipment are neglected. One easy solution would be to hire those services not covered by members. Of course, this would raise the cost of soaring to everyone – an unacceptable solution for most of us. For example, our tow rate is one of the best bargains in the country and is less than one-half the charge at nearby commercial operations.

This club is remarkably tolerant of those who cannot contribute for personal or business reasons. We should, and will, be equally intolerant of those who have the time and resources to help out but who choose not to do so. I believe it is reasonable to expect some form of contribution from everyone in a position to do so. If physical participation is not possible, then financial contribution would be quite acceptable. Down the road we are faced with major problems with facility protection, both at Frederick and Fairfield, as well as equipment upgrades, all of which require financial support. I intend to do my best to encourage active participation in all forms, and I hope everyone will do the same.

See you on the Grid.

— Bob "Romeo Juliet"



Ten Best Things about Living in Hobbs

by **Carlos Reyes**

(M-ASA's past Convector editor, recently relocated to Hobbs, New Mexico)

10. WalMart Supercenter - One stop shopping 24 hours a day.
9. All tows cost just six bucks (winch).
8. Anywhere you go, there's always lots of free parking.
7. Nothing says good morning like the smell of petroleum in the morning.
6. Yeah, but it's a dry heat!
5. No danger of getting distracted and flying into the side of a mountain - we ain't got any.
4. Ten minute drive to anywhere in town - guaranteed.
3. No need to explain to soaring pilots where the town is.
2. No terrorist targets - nearest mall is 100 miles away.
1. Nearest doctor is never too far away...

Correction — In the Region 4 North report last month, we failed to note that **Mike Vance** spent two full weekend days supporting the R4N contest on the flight line providing signals to the tow pilot for each launch, and performing other small tasks as needed to prepare competitors or help them take their planes apart.

Calendar

August 10-19 Open & 18-Meter National Championships, Uvalde, TX. (5 M-ASA competitors!)

August 13 M-ASA General Meeting at FDK Clubhouse, 8PM.

August 21 Mentor Training, FDK Clubhouse, 9AM.

August 23 Convector deadline. (convector@m-asa.org)

August 22-28 Region 3 Contest, Danville, NY.

September 3 -12 10-Day Weekend, Frederick, MD.

Report from Region 5—Perry

Baude Litt

Perry -- a new soaring paradise? Many pilots who had the opportunity to go down to South Carolina during the last years for the April competition told me so. So, I put it in my planning for 2004. What a nice way to start the season a little bit earlier. A few weeks after my registration, I received a surprising notice asking me to confirm my intention to come, as the organizers had already received about 100 applications for the 65 available spots. My curiosity was further elevated when I started to look for a hotel room. The closest was 47 minutes out of Perry! What is so attractive down there to drain 100 of the best US pilots in such a remote place? I went to find out.

Al Tyler, 8H, the owner of the airport seems to come from Perry, as you can see the Tyler name almost everywhere in town. He is an old member of the Blue Ridge Soaring Society, the wonderful gang that operates at New Castle. A few years ago, he invited some of his fellows to come and taste the weather of his homeland and this first gathering of soaring pilots rapidly

evolved into the Region 5 North SSA sanctioned competition.

What Al and his wife Rhonda have set up there is just amazing. The



M-ASA's **Mike Smith** prepares "X-Ray Mike" on the Perry grid.

airfield is a 6,000 feet sandy opening in the woods, that offers plenty of room to accommodate the 67 gliders finally allowed to participate. The lack of hotels is not a problem either, as they gathered all the available campers of the neighborhood under the shade of the trees surrounding the airfield. At least a dozen water pits were available for the ballast and campers, as well as the electricity for everybody, with the exception of the scorer on the first night. Four din-

ners were organized on the site and even a wedding! The wedding gave way to an extraordinary air show. One of Al's old friends put his little aerobatic aircraft in those incredible positions that you only see on the TV or at the big air shows.

There was just a little problem that is not very common so early in the season – dust. On one hand it forced everybody to drive very slowly on the airport, which we did; on the other hand this dry ground coupled with a nicely situated "weather high" produced an amazing week of soaring. We flew 8 days in a row (six for the competition), 3 to 4 hours everyday, at speeds above 70 mph for the winners and above 7,000 for everybody. Some guys even hit 10,000 the first training day!

The organization included many BRSS members, proof of quality and effectiveness. The CD, Charlie Spratt, mastered the event to produce a competition that will be remembered for years. My guess is that the waiting list for next R5N will be over 50, but if you are well ranked, that's the place to go!

— *Baude "Lima Bravo Lima"*

Mentor Program- 1st Year Mid-Season Report Card

By Bill Whelan

At the start of the 2004 season M-ASA formally launched the new Mentor Program, whose goals are to more rapidly, safely, and smoothly, integrate new members into our organization. This program consists of an approximately one hour long mandatory-for-all-new-members orientation session, with follow-on support provided on an "as needed" basis by the team affiliated with the program. These sessions are scheduled on a once-per-month basis or more frequently as necessary. Current Mentors are **Cathy Williams**, **Sarah Macpherson**, and **Bob Jackson** at FFD and **Paul**

Rehm, **George Simms** and **Bill Whelan** at FDK. Topics in the briefing provide a good introduction to M-ASA, covering the rudiments of safety, ground handling/operations, and club procedures. The program was informally launched last September with the first orientation briefing then and at least one briefing monthly thereafter. The orientation briefing consists of a 40-slide Powerpoint presentation posted on the club PCs at both sites. With the help of membership Chairman **Hope Howard**, newcomers and prospective members are steered into the program either before or immediately after joining.

Since its inception we've had a total of 31 new members — or prospective members — attend briefings. 24 of the attendees have joined M-ASA. In

2003 of the 8 attending 7 joined M-ASA. As of June 17 2004, 23 people attending an orientation have decided to become M-ASA members. Since M-ASA presently has about 160 people on its active roster, 24 program participants represent a very creditable 15% of the current total membership of M-ASA. Feedback from those attending has generally been very positive. At present the M-ASA Mentor program appears to be successfully meeting its goals of educating and setting appropriate new member expectations. By so doing it should prove beneficial both to the new members and to the club as a whole.

— *Bill "November Eight"*

(Ten-Day Report, Continued from page 1)
field so he graciously helped OD.

Wednesday July 7 - Just call it a rest day. Poor weather dictated no flights. Thanks anyway to **Ray Scarpulla** and **Teri Day** who had volunteered to tow and OD, and came to the field ready to serve.

Thursday July 8 - Ah, this is a bit better. Ten tows by volunteer **Hans Jorgensen** with **George Simms** alternating between OD and CFI-G. Some training flights, some rides. **Dave Churchill** kept the club 1-36 up 2 1/4 hours. **Ray Watson** flew his American Spirit and then experimented with the ground sockets he's developing for the shade-canopy poles.

Friday July 9 - A rather unusual day, beginning with **Glenn Collins'** pre-flight briefing on the odd "rolling" TFR around York & Kutztown. That TFR plus the late start led to cancellation of the planned follow-the-leader x-country training. Nevertheless, we had 35 flights including some in the 2-33 borrowed from Fairfield for Tues-Fri. **Chris O'Callaghan** returned it at the end of the day. The line was long; **Dee Torgerson** towed, **Ray Scarpulla** helped in the second tug. **Glenn Collins'** flight in the Nimbus was the longest at 10 minutes short of 6 hours. Others exceeding 5 hours were **Paul Rehm**, **Mario Piccagli**, **Bill Whelan**, and **Gary Baker**. Close behind were **Bob Whitehead** and **Garv Garvin** just over 4 hours, and **Mehrdad Bayat** in the club B4, 15 minutes short of 4 hours. This odd day ended for **Maurice**

Deland after he'd had two nice flights - before the incident which was surely the low point of the week. A canopy problem on landing escalated into a wing-gouging, season-ending, impact with the VASI. Maurice was not injured but his Discus was.

Saturday July 10 started with **Andy Dessler's** helpful class on using the radiosonde report to judge the weather. Then Inactive member, **Elmer Mooring**, rode in for a brief visit, all the way from Texas on his Harley, sporting Texas and U.S. flags. Asst. airport manager, **Andy McGilvray** got his first glider ride, with **Jean Posbic** in 1ET. **Glenn Collins** won the day again with 4 hrs, 42 min - a happy flight in spite of the in-flight bird deposit on his canopy. **Bill Whelan** was second longest, **Dan Morris** was third. **Ray Watson**, and **Jim Homer** in the B4, filled the 4th and 5th positions. But you can bet the "best" flight of the day to **Wayne Elseth** was - his first solo (see photo on page 8). This also was his instructor, **George Simms'** "first solo" - first student he's sent off since he became a CFI-G. It was fitting that the traditional bucket of water splashed on George as much as on Wayne. However, only Wayne lost his



Charlie Thurber made his way to Frederick from the "left coast" and assumed his normal instructor's position in the back of the 2-33.

shirt tail, with George wielding the scissors. Then all celebrated with **Elizabeth Judkin's** second cookout. **Mehrdad Bayat** manned the grill for the two dozen attending. Miriam brought her potato salad again, and pineapple upside-down cake to supplement the trademark sundaes. It turned out this was the finale celebration of this year's Ten-Day Weekend. All flights end with the "down" of



M-ASA members demonstrate teamwork to reassemble the Ka-7 at Frederick.



landing and Sunday's weather indeed kept us down.

But - we're planning to do it again, Labor-Day week as usual. Fri. Sept 3 - Sun Sep 12. We don't schedule classes or cookouts for this event but some of the ten-day shirts will be available, and pop-up cookouts could happen. Let's focus on Get-Your-Next-Badge/leg - and on fun fall flying.

— Hope Howard



Hope Howard shows off the new 10-Day Tee-Shirt. Thanks, Hope, for organizing another great Ten-Day event!



Mehrdad Bayat demonstrates his grilling skills after a day of flying at Frederick.

(All Ten-Day photos by **Vern Chapin**. Nice job, Vern.)

Task Day News

Chris O'Callaghan

It's August... see you in Uvalde. The Open and 18M Nationals will be held in Uvalde, Texas this year. Five club members are currently planning to compete in the 18-meter class competition, which will begin on August 10th. It should prove to be an exciting event: a dozen open class and fifty 18M pilots are scheduled to compete. As in years past, many of the 18-meter entrants will be flying 15-meter gliders. But if Uvalde delivers the consistently strong weather we've enjoyed in years past, the shorter wings (and thus higher wing loadings) may have the advantage. This will be a first visit for **George Green** (05) and **Dave Pixton** (9X). **Mike Smith** (XM), **Baude Litt** (LBL), and your truly (OC) have raced west Texas before.

Club Championship rules... We have been operating this season and, much to my surprise, for the past several seasons, without current, published rules. We are now addressing this. Over the course of August we will compile and publish all rules changes during the past 7 years. They will be published on the M-ASA website along with other helpful information for pilots interested in participating in club tasks or submitting Club Championship flights. In addition to the rules, we'll include proposed rules changes so club members may review and comment on them. Visit M-ASA.org and follow the "Task Day" link for more information.

take advantage of this opportunity to assess conditions first hand. Typically, tasks should not be called from the air unless the weather is marginal. Instead, a task called on the ground should be confirmed, modified, or scrubbed based on the CD's assessment of conditions.

— Chris "Oscar Charlie"

NEWS FLASH !!!

MASA's own **Mike Smith** (XM) won Day 4 and finished sixth overall at the wet and challenging Standard Class Nationals in Hobbs this week. Congratulations on a strong performance in weak conditions!

Finally, to improve the quality of task calling, we've decided to let the scheduled CD have the option of first contest launch. We encourage CDs to

A few words about Task Day and

TASK DAY COMPETITION AND CLUB CHAMPIONSHIP REPORT

26 June 2004 — 2.5 hr MAT with McConnellsburg, Thompsontown, and Five Lakes as turnpoints. A good ridge day. LBL takes advantage of the late day ridge lift to fly 354 miles and win the day.

27 June 2004 — 3.0 hr MAT with York and Potomac as turnpoints. A challenging day with west winds and some ridge lift. OC wins the day with a speed of 72.5 mph.

10 July 2004 — 2.25 hr MAT with High Rock, Harpers Ferry, Taneytown, and Bigerville as turnpoints. The day started well but quickly deteriorated when a solid cloud deck moved across the task area. 13 is the only task pilot to make it back to Fairfield and wins the day.

17 July 2004 — 2.0 hr MAT with Biglerville, Lineboro, and Taneytown as turnpoints. A surprisingly good day given the high cloud cover. CL (driven by Cathy) wins her first task day of the year.

Scored by Sarah Macpherson

	LBL	13	KO	OC	P6	A2	9X	T8	CL	UU	9	T1	ED	2GB
June 26	1000	739	773	0	0	0	0	0	0	0	0	0	0	0
June 27	982	627	0	1000	240	568	0	535	229	0	0	0	0	0
July 10	525	1000	442	0	0	0	0	0	0	0	0	0	0	0
July 17	969	809	0	0	978	0	0	0	1000	0	951	898	0	0
Best 5	<u>5000</u>	<u>4800</u>	<u>4503</u>	<u>3763</u>	<u>2052</u>	<u>1941</u>	<u>1898</u>	<u>1831</u>	<u>1607</u>	<u>1000</u>	<u>951</u>	<u>898</u>	<u>803</u>	<u>500</u>

Club Championship Claims:

- Baude Litt (LBL) flew 309 miles (handicapped) from Fairfield on June 26.
- Baude Litt (LBL) flew 268 miles (handicapped) from Fairfield on June 27.
- Baude Litt (LBL) flew 342 miles (handicapped) from Fairfield on July 9.
- Mike Higgins (KO) flew 360 miles (handicapped) from Fairfield on July 9.

The **Club Championship** is awarded each year based on the longest three flights (handicapped distance) made during the soaring season from M-ASA's two fields. The **Green Trophy** (sponsored by **George Green**) is awarded based on the longest single badge or record type flight of the year. Green Trophy applications are made at year end.

Duty Schedule

Ray Watson

Date	Frederick			Fairfield		
	Safety Officer (OD)	Record Keeper	Tow Pilot	Safety Officer (OD)	Record Keeper	Tow Pilot
1-Aug	Tom Jones	Noel Blisard	William Judge	Peter Zawadzki	Ric Caylor	Phil Burgess
7-Aug	Peter English	Mike Luzuriaga	Ray Scarpulla	Chris Scarlett	Roger Thompson	Mike Smith
8-Aug	Robert Critchlow	Wilmar Sick	Jan Steenblik	Harry Bates	Chris Burns	Buddy Denham
14-Aug	Gary Baker	Teresa Day	Karl Bernstein	David McVeigh	Cary Cassell	Don Robb
15-Aug	Roger Andes	Brendan Butler	Robert Jackson	Harry LaBrie	Milan Petkovic	David Pixton
21-Aug	Jean Compton	Wayne Elseth	John Hearn	Rick Fuller	Ricardo Cibotti	Jim Trygg
22-Aug	Peter Kern	Ali Abrishami	Jane Robens	John Mitchell	Ralph Thrash	Mike Grinder
28-Aug	Steven Silverman	Ric Caylor	Hans Jorgensen	Jim Lewis	Jeffery Fink	Jim Chick
29-Aug	Bob Whitehead	Noel Blisard	William Judge	Laura Hession	Nicolo Castonzo	Phil Burgess
4-Sep	Robert Compton	Fred Mueller	Jan Steenblik	Mark Mercer	Olin Kinney	Max Ullmann
4-Sep			Sam Harry			
5-Sep	Dan Meyer	Steve Bates	Lance Nuckolls	Elliott Blitz	John Wallin	Pete Welles
5-Sep			Ray Scarpulla			
6-Sep	Holland Ford	Bob Huffman	Bob Ball	Sarah Macpherson	Gerry Tighe	Bill Savory
6-Sep			Bob Andrew			
11-Sep	Maurice Deland	Mike Luzuriaga	David Schober	Chris O'Callaghan	Stanley Faust	Rich Horigan
12-Sep	Dick Mott	Tom Kawecki	Craig Moen	Richard Latoff	Steven Shelton	Mike Smith
18-Sep	Jack Goehring III	Mark Carlisle	Dee Torgerson	Peter Blacklin	Mansoor Ahmed	Don Robb
19-Sep	Rob Myhre	Tonas Kalil	Karl Bernstein	Jack Beavers	Ric Caylor	Buddy Denham
25-Sep	David Churchill	Phil Scheel	Poul Hansen	Kai Rasmussen	Gary Goldberg	John Hearn
26-Sep	Mehrdad Bayat	Fred Mueller	William Judge	Guy Pfeffermann	Olin Kinney	Phil Burgess
2-Oct	Garv Garvin	Steve Bates	Ray Scarpulla	Michael Hearn	John Wallin	Robert Jackson
3-Oct	Mike Vance	Bob Huffman	Jane Robens	Marly van de Ven	Mike Luzuriaga	David Pixton
9-Oct	Mitch Lambos	Zachary Thornhill	Hans Jorgensen	Christophe Blanchi	Gary Cassell	George Green
9-Oct						Jim Trygg
10-Oct	Jim Karcher	Noel Blisard	Lance Nuckolls	Baude Litt	Milan Petkovic	Mike Grinder
10-Oct						Jim Chick
11-Oct	Nathan Butler	Robert Dutilly	Sam Harry	Gary Miller	Ric Caylor	Pete Welles
16-Oct	Mario Piccagli	John Thornhill	Craig Moen	Mark Segall	Ricardo Cibotti	Max Ullmann
17-Oct	Steven Silverman	Teresa Day	Dee Torgerson	Bob Kryzstan	Ali Adrishami	Bill Savory
23-Oct	Jim Homer	Fred Mueller	Bob Ball	Luis Fernandez	Olin Kinney	Rich Horigan
24-Oct	Gyorgy Fekete	Steve Bates	William Judge	Peter Zawadzki	John Wallin	Mike Smith
30-Oct	Tom Jones	Bob Huffman	Ray Scarpulla	Wilmar Sick	Ralph Thrash	Don Robb
31-Oct	Roger Andes	Brendan Butler	David Churchill	Chris Scarlett	Mike Luzuriaga	George Green

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.



Dee Torgerson, one of M-ASA most prolific tow-pilots, commands a Pawnee during the Frederick Ten-Day event.

Saleplanes and Buyplanes

FOR SALE: 2.25-inch Winter vario; 1-year-old, never used. Mounting hardware, .45 liter flask, reducer plate (3.125 - 2.25), certification paperwork. \$400 firm. Delivery to FFD/FDK. Chris O'Callaghan, cocallag@adelphia.net.

FREE: Two tires in excellent condition are offered to anyone who can use them on a trailer (or car for that matter). They are six years old and from the Discus trailer. Size is 165R13. Call/email: Cathy Williams.

FOR SALE: Replogle Barograph - Black thermoplastic case. 0-30,000 MSL range, clock driven by easy-to-wind mainspring - no batteries or other gadgets required. Lightweight, American-made, easy to use, never obsolete. Includes barograph, barograms, seals. \$95. Bob Whitehead 703-671-0932

FOR SALE: Schleicher ASW-15A, SN15135, 1700 TT. Excellent condition. All AD's. Great glass retractable gear x-country ship. Terra TPX 720 radio, Cambridge electric vario w/audio and integrator, Winter mechanical vario, oxygen, gear warning. Enclosed trailer with easy rig attach. Current annual. Hangared at M-ASA, Fairfield, PA. \$16,000. Call Roger (301)972-1657, randes@erols.com.

FOR SALE: Aerotechnik Vivat motorglider L-13 SEH 1991. 377 hrs TT engine, 465 hrs TT airframe. Hoffman 3 position featherable prop. KY 97 A com, KT 76A transponder /mode C. \$46,995 with fresh recover. Based at FDK. Holliday Obrecht 301-831-7401

FOR SALE: S2a motorglider. Rotax 447, 2-1 gearbox, electric starter, 50 " Precision Prop. Licensed 8/94. Not flown for several years. Total time 3 hours. Always hangared. Located Hanover PA. Priced to sell. For photos, details contact Ray S Watson 410-484-0333 raywatson@aol.com or Sam Harry 717-545-4901 sharry@PA.net

FOR SALE: Schweizer 1-35c. Kilo Whiskey for sale. 2200 TT. Current annual, good overall condition, open trailer and easy to assemble light wings. Cambridge audio netto, new Borgelt B-40 w/audio, G-meter. 10 amp hour battery, O2, new tire and brakes. \$15,500. This is an excellent first x-country glider, it has taken me from hanging about the field to a Gold badge in just a few short years and could do the same for you! Paul Rehm 703-430-7625 or darthbaitr@aol.com

Mid-Atlantic Soaring Association

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WHO TO CALL

Godfathers:

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)	Mike Grinder
Tugs N82096 and N8658L	Dave Leizer (FFD)
Tug N9809 (FDK)	Bob Andrew (FDK)
	John Vaughan

Chief CFI:

Charley Thurber

Chief Tow Pilot:

Lance Nuckolls

Fairfield Glider Maintenance:

Rich Horigan

Frederick Glider Maintenance:

Dave Schober

Tow Maintenance Officer:

Jim Chick

Field Safety Officer:

Rick Fuller (FFD)

Dick Bernstein (FDK)

Fairfield Facility Manager:

George Burns

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CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association



Photo by Mike Luzuriaga, with Ric's camera.

Ric Caylor (above, with instructor **Cathy Williams**) soloed the 2-33 at Fairfield on June 27th. Ric has been an enthusiastic and helpful presence at the field since he joined the club and began his first ever flight instructions on May 8th. Since the solo he has earned his A, B, and C badges. He has also fixed the 2-33 push to talk button and spent quality time with his 3 daughters washing both the Grob and 2-33. His latest instruction involved use of a barograph. The Replogle failed to record his silver altitude gain on July 17th because of malfunctioning double stick tape. Welcome, Ric, to the joys and frustrations of soaring!

Milestones, Ratings, & Badges

- **Wayne Elseth** — First Solo—Frederick on 10 July. Primary instructor — **George Simms**.
- **Ric Caylor** — First Solo — Fairfield 27 June. Primary instructor — **Cathy Williams**.

Congratulations to both!

Wayne Elseth (below, with instructor **George Simms**) in the club's Ka-7 at Frederick.



Photo by Vern Chapin.

Convector



c/o Michael Higgins
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