

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

Soaring Student

Ric Caylor

I'm Ric Caylor, an "ab initio" (meaning no prior pilot experience) student pilot. A brush with death nearly two years ago awoke me from the rat race pace of life and got me actively pursuing some of my long-held dreams. I'm a small business owner and I'm raising my three young beautiful daughters full time. Trying to balance life's responsibilities and commitments with living out my inner passions is a constant struggle. After talking with some M-ASA members, I began, with heated exhaustion, to further explore my desire to fly.

Bill Whelan was one such member. His love affair with soaring gripped me. He spent hours personally showing me gliders, capturing my imagination with flight stories, answering countless questions and writing pages of emails with me as I progressed. I must say that everyone that I talked with was pleasant and encouraging, but he went many extra miles. His love for this sport and commitment to M-ASA is commendable.

So I joined M-ASA in hope of fulfilling a childhood dream to soar as freely as a red-tail hawk. I also wanted

challenge, excitement, fun, and to make new friends. I wanted this to be a life-long endeavor. The success that I enjoy has been a group effort. Hanging out with club members has accelerated my personal growth. Along the way I've helped rig gliders, work a contest, retrieve pilots who have landed-out and have performed club duties. I also have the privilege of being the Godfather of the Yellow 2-33. My heart is continually ignited by others whose flaming passions are becoming better pilots themselves.

Cathy Williams and Val Brain have been my instructors. "Thank you!" truly doesn't do justice in expressing my appreciation for the gift of soaring that



Ric with his two instructors — Cathy Williams (left) and Val Brain (right).

I've received from them. Volumes could be written about the treasure they are giving back to this sport as dedicated and enthusiastic instructors. I've been keeping a journal to record many of my flight

training experiences. The following are a couple highlights that I wish to share.

Journal Entry:

"Flying the tow successfully"

I'm sitting in the front seat of the yellow 2-33 while the tow rope tightens; I feel excited, nervous and have dozens of butterflies in my stomach. "OK Ric, relax and breathe," I say to myself several times. The following seconds were incredible, flying behind the tow plane in proper position was easier than last weekend. After several previous attempts of trying to fly the tow, I finally got it! I was jumping up and down in

my soul, like a winning TV game show contestant, as we continued to climb to release altitude. Yes, I was doing the tow and flying quite well! Val was happy for me as well. I tell him that I had my student lesson book in my pocket, and I jokingly

asked him to quickly fill it out. Yes, I did it and this was only my tenth flight. Joy coursed through my veins that left me intoxicated me for days. After land-

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President's Corner

Bob Jackson

Towrope Safety Revisited.

A few weeks ago, at Fairfield, we had an actual towrope break. It was a non-event with the glider returning safely to the airport. But, it prompted a review of an old subject. How strong should a towrope be for the spectrum of gliders that we fly? The FAA requires 80% to 200% of the maximum certified operating weight of the glider. In the fall of 2002, **Manfred Beutgen** wrote an excellent article titled "Towropes—A Brief and Cavalier Test Report" which was published in both the *Convector* and *Soaring* Magazines (copy available upon request). The general thesis is that our current towropes meet the breaking strength criteria when they are new, but then fall short by deterioration after UV exposure and abrasion. The towrope study is ongoing but was punctuated in August by a personal experience which will have a profound effect on my thinking as we evaluate stronger ropes, weak links, etc.

On a nice day at Frederick, I was making a routine tow with notification that the relatively inexperienced

pilot would be releasing at 1500 feet for pattern and landing practice. At 1500 feet, I felt the tail of the tow plane being pulled abruptly upward and turned my head to see the glider almost directly above me. As the glider kited higher the tow plane nose dropped and in a few



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

seconds we were doing an outside loop in formation. I tried to turn the tow plane under the glider to cause a back release on the glider hitch and at the same time reached for the tow release lever in the Pawnee. Suddenly, the rope broke and the event was over as quickly as it had started. Over the years I have heard horror stories about kiting gliders that caused fatal tow plane accidents. Fortunately, in this case, we were at

1500 feet and the only result was a serious discussion on the ground after we both landed safely.

Subsequent to this event, Bernie Paiewonsky gave me an article from *Technical Soaring*, which concludes in part, that the "tow pilot would not be able to release his hook at tow line tension exceeding 225 pounds." I am glad I did not have to test this conclusion. During our ground review the glider pilot told me he could not make the release work on the 2-33 glider. We do not know why this was true but the moral of the story is for gliders to maintain a proper tow position and regardless of the release emergency, do not allow the glider to kite up to an extreme high tow position. The tow should be continued to a safe altitude where the release problem can be sorted out. In this case, I was happy we did not have a stronger towrope and will keep this in mind as we reexamine all facets of towrope safety.

— Bob "Romeo Juliet"

First Region IV SSF Flight Instructors' Revalidation Clinic

Bob Wander will be the lead instructor in a two-day Soaring Safety Foundation FIRC on Saturday-Sunday, January 29-30, 2005. This marks the first time that this world-renowned soaring instructor will teach an FAA-approved FIRC in Region IV!

The class will be held in the Executive Conference room of the MCI Corporation's Hangar B at Dulles International Airport, and will run from 0800 until 1730 each day .

To reserve one of the slots at this FIRC, mail a check for the \$125 tuition, made out to the Soaring Safety Foundation, to Jim Kellett, 103 Settlers Circle, Winchester, VA 22602. Non-CFIs may attend and are most welcome, on a space-available basis. Many pilots find the content of the SSF FIRCs extremely valuable in making them better and safer pilots. *First come, first served to secure a space for this event, based on the dates the checks are received.*

Details regarding logistics, directions, lodging, etc., will be provided well in advance of the class. Mark your calendars NOW! For more information as it becomes available, contact Jim Kellett at Jim@Kellett.com.

Calendar

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

October 9-11 Oktoberfest Weekend Fairfield (see back page for more details on M-ASA's premier fall flying event)

October 16 Mentor Training, FDK Clubhouse, 9AM.

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

January 29-30 2005 SSF Flight Instructor's Revalidation Clinic, Dulles Airport (contact Jim@Kellett.com)

Uvalde—18 Meter Nationals Report

Chris O'Callaghan

In a year of wet contests, Uvalde lived up to its reputation as one of the nation's premier racing sites. Southwest Texas, too, was unusually damp this year, but the several thousand square miles bounded by the hill country to the north, San Antonio to the east, and the Rio Grande to the west and south still managed to produce thermals strong enough to support cross-country speeds into the low 80s. Most days saw classic Uvalde weather. Problem was it only lasted for two or three hours. If you timed your start just right, exceptional speeds were possible, but 15 minutes too soon and your speed suffered; 15 minutes too late and your final glide might leave you 30 miles short of home.

Six M-ASA pilots made the 27-hour drive to Uvalde to compete in the 18-meter nationals. **Baude Litt** (LBL) and **Fred Mueller** (FM) brought their LS-8-18s. **Dave Pixton** (9X), **George Green** (5), **Dave Weaver** (DW), and **Chris O'Callaghan** (OC) showed up with 15-meter racers and crossed their fingers for strong weather – the shorter wingspan gliders would only have an advantage if the interthermal speeds were high. It turned out to be a coin toss as to which was the better choice.

Anne Green, Laura Hession, Christiane Litt, Byron Lowry, and Richard Freytag pulled hard duty throughout the race. Uvalde has its small charms, but the airport and August's afternoon heat aren't among them. Nor are the fire ants, shoe piercing thorns, and the constant ra-ta-tat-tat of the nearby border patrol firing range. Under such circumstances, though, a Dairy Queen can seem like a cold, sweet spoonful of heaven. Equally so a dip in the pool or an afternoon's float down the tree-shaded Frio River.

As seen from the air, there's little to remark about the task area. The terrain is mostly flat and uncluttered. Where the ground rises, it does so without much vigor. Landings, though, can be challenging. There are large areas of



Below, **Dave Pixton** prepares 9X for the day's task. Above, the Uvalde airport and grid from LBL's cockpit. Photos by **Baude Litt**.



agriculture and many private airports, but there are equally large tracts of scrub and oil-field

without suitable landing sites. These need to be crossed with caution. While the terrain presents little danger to life or limb, the glider might not fare well in the sage brush and mesquite.

What makes Uvalde unique is its meteorology. Days typically start and end with weak weather, but for three to four hours each day, as if a switch had been thrown, Uvalde explodes into a perfect cloudscape of five- to ten-knot lift, often in unbroken streets of 50 miles or more with bases from 5,000 to 10,000 feet above the ground. This makes Uvalde an extraordinary racing site, but its lack of scenery rates it low as a soaring vacation destination. Certainly, every soaring pilot should experience the area's unique streets, but it's more a racer's delight than a badge hunter's paradise.

Charlie Spratt did his usual fine job of task calling and reporting on each day's competition. As CD, Charlie has an uncommon perspective – hearing boisterous approval and disapproval of every call he makes from those who win and those who don't. For a sense of the race, you can read his dailies on the SSA web site.

For those of us who flew, Uvalde 2004 was a tactical race. Every day had a challenge. In most cases, it was a blue hole. Deciding how far to deviate off course before leaving the clouds for the clear could make a 20mph difference in your

speed. Such days are intolerant of errors. Which means most of us, at some point, found ourselves low and struggling, wishing we could have the last 30 minutes to "do over." As always, good decisions won the day, and a willingness to shift gears saved those days when good decisions weren't quick in coming. How challenging was it? Only 7 pilots completed the contest without a land c.t. And some very talented pilots landed out more than once.

For me, Uvalde lived up to my (sometimes unreasonable) expectations. I would have preferred 10 days of unending cloud streets and 100mph+ speeds, but even at less than her average self, Uvalde remained attractive. I suspect we'll see M-ASA pilots visiting again. I'll certainly be there next August for the 2005 15-Meter Nationals.

— *Chris "Oscar Charlie"*

(Soaring Student, Continued from page 1)

ing I had to hug Val for the thrill of the experience and congratulated him for his excellent teaching skills. He smilingly said that his "fingernails were chewed to the quick" but indeed "all went well." I am patting myself on the back for having decided to join M-ASA rather than enroll in a commercial soaring program. It won't be long now before I solo — I hope!

Journal Entry: "Living the dream"

The most memorable flight was when I spotted a red tail hawk. Cathy said, "Go fly with him." Without hesitation I banked hard and soon we were soaring together. Looking at this magnificent flying creature from slightly above and thermaling in unison for the

first time ever sent chills over my entire body. How many times as a child I would lay in a hay field watching them soar effortlessly. Countless times throughout my life time, no matter where I would be, when I spotted a soaring red-tail hawk my spirit would join them — wishing to be just as free. Finally, now I'm physically united where before only my soul soared. I felt a rush, that no substance or other activity could match. For me it remains a moment frozen in time. I was fully present in the moment, suspended high above the ground, emulating the majestic red-tailed hawk. Acting as one with nature and harnessing it's treasure was magical. My dream had finally come to fruition.

Learning to soar for me has truly been a major accomplishment. Every day

at M-ASA has added precious gems to my life's treasured memories. Cathy William's love, enthusiasm and dedication to teaching the art of soaring has to me been priceless. I'm thankful to be her student to glean her wisdom and passion as she helps me achieve each badge level.

Earning the A, B and C badges has been very rewarding and I'm looking forward to getting my private glider ticket this year as well. I'm grateful for this opportunity to share my feelings and experiences. Thank you sincerely to all M-ASA members past and current who have made it possible for someone like me to experience the joy of soaring.

— Ric

The Ten-Day Weekend That Wasn't

Frances, a front, and a fickle engine combined to drown our planned Sept 3-12 event. On Friday, the 3rd, our volunteer tow pilot, **Dee Torgerson**, arrived but a 200 rpm mag drop grounded the Pawnee. A crew promptly went to work on it — eventually finding and replacing a defective sparkplug. Meanwhile, inactive member **Al Hutchings**, generously offered his 180 to fly the pilot to Fairfield to bring the Cub down to tow for Saturday & Sunday, which saw passable weather.

Al's son, **Zach Hutchings**, had an almost hour-long flight on Saturday and has since joined M-ASA. He is assigned to **Glenn Collins** for instruction. **Gary Baker** had a 203 minute flight, **Jim Furlong** 133 minutes, & **Poul Hansen** 125. **Leannah Amos** had her first official flight as a club member. She is

George Simms' granddaughter, and his student.

On Sunday there were 10 flights before fate struck again. We were operating from the congested north end, both tugs towing, when **Ray Scarpulla** felt the Pawnee gear

for a 275 minute flight, **Bill Whelan** for 175 minutes, & **Bob Whitehead** for 168.

Labor Day saw light rain and low ceiling. Tuesday, Wednesday, and Thursday also were weathered out so Friday the

10th was our only extra day of flying in the whole planned long "weekend." Dee towed that day. Thanks anyway to the tow pilots who signed up to tow the other days - **Ray Scarpulla**, **Dick Bernstein**, and **Bob Jackson**. The good news on the weekend was that the other Pawnee's paperwork finally arrived so it could be and was used to tow. The other good news is the two members

who had the foresight to join just before Frances: **Chip Fleming** and **Brad Powell**. Both are **Gene Wilburn's** students.

So, the weather won this one. We'll try again next July.

— Hope Howard

Ten-Day photos by Mike Hansen.



collapse under him. A wheel had struck a sewer cover. No injury but the prop stopped, and so did the operation, while the Pawnee was slowly and carefully moved. Before the accident, **Paul Rehm** had launched



Task Day News

Chris O'Callaghan

"Be careful what you wish for..."

When we started this season, we had high hopes for increasing participation in the Task Day Championship. We're succeeding. It's becoming common to see 10 or more pilots fly the task if the weather is nice, and almost as many even if the weather is marginal. Popularity, however, is beginning to strain our tow operation. To run a fair contest, task pilots need to get into the air within a limited window of opportunity. We typically race between 1:30 and 4:30 PM. This means that we want to get all the task pilots into the air before 1:30. At our most efficient, we've found we can launch one glider every 6 minutes, assuming the tows only go to 2,000 feet. Task pilots, however, are not alone in their desire to make best use of the day. A typical day at Fairfield will see 25 to 30 flights between 11:00 AM and 5:00 PM, with most pilots wanting to launch around 1:00 PM. The effect is a bottle neck at the precise time we want to get task day competitors into the air.

There's a simple solution: add another tow plane during the peak hours of noon to 2:00. Simple... well, maybe not. I intend to start discussions with the board to see if we can get a second tow plane to Fairfield when needed, assuming there's one available with a volunteer to pilot it. But it is clear that we are going to have to improve the efficiency of our operation, since a second tow plane can't be guaranteed.

There are several activities that adversely impact launching task pilots. First, flight instruction activities often continue into the early afternoon. These flights have high impact on the operation since they require longer tows and require time and people for recovery and restaging of the glider. Second, by the time the first competitors are launching, the tow plane is getting low on fuel. Refueling takes at least 20 minutes. That's three launches postponed. Third, competitors aren't the only pilots wanting to fly, and the moment one pilot thinks it's time to launch, everyone wants in.

Here are some suggestions to improve the odds that we'll get a fair start to

the day's race. Instructors, plan your training flights to end by noon or start after 3:00 PM. Tow pilots, refuel the tow plane at noon, even if you still have more than half a tank of fuel left. This will reduce the likelihood that the operation will be delayed just when it's most important to get gliders into the air quickly. Task pilots, arrive early, sign in, stage early, and launch as soon as there are thermals to sustain you. CDs, set a gate opening time that encourages pilots to get into the air. Club pilots, please be aware of our desire to get competitors into the air quickly. Understand the club's rules regarding priority, and if you must launch between noon and 1:30, do not tow above 2,000 feet. ODs, encourage task pilots to launch as early as practical. Inform students and instructors of the early afternoon crunch, and apply the club's very specific rules on launch priority.

Let's see if we can smooth out the operation enough to manage with just one tow plane while making sure everyone has a fun day of flying.

— Chris "Oscar Charlie"

TASK DAY COMPETITION AND CLUB CHAMPIONSHIP REPORT

4 September 2004 — 2 hr MAT with two turns — McConnellsburg and Chambersburg. Six pilots complete with no land-outs. LBL wins the day with a handicapped speed of 47.0 mph.

5 September 2004 — 2 hr MAT with two turns — York and Carroll Cty AP. Five pilots compete with Rick Fuller winning (CL's second win of the season). Rick flew 87 miles at a handicapped speed of 38.0 mph.

11 September 2004 — 2.25 hr MAT with 3 mandatory turns — Kampel, Lineboro, and Biglerville. A low cloud base and areas of overdevelopment made for a challenging day. LBL wins the task with a handicapped speed of 42.4 mph.

Tasks Scored by Sarah Macpherson

No Club Championship claims were made this month.

	LBL	13	KO	T1	OC	CL	9	A2	5	T8	P6	9X	UU	XM	HH	ED	2GB
Sept 4	1000	919	0	0	0	711	739	0	835	613	0	0	0	0	0	0	0
Sept 5	0	810	0	702	0	1000	673	0	986	0	0	0	0	0	0	0	0
Sept 11	1000	874	292	0	0	0	440	0	859	0	198	0	894	0	0	0	139
Best 9	<u>8982</u>	<u>8412</u>	<u>7503</u>	<u>5386</u>	<u>3763</u>	<u>3656</u>	<u>3653</u>	<u>3358</u>	<u>2680</u>	<u>2535</u>	<u>2251</u>	<u>1898</u>	<u>1894</u>	<u>1000</u>	<u>854</u>	<u>803</u>	<u>757</u>

Duty Schedule

Ray Watson

Date	Frederick			Fairfield		
	Safety Officer (OD)	Record Keeper	Tow Pilot	Safety Officer (OD)	Record Keeper	Tow Pilot
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
6-Nov	Peter English	Wayne Elseth	David Schober	Roger Thompson	Jeffery Fink	Bob Andrew
7-Nov	Harry Bates	Noel Blisard	Tom Judkins	Dave Leizer	Nicolo Costanzo	Buddy Denham
11-Nov	Gary Baker	Gerry Tighe	Dee Torgerson	David MacVeigh	Stanley Faust	Phil Burgess
13-Nov	Harry LaBrie	Tom Kawecki	Karl Bernstein	Jean Compton	Steven Shelton	John Hearn
14-Nov	Jim Furlong	Fred Mueller	Poul Hansen	John Mitchell	Olin Kinney	David Pixton
20-Nov	Peter Kern	Steve Bates	Jane Robens	Rick Fuller	John Wallin	Jim Trygg
21-Nov	Bob Whitehead	Bob Huffman	William Judge	Laura Hession	Mansoor Ahmed	Jim Chick

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.

Note from the President

A year or so ago, M-ASA established a mentor program for mandatory indoctrination of all new members on operating procedures at both Fairfield and Frederick. Since I missed the safety meeting this year, I was required to attend a mentor session. I found it to be interesting and useful. At the inception of the mentor program, the Board decided that attendance would be mandatory **before** any member was allowed to fly.

This summer a couple of exceptions were made allowing new members to fly with an instructor before they had attended a mentor session. At this month's meeting, the Board reaffirmed its earlier decision that no one would fly until they attended a mentor session. The primary rationale is that once flying has begun it would be administratively difficult to keep track of those who had not complied. The mentor program is a valuable contribution to safety and therefore participation is mandatory before flying.

— Bob Jackson

Campbell Award Nominations Due

The M-ASA Annual Award ("Campbell Award") is presented annually to a member who has materially advanced the welfare of the club, its operation, or its maintenance of facilities. Previous years' activities may be considered. Nominations must be made in writing (or email) to the Secretary, Bill Whelan, not later than November 1. Nominations must accurately cite the specific reasons for the choice made. It is customary to not nominate previous recipients. The name of the recipient will be kept secret until the annual awards banquet in January or February.

The award was established by Group Captain Hugh D. Campbell (dec), and his wife, Angela. He was a member of M-ASA during his tour at the British Embassy. Upon his departure in November 1970, they presented the plaque which provides plates for inscribing the name of each year's recipient. The award, which is for non-flying contributions to M-ASA, is popularly known as the Campbell Award.

— Hope Howard

Saleplanes and Buyplanes

FOR SALE: Centrair 101A, NDA, all ADs current, water bags in wings, 720 ch. radio w boom mike, O₂, \$19K (no trailer), H. Ford 410 592-9697, ford@pha.jhu.edu

WANTED: Partner to share **Rollanden Schneider LS-6a** glider. See details at www.glider.homestead.com

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.

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. Price Reduced \$41,995. 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 rayswatson@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

PILATUS PILOTS — Please remember to put the trim all the way back before ground handling. Failure to do so puts extra stress and wear on the elevator. Details are in the POH. Thank you.

— Peter English

Mid-Atlantic Soaring Association

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Robert Jackson
Hans Jorgensen
Jean Posbic
James Trygg

Officers:
President - Robert Jackson
Vice President - James Trygg
Secretary - Bill Whelan
Treasurer - Hans Jorgensen

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:

Chief Tow Pilot:	Charley Thurber
Fairfield Glider Maintenance:	Lance Nuckolls
Frederick Glider Maintenance:	Rich Horigan
Tow Maintenance Officer:	Dave Schober
Field Safety Officer:	Jim Chick
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	Dick Bernstein (FDK)
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Frederick Facility Manager:	Bill Judge

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	Dan Meyer (FDK)
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Scheduler:	Ray Watson
Task Day Chairman:	Chris O'Callaghan
Webmaster:	Alan Meyer
SSA Regional Director:	Bob Ball

Oktoberfest 2004

October 9, 10, & 11 at Fairfield — *Fall Fun, Flying and Food for the Whole Family. Come for an evening, a day, or the whole 3 days. Guests welcome!*

- 3 day mini-contest (pilots' meetings at 10:30 AM each morning)
- local flying with rides available in vintage gliders (and possibly Striedick's Duo-Discus)
- pumpkins, apples, cider, evening bonfires with marshmallows
- children's activities — jack-o-lantern carving, paper glider contest, scavenger hunt
- long-sleeve T-shirts and sweatshirts with design by Baude Litt

SATURDAY POTLUCK 6:30PM — \$5 (kids free) — Bring a dish to share as assigned below according to the first letter of your last name (or bring anything you want). Beer, soft drinks, wine and table set up provided.

- A – K main dish for 10 people
- L – Q vegetable, salad, or fruit for 20 people
- R bread or rolls for 40 people
- S – Z dessert for 20 people

SUNDAY BRATWURST COOKOUT 6:30PM — \$15 (kids \$5)
Hosted by new member Mike Luzuriago and his wife, Nancy. Music for listening and dancing by keyboard/vocalist David Anthony
(playing for donations to **Save Our Liberty**)

Guest Membership \$20, Guest Camping Fee \$5

— *Cathy Williams*



c/o Michael Higgins
6778 Accipiter Drive
New Market, MD 21774