

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

On-Line Contest (OLC)

Baude Litt

The introduction of the GPS has tremendously modified the way we fly. What have been essentially visible, since its introduction, are all the rule changes to take advantage of the system and new types of tasks. More recently some people have found ways to improve our skills with a lot of tools that allow us to replay our flights. Programs like SeeYou, StrePla, and others offer us the ability to review our flights in near-real situations. You can see your glider's motion in 3D above the ground, just as you saw it a few hours before from the cockpit. Two years ago, it was just a flat map in the background. Then it evolved to a 3D map. And now you can replay your flight above or below a 3D colored landscape made of actual satellite pictures. The only elements still missing are the clouds, but they will come, too.

Taking this new technology and Internet in account, some of our German friends, with the support of AEROKURIER, created a program that allows any pilot in the world to replay someone else's flight. Imagine the learning benefits we can all get from this! An example: everybody can now see how Karl Striedieck succeeded in a 1000 Km flight without a single 360 turn, on November 5th, 2004, with his Duo

Discus. Improving our skills by studying the world's best pilots is not the only purpose of this Internet site -- logbook, curiosity, motivation and competition are also well developed! OLC has been the subject of many discussions at Fairfield recently and we thought it was time to get other members on the ship.

How does it work?

Once you have accomplished your flight, you get back home and download your flight on OLC. Two minutes later you are ranked among all the pilots who flew that day throughout the world.

CN	Time	Alt.	Vario	Gsp.	dt	dH	AVario	AGsp	Dis.Done	L/D	Dis.Task	Vt
•LBL	16:56:52	3118ft	0.0m/s	113mph	00:51:28	3ft	0.0m/s	107mph	91.8ml	-147744		
UU	16:56:52	3162ft	-2.1m/s	103mph	00:29:20	-1227ft	-0.2m/s	81mph	39.8ml	171		
9X	16:56:52	2871ft	0.0m/s	100mph	00:37:38	335ft	0.0m/s	110mph	69.1ml	-1090		

W A R V N38°47'53" W078°31'59" 16:56:52

Dave Pixton crosses Baude Litt and Milan Petkovitch at the first Gap on the Front Royal ridge on Nov 28, 2004
(Continued on page 4)

President's Corner

Bob Jackson

Last spring, while sitting in the cockpit of my glider on the grid at Seminole, FL waiting for a contest tow, I received a call on my cell phone (which I carry for retrieve purposes). It was a M-ASA member explaining that he could not make his duty assignment that day and requesting relief from our \$100 no-show penalty. At a recent director's meeting, **Hans Jorgensen** presented a list of delinquent accounts, most of which involved penalty assessments accompanied by a litany of excuses. The most common of these was a swap with another member who failed to show.

Admittedly, the \$100 penalty is stiff. However, so are the consequences of a no-show causing a gliding operation to be delayed or shut down. I would like to emphasize once again that this is a volunteer organization and we rely on members to make it work. Each of us must accept the responsibility for assignments as shown on the duty schedule in *Convector*. Schedule changes for assignment swaps are acceptable, however, the person scheduled has the responsibility to make certain that the spot is filled. End of sermon - I hope everybody gets the idea.

Speaking of scheduling, **Ray Watson** is now doing so 2-3 months in advance. The official schedule begins right after the annual safety meeting on March 18, so please submit your schedule preferences to him prior to the January 22 annual banquet. This year we will not schedule a "work day at the airport." The experience last year was not very satisfactory, mostly because of the



effort to make sure that everybody did his fair share. Instead, Facility Managers George Burns at Fairfield and Bill Judge at Frederick will maintain a list of projects that need attention and we will welcome any voluntary help to complete them.

We do plan to schedule several types of safety related meetings at the beginning of the year. **Lance Nuckles**

will conduct a meeting for towpilots and **Mike Higgins** will conduct a meeting for Operation Directors. Details of these training sessions will be announced in the next 30 days.

We are still receiving a fair number of comments for and against the current practice of having two OD's for operations at each site. During the next few weeks, several members of the Board will be conducting an informal survey to be used as a basis to determining whether any changes are in order. If anyone has an opinion on the subject, now is the time to speak up.

A final reminder that the annual banquet will be on January 22, at Dutch's Daughters in Frederick, starting with cocktails at 6:30 pm and dinner at 7 pm. Elsewhere in this issue are instructions for downloading directions to the banquet as well a phone number for those unable to download. We are hoping for a big turnout so send your reservations, as soon as possible, to **Sharon Pixton**.

— Bob "Romeo Juliet"

Tow Pilot Operational Safety Seminar Reminder

Saturday Feb 5, 2005 9am-noon & Saturday Feb 19, 2005 9am-noon - - Both sessions at the M-ASA FDK Hangar

Attendance at one of these 3-hour safety seminars is mandatory for M-ASA tow pilots. Contact: Lance Nuckolls 301-874-3315.



John Hearn in command of a M-ASA Pawnee at Fairfield.

Calendar

January 14 M-ASA **General Meeting** at FDK Clubhouse, 8PM.

January 22 M-ASA **Annual Banquet** at Dutch's Daughters, 6:30PM (see page 5 of this issue).

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

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

February 5 & 19 Tow Pilot Safety Meetings, 9AM.

February 10-12 **SSA Convention**, Ontario, CA.

March 18 M-ASA **Annual Safety Meeting**.

M-ASA Mentor Program 1st Year Results

This year was the first full year of the M-ASA Mentor training/orientation program. This program attempts to convey the essence of "What every new (or rejoining) member should know to be successful and comfortable in M-ASA." The Board of Directors believed strongly enough in the value of the program that it made attendance a mandatory requirement for new members prior to their flying with M-ASA. Since the Program's inception in September of 2003, here is a summary of the numbers associated with it.

- 43: Number of New or Prospective Members attending sessions.
- 28: Session attendees who have joined M-ASA.
- 18: ~ number of established M-ASA members who have attended.
- 13: Number of Mentor Sessions presented for New Members.

Many Thanks to **George Simms, Cathy Williams, Sarah Macpherson, Paul Rehm, Bob Jackson, and Gigi Gere**, who have been active Mentors, along with **Glenn Collins** and **Gigi** (and **Jonathan**) who presented and/or assisted with the development of materials used in the program.

Also thanks to the Board of Directors for their support of this program. Without the contributions of all these folks, as well as that of Membership Chairperson **Hope Howard** and doubtless a few deserving other folks inadvertently unnamed, this program would not be.

At this time **Wayne Elseth** is stepping in as M-ASA's Mentor Program Manager for the next season. Wayne brings many assets to the job, not least of which are his enthusiasm and the fresh perspectives of a newly licensed glider pilot, along with the excellent people and technical skills necessary to keep things smoothly humming along. I know all members will continue to support Wayne and the other Mentors as they have supported the program in its first year.

— *Bill "November Eight" Whelan*

Mentor sessions are tentatively scheduled for FDK on the Saturday after the monthly club meeting at 8:30am. (Normally the club meeting is the second Friday of each month, but the second Saturday of each month is not always the correct day.) To confirm that a session will be held please call me at 410-489-0775 or email me at: mentor@elseth.net. I just need to know that there is interest for a particular day and we'll hold a session.

— *Wayne Elseth*



M-ASA's K7 in flight. Photo by Mark Carlisle.

Petersburg WV Wave Flying — Again

Larry Stahl, the airport manager @ W-99 and owner of the tow plane there, arranged towing for wave flights on December 15-19 last month. He has done so again for the dates of January 2-6. Larry has asked for anyone who plans to show up to please let him know in advance. Several M-ASA members have indicated an interest in flying there. Larry can

be reached at gliding@directway.com or by phone 1-304-257-4435.

Good news — I've also heard that the plan is to try and do some towing on a monthly basis there for wave, but that the dates are up in the air.

— *Paul "Kilo Whisky" Rehm*

(OLC, continued from page 1)

The Competitions

Your flight counts in four different score sheets among the pilots and one for the club.

The pilot score sheets include:

- the **Daily Score**, which ranks every pilots who flew that day
- the **OLC-Champion**, which takes into account the best 6 flights of the current season for each pilot
- the **Statistics: All Flights**, which ranks all the pilots in the world with all the flights they submitted since the beginning of the season
- the **Statistics: Best Flights**, which ranks all the pilots in the world with the best flight they submitted since the beginning of the season.

The club score sheets include the **Club Statistics**, which ranks all the clubs in the world with all the flights submitted by their pilots since the beginning of the season. You can see all these score sheets for the whole world or just for the country of your interest. Note that the 2005 season started October 12, 2004 and will end mid-October 2005.

How is it displayed?

The score sheets give you the following indications: ranking position, points, name of the pilot, abbreviation of the country of the club to which the pilot belongs, the distance performed in kilometers (It is from the release altitude to the landing or the

closest point from the landing when the altitude difference from the release reaches 1000 meters.), the average speed performed during the above mentioned distance, the take-off location and the abbreviation of the country where the flight originated (The pilot will be scored in this country, not by his club nationality.), the name of the club, the model of the glider, the beginning and ending times of the scored flight in UTC, and finally the [info](#).

If you click on the [info](#) you will get access to a more comprehensive display of the flight, including a map and barograms, all the turning points used for the scoring, and the IGC file. You can use this IGC file to review the flight in 3D with your flight analysis software like SeeYou or StrePla.

How is the flight scored?

This is complicated and very simple at the same time. Simple, be-

cause the OLC software does everything automatically; it optimizes the best distance you have achieved during the flight on a maximum of 6 legs. Complicated, because the legs do not have the same importance and the distance is divided by the German handicap. Basically, the scoring favors very long first legs while the last two legs get taxed (penalized), so they better be short!

Where to find the site?

Just copy/paste this address on the Internet:

http://www2.onlinecontest.org/olcphp/2005/ausw_wertung.php

Next month we will see how to register and post the flights on OLC. In the mean time enjoy the site.

— Baude LBL

#	pt	Pilot	km	km/h	Take-off location	Club	Model of glider	Begin-End	
1	1048.4	Striedieck Karl Sare Peppi	US	1168.8	156.5	Eagle Field (US)	Ridge Soaring Irregulars	Duo Discus (KS)	1424-2152 info
2	962.69	Haluzza Doug Kasa-Djukic Vladimir	US	1032.0	111.4	Ridge Soaring (US)	Ridge Soaring Irregulars	Janus C fixed gear (N468G)	1243-2159 info
3	700.86	Roberts Raymond	US	842.41	114.7	Ridge Soaring (US)	Ridge Soaring Irregulars	Ventus 2cM/18m (N163DR)	1301-2022 info
4	534.21	Verhulst Andre	FR	673.92	117.5	Bitterwasser (AF)	CVVIT	Nimbus 3DM (F-CFUF)	1054-1638 info

Task Day News

For the past few years, we've conducted our task days using the SSA's rules for regional soaring contests as a base, supplemented by special rules to meet the particular needs of M-ASA pilots, to create a level playing field, and to encourage participation within a wide range of sailplane performances and pilot skills. We've come up with many additions to the sanctioned rules that meet just these ends, but we haven't been scrupulous about capturing and publishing them.

On December 12th a group of pilots met at the Fairfield hangar to discuss Task Day rules. The primary purpose of this meeting was to start the process of rules codification. Toward that end, a Task Day Rules Committee was appointed. Val Brain, serving as chair, Baude Litt, and Sarah McPherson will address those items raised during the ensuing discussion. On February 15th they will deliver the "new" rules for the 2005 Task Day season. These will be published in the March 2005 *Convector* and on the M-ASA website.

There were roughly a dozen subjects discussed during the course of the 2-hour meeting. While the rules committee is not limited to addressing only these topics, they appeared to reflect the primary concerns of Task Day pilots. In order of discussion:

Minimum Distance. Currently, a valid task must have at least one pilot exceed 75sm and a second pilot exceed 50sm. This is to eliminate days whose conditions are not conducive to racing. However, the club includes some very stalwart pilots... we are now racing on days that would be better suited to yard work. Many pilots find the strain of long, low flights in weak conditions beyond their own limits of endurance, sailplane performance, or desirable risk of outlanding. Reducing minimums was discussed, as was applying sailplane handicaps to minimum distance.

What constitutes a task? There was some confusion about what consti-

tutes a scored task. The committee will address removing any confusion.

The Competition Director.

Last season we experimented with assigning CDs in advance. While this met with general approval, the process needs better definition and implementation.

Scoring. The committee was also asked to review scoring of tasks and determination of the Task Day Champion. There was general agreement that the current system was sufficient, but we're open to suggestions.

Task Types. CDs have three task types to choose from: MAT; TAT; AST (the CD may also call a mentor race using any of these). Special emphasis has been placed on MATs as the most proportionate of task types, allowing a great deal of flexibility in accommodating disproportionate sailplane performances and pilot skills. Additionally, a new task type was suggested: the Start Anywhere MAT. This new task type would allow a pilot to start from any point at a predetermined time. The SA-MAT offers pilots a great deal of flexibility in flight planning and weather reading. At a determined time, say 1330, the task would begin. Speed is based on each pilot's position at 1330 and the turn points completed en route to a legal finish. What is especially compelling about this task is that it allows Frederick and Fairfield pilots to race each other without the inconvenience of relocating to Fairfield for the day. If this task is adopted, a finish point at Frederick will be added to the database.

Turn Points. The committee will review the addition of turn points to both the Region 4 and Task Day lists.

Start/Finish. While the SSA rules give CDs some flexibility in assigning start and finish cylinder diameters, there was a general consensus that firm numbers for each would be preferred.

Start Gate Open Time. To encourage fairer competition, use of a start

Chris O'Callaghan

gate opening time was used last season. This will be reviewed and, if necessary, formalized.

Launch Priority. The speed at which we are able to launch the task day grid proved inadequate on more than one occasion last season. The committee will explore how we might improve launch cycles through task rules and tow priority practices at Fairfield.

Flight Logs. Timely collection of flight logs has been challenging from time to time. Requirements for submission of flight logs will be addressed.

Club Championship. To encourage OLC participation, it was suggested that scoring for Club Championship flights should be handled through OLC. This is certainly an interesting approach and will be considered.

Update Plaques. We've let Task Day and Club Championship plaques get out of date. And they might even warrant a face lift. At the very least, the Task Day Chairman is looking into the production of medallions for the Task Day and Club Champions. The object is to identify a cost-effective testimonial that appropriately reflects pilots' achievements. These medallions would be in addition to the plaques kept at M-ASA facilities.

The committee will complete its work by February 15th. Therefore, if you have comments, please address them to Val Brain by email well in advance of that date. Val will forward them to Baude and Sarah for discussion within the committee. Conduct of the committee is left completely to Val's discretion. While your comments are both encouraged and appreciated, please respect Val's decisions on how best to handle them. Rules making, as in the past, will remain flexible. However, we want to take advantage of the next two months to set a baseline for the upcoming season.

— Chris "Oscar Charlie"

SAIB Bought a Parachute Lately?

Occasionally I browse the FAA web site for safety related information and often find useful information deep in the bilges of www.faa.gov. A Special Airworthiness Information Bulletin (SAIB) makes recommendations to the aviation community. It is non-regulatory guidance that does not meet the criteria for an Airworthiness Directive (AD), but can have critical safety of flight implications. A recent example is the serious manufacturing problem Schempp-Hirth identified with Discus wings built under license

in the Czech Republic. Schempp-Hirth released a Technical Note and the German LBA released an AD. But, since the Discus b, bT and CS are not type certified (experimental) in the U.S., the problem did not rise to the level of an AD and therefore not mandatory, despite at least two incidents where the Discus wings failed in flight.

SAIB number NE-03-50, released in August 2003, addresses a potential defect with parachute ripcord pins in parachutes manufactured in the U.S. by Capewell Components LLC between November 2001 and July 2003. The pins could break under

“very low force” and “could result in an unpredictable opening of a canopy or prevent its opening when pulling the release handle”. A simple inspection by owners and riggers can be done and a test can be performed by a qualified rigger that does not require repacking of the parachute.

A chronological listing of SAIBs can be found at <http://www.faa.gov/certification/aircraft/av-info/ad/saibs.htm>. If you would like a PDF version of this SAIB, send me an email. I'll also post a paper copy in each clubhouse.

— Rick “CL” Fuller

IACRA is Here!

First, if you are not familiar with the FAA Airmen Certification and/or Rating Application (ACRA) 8710-1 form, it is used by the FAA for the issuance of new or renewal Student Pilot certificates, new or upgraded Private - ATP certificates, new ratings, and for new or renewal flight instructor certificates.

In an effort to conserve natural resources and the time it takes the FAA to issue a pilot certificate, the FAA ACRA 8710-1 form is now available online at <http://acra.faa.gov>. The process of completing the 8710-1 online and the subsequent printing of a temporary airmen certificate or student pilot certificate is known as the "Integrated Airmen Certification and/or Rating Application" process or IACRA. Using IACRA, there is no paper version of the 8710-1 form involved in the issuance of a airmen certificate or student pilot certificate. Another benefit to using IACRA is that you can update your personal information and pilot hours online at anytime, and have another record of your pilot hours should you lose your logbook and/or forgot what you told the FAA the last time you took a practical test or renewed your flight instructor certificate... for the next time. [IACRA is not to be confused with the currently acceptable

practice of completing an Adobe Acrobat Reader PDF version of the 8710-1 form on the computer then printing out a completed paper version for use in a practical test or flight instructor renewal.]

To complete your 8710-1 form online using IACRA, you will need: 1) a unique FTN (FAA Tracking Number), 2) a user ID, and 3) a user passcode. (Absolutely never give your FTN number, user ID and passcode out to anyone — not even to your flight instructor, a pilot examiner or an FAA inspector!) These three items are generated once you have registered on the FAA IACRA website (<http://acra.faa.gov>).

Here's an example of how IACRA works when you take a practical test (check ride) with an examiner.

- 1) Before taking the practical test, you log on to the FAA's IACRA using your unique FTN number, user ID, and passcode.
- 2) You complete the online 8710-1 form that will ultimately have your digital signature by way of your unique FTN number, user ID, and passcode combination. After you complete the 8710-1, IACRA will assign a "Record Number" to your 8710-1.
- 3) If your practical test requires a recommending certificated flight in-

structor (CFI), that CFI will log on to IACRA using his/her own unique log-on information. The CFI will locate your 8710-1 using your assigned "Record Number" (that you supplied), review your 8710-1 information for accuracy, then digitally sign your 8710-1.

- 4) Upon your arrival at the airport for your practical test, the pilot examiner will then log on to IACRA using his/her own unique log-on information and locate your 8710-1 using your "Record Number." Once the pilot examiner is satisfied that you are actually you and that you are qualified to take the practical test, the examiner will then log out of IACRA and begin the test. Note: Should you be required to correct your portion of the 8710-1 before beginning the test, you will be required to log on to IACRA and make the required corrections before proceeding. Also, should the recommending CFI forget to digitally sign it, that must also be done through IACRA by the CFI. The good news here is that you don't need to complete another 8710-1 nor does the CFI need to drive to the airport to sign it!
- 5) Upon successful completion of the test, the pilot examiner will again log on to IACRA and complete his/

(Continued on page 7)

Saleplanes and Buyplanes

TRADE WANTED: Will consider trade of Schweizer 1-26, 1-23 or 1-36 for **GROB 102 Standard ASTIR III** (1981), 997 Hours. Very good condition, good finish. Rico electric and Winter varios, Dittel FSG-50 radio, A8A oxygen, gear warning. All metal trailer, tow-out gear. A&E-I.A. condition inspection and report available. Asking \$13,000 f.o.b. Hobbs. Does not include FAA AD #2004-17-04 Grob-Werke. Annual due 3-1-05. Numerous recent photos available via email. Hobbs Soaring Society, P.O.Box 274, Hobbs, NM 88241. Contact: Charles W. Shaw, (505) 392-3379, email preferred: has.shaw@verizon.net

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

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.

(IACRA, continued from page 6)

her portion of your 8710-1 and digitally sign it. Immediately afterward, a printed version of the temporary airmen certificate is issued to you.

The days of using a paper version of the 8710-1 form are slated to come to an end. In less than two years, all pilot examiners and FAA inspectors will be required to issue an airmen certificate or rating using IACRA, and the only paper will be the Student Pilot certificate or temporary airmen certificate. Until then, the paper version of the 8710-1 ACRA form is still an option. For more information go to: <http://acra.faa.gov/IACRA/Default.aspx>

Lance Nuckolls
FAA Aviation Safety Analyst

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

Final Notice! Annual M-ASA Banquet, January 22nd, 2005
— Guest Speaker: Bob Wander —

Mark your calendars now for our annual banquet, this year to be held on January 22, 2005. We'll gather at Frederick's Dutch's Daughters, 581 Himes Ave, Frederick, 21703 (301-668-9500).

Cocktails will be served beginning at 6:30 pm with dinner scheduled to be served at 7:00 pm. This year's guest

speaker will be **Bob Wander**, long-time soaring pilot and glider instructor since 1980.

Please reserve your seats now by returning the coupon below. The cost is \$30 per person. A visit to **www.dutchs.info** will provide an introduction to the restaurant as well as directions and a map.

M-ASA Annual Banquet, January 22, 2005

(Cut out this white box and mail it with a check to Sharon.)

I plan to attend: _____

I plan to bring _____ guests.

A check in the amount of _____ is enclosed. Make checks out to **M-ASA**.

Please return this coupon to **Sharon Pixton**, 8206 Lookout Lane, Frederick, Md. 21702



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