

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### Early Region IV Contests

Our Editor has asked me to write something about our Region IV contests in the early days, so here goes.

The first Region IV contest I attended was in the early 1960s, held at Westminster Airport, then owned by M-ASA president **Nelson ("Mac") McLeod**. It was a simple grass strip with a barn-like hangar we scrounged from another site and reconstructed at Westminster. It housed our Meyers biplane, a Pratt-Read two-place owned by Mac, a Schweizer 1-26 home-built by **Nate Frank**, and another by **Jack Perine**, which was suspended by a hoist from a roof beam. (Jack wrote a history of M-ASA that is on our website.) There was also a "Double-Bubble" L-K (Laister-Kaufman) converted by **Mario Piccagli**, which I had a share in for a short time before joining a threesome that purchased the Perine 1-26.

There were no glider classes in those days and no handicaps, so very often the winner was the pilot flying the highest performing glider. Our meets attracted pilots from other states, bringing with them a

variety of K-6s, K-8s, and Schweizer 1-26s and 1-23s. All tasks were based on distance, and some were straight-out or dog-legs, resulting in landings well over 100 miles away followed by an all-night retrieve. Retrieve crews tried to keep close to their pilots by radio using private codes – "Alpha Alpha proceed to checkpoint B and hold." Philip Wills' books describe num-

bers of flights like these, where his wife Kitty would be waiting with the trailer beside the field he eventually landed in. Often the outcome was less organized, with crews calling in for landing information and having to navigate from wherever they were to wherever their pilot landed. Some discovered they had gone many miles in the wrong direction!

In the 'sixties M-ASA alternated contest sites with the Cumberland group,

### Val Brain

flying out of Cumberland Airport. I remember flying from Cumberland in my 1-26 across the Chesapeake Bay and landing beside the Delaware Ship Canal. I had reached the edge of the Bay when there was a loud explosion and, look-

ing down, I realized I was over the Aberdeen Proving Ground munitions testing site and concluded they must be shooting at me! I turned across the Bay in a hurry and never looked back.

The difference in glider performance was brought home to me in one contest in which Ben Greene brought his new Austria. I climbed up over Westminster

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Above, Floyd Sweet presents the 1964 contest trophies, George Church squats beside. Upper left, Val sits beside Billy Thomas in 1973. At left, Val accepts the '64 Region 4 1-26 trophy at Westminster AP. Shaking Val's hand is Lou Tuttle, and behind him is Gordon Bogora, M-ASA past-president.



Photos by Gene Wilburn and Vern Chapin.

bers of flights like these, where his wife Kitty would be waiting with the trailer

## President's Corner

*Bob Jackson*

This month there is little news on either the Frederick or Fairfield battlefield. In Fairfield, the Township is still negotiating with the developer for a favorable plan. In Frederick, the airport manager has successfully arranged resistance to every effort we have made to reopen the turf runway. (*See additional Frederick news on the back page of this issue.*) However, we still have a good supply of ideas and we are optimistic about the outcome. In the mean time I will write about something more pleasant, the **Region 5 North Contest at Perry, South Carolina.**

This is a relatively new contest site. It is the home of Al and Rhonda Tyler, who in a short time have made it one of the most enjoyable contests of the year. This time was no exception with 7-knot thermals to 10,000 feet on three of the five contest days. The soaring was eclipsed by the social activities, which included a chicken cookout, a roast pig barbecue, and an air show. M-ASA was the best represented club with **Fred Mueller** and **Mike Smith** in the

standard class plus **George Green** and yours truly, in the 15-meter class. There were plenty of super soaring pilots on hand and as usual the cream rose to the top with Doug Jacobs winning the 15-meter class, Dale Kramer winning the standard class, and Karl Striediek winning the sport class. As a contribution to the world team fund, Karl competes in the Duo Discus and carries a team contributor as a passenger. This turns out to be a real lesson on how to compete in sailplane racing and I am sure Karl would arrange a ride in a future

eration after extracting my glider from a recently disced field so his corn planter could sow the crop. This stellar performance placed me in 30<sup>th</sup> place. George Green finished 20<sup>th</sup>, Fred Mueller 12<sup>th</sup> and Mike Smith 3<sup>rd</sup>

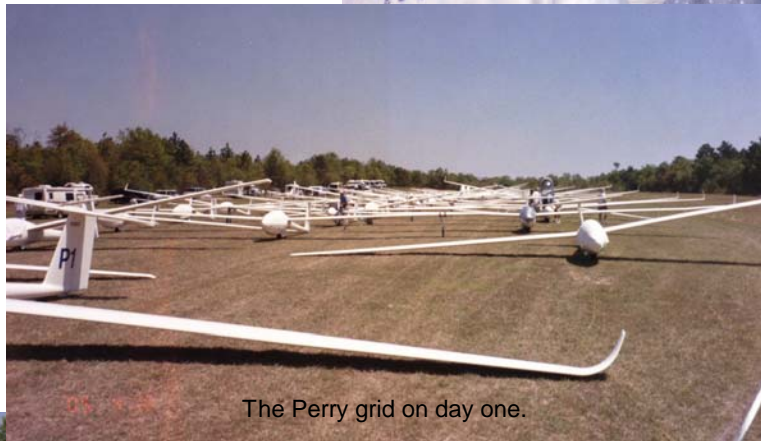
race if anyone in our club is interested. Actually, **David Pixton** has arranged a slot in the Mifflin contest so he will have all of the secret tricks of the summer.

Speaking of cream, my go-for-broke effort ended on the first day trying a low save over a large manure pile on the largest dairy farm in South Carolina. The farmer gave me a grand tour of his 1200 head milking op-

area while the President made a speech in Columbia. Most of us would probably have supported the Social Security program if he had been willing to forego his speech. The following 2 days were spectacular with speeds reaching more than 80 mph. The only mishap of the contest occurred on Tuesday, Sam Giltner, the sports class leader at the time, tried to stretch his final glide in a 30-year-old LS1, in an area of sink and strong headwind, landing about one-quarter mile short of the runway in some



Mike Smith conning the opposition.



The Perry grid on day one.



George and Anne Green enjoying the contest.



Fred Mueller applying the finishing touch.

runway in some small trees. Except for his ego, Sam was unhurt but the glider was damaged badly enough that it could not continue in the contest.

On Friday, there was short 2-hour task ahead of an approaching cold front. There were some fast speeds and fortunately everyone escaped any damage, although several landed at surrounding airports and fields. The storm removed part of a roof from a hangar in nearby Aiken, in which Al Tyler and his glider had taken refuge—no damage to the glider. The storm was a non-event at Perry with only a

little rain; however, there was significant property damage throughout North and South Carolina.

Perry is a great place to fly if anyone is in the area, and the hospitality is exceptional.

— Bob "RJ"

## Soaring Seminar — 26 March 2005

*Dave Weaver*

On Friday afternoon I engaged in auto combat with the I-495 / I-270 traffic in order to attend a Soaring Seminar sponsored by Tom Knauff and held at the Penn State University Conference Center Hotel. The seminar occupied the full day on Saturday and the \$60 tuition included lunch and dinner. This was a very good deal considering the quality of the food and the caliber of the speakers.

The first speaker was Frank Pascale, who spoke on batteries and chargers. From the subject matter, you would not have expected this to be a particularly exciting brief but Frank managed to make it very interesting. Frank challenges some of the conventional wisdom concerning the care and feeding of the sealed lead/acid batteries (Gel Cell) that most of us use in our gliders. First, he has empirical evidence that indicates this type of battery will last a long time if given the proper care. He personally owns a couple of Gel Cells that are twelve years old and still going strong. He also disputes some manufacturers' suggestion that these batteries be placed on "float charge" when not in use. Frank contends that this is hard on the battery and that the best procedure is to fully charge them after a flight and then let them rest until the next flight. Since the batteries have such a low discharge rate without a load on them, they will be ready to go for the next flight.

The next speaker was two-time World Champion, George Moffat. George has been a hero of mine ever since I first started flying gliders. He won his first World Champion-

ship, in Marfa, Texas, while I was in my senior year of High School. George has always been a very cerebral pilot and for the seminar he lectured on decision making in contests and cross-country soaring. He emphasized the importance of not letting your brain loaf. If you are not making a decision about every two minutes, then you are loafing. George has new book coming out very soon that will be the sequel to his original guide to contest flying, "Wining On The Wind."

After an excellent buffet lunch, Mike Hutnick presented a talk on composite sailplane repair. This turned out to be much more interesting than I had anticipated. The talk was actually about attending the German glider repair school. This is a course that lasts about a week and is always held during the winter season when the flying is at a minimum. The purpose of the school is to certify people to repair gliders in the clubs in Europe. It's a very comprehensive program and includes written and practical tests for certification. The



Dave preparing for flight in Delta Whisky, his ASW-27.

Photo by Baude Litt.

course is conducted entirely in German and is a bargain at about \$400. The tuition includes a room but you need to bring your own sheets, towels, soap and food.

John Godfrey presented a lecture on ELTs and other survival equipment. He liked to refer to the ELT as a SLIDE, Spousal Life Insurance Distribution Expediter. In addition to being a pretty good idea, ELTs have become required equipment for some contests (e.g., Mifflin and New Castle) this year

*(Continued on page 4)*

### Calendar

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

**May 14 BFR Ground School**, Fairfield Clubroom @ 9AM, with Val Brain and Sarah Macpherson.

**May 15—21 Region 2 Contest**, Mifflin County Airport, PA.

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

**May 29—June 4 Region 4 North Contest**, Fairfield, PA (see February 2005 Convector for details). May 28 will be practice day.

**July 1—10 Ten-Day Weekend** at Frederick (see box to right for details).

## *Ten Days To Fly*

Mark your calendars for the annual July Ten-Day Weekend at Frederick. We already have two commitments and a maybe for three of the usual four morning classes. There will be sign-up sheets for volunteer tow pilots. We've always had tee shirts and cookouts, too. And of course the major attraction is ten days of soaring, from Friday July 1 through Sunday July 10. More details in the June Convector.

— Hope Howard

*(Soaring Seminar, continued from page 3)*

and will probably be required at all of the National contests next year. John described some of the currently available devices as well as those that should become available in the near future. In addition to the ELT, everyone should be flying with some sort of survival kit. The detailed contents of the kit are largely an individual decision but most of the folks in the know carry a first aid kit, a multi-tool, signaling device, and water. There are many other items that can make a short stay in the wilderness more bearable. Considering the terrain that we fly over, ELTs and survival kits should be at the top of your list of additional equipment.

Dr. Mark Maughmer (Mr. Winglets), from Penn State University, gave an excellent lecture on some basic aerodynamic topics. He conducted a thorough comparison of flow around flight vehicles and compared Reynolds numbers on everything from the Boeing 747 ( $10^6$ ) to the butterfly ( $10^3$ ). However, the most memorable piece of information, provided by Dr. Maughmer was that the Reynolds number for sperm is 1.

The lecture portion of the seminar was capped off by 17-time National Soaring Champion, Karl Striediek. Karl concentrated on speed-to-fly issues that are near and dear to the hearts of all glider pilots flying cross-country. Two of the most significant revelations that Karl discussed were the several reasons to fly below the McCready number and the one to fly faster than McCready. Karl also indicated that he does not relentlessly chase the speed-to-fly indicator. He evaluates the soaring day and pretty much flies a constant airspeed. He may increase that speed in extreme sink but for the most part he uses a constant inter-thermal speed.

Karl also had a See You presentation of a ridge flight that he made back in November of last year. He took Pepe Sere for a ride in the Duo Discus on a better than average ridge day. They launched out of Karl's Eagle Field with an auto/pulley tow right into the ridge lift. They declared Tazewell as a goal and were soon well on their way. Karl has flown this route many times and is always looking for a new challenge. Thus, they made the decision not to make any turns. This decision made crossing some the gaps a bit sporty but they managed to average about 100 mph for the entire trip.

After the final lecture, we were treated to an excellent buffet dinner followed by an entertaining talk by Michael Bird. Those of you who regularly attend the SSA Convention or subscribe to Sailplane & Gliding may know Mike by his pseudonym, "Platypus." In addition to his entertaining remarks Mike also had some sage advice with respect to pilot proficiency. He likened the advancement of flying skills to learning to play the cello. He once asked his cello instructor if he practiced many hours per day, would he become proficient? The answer was only if he was practicing correctly. The same is true in flying. You may have many hours in your logbook but if you are making the same mistakes over and over again, you will never improve.

Tom Knauff closed the seminar by saying that they will probably have another one next year based on inputs from the 80 attendees. I highly recommend going to one of these events if you have the time. The tuition was a true bargain. If you decide to stay overnight, the Pennstater Conference Center Hotel is an excellent facility, complete with restaurant and bar. After the seminar a few of us had the opportunity to chat with some of the true legends of the sport in the Conference Center "Legends" bar.

— Dave "Delta Whisky"

*(Early Region IV Contests, continued from page 1)*

Airport with this glider and on reaching the top of the thermal, we both headed west. While I was sinking like a stone, I watched Ben apparently maintaining altitude until he disappeared.

About that time the straight-out distance tasks were modified by establishing turnpoints, so tasks could be made around triangles or out-and-return courses, followed by free distance in a certain direction. Before cameras were used to verify turnpoints, teams were sent out to mark them with big yellow plastic sheets (actually Slip-n-Slide water chutes for kids). They tried to locate these yellow strips in different formations behind hangars where they couldn't be seen unless the pilot was right overhead. Pilots had to note the position of the markers and the time of day.

The influx of newer higher performance gliders at these contests motivated us to upgrade our own gliders. Mario Piccagli brought in a M-100 with performance similar to a K-6, and two groups upgraded from 1-26s to Schreder HP-10s. Then the first of the fiberglass gliders made their appearance, the Libelle 301, the Phoebus As, Bs, and Cs, and the Open Cirrus, which some pilots modified with extended wingtips. These had as much performance advantage over the K-6 and M-100 as the Austria had over the 1-26. Soon after, competition classes were introduced – Standard and Open – and then a new flapped class, the 15 Meters – after some Standard class gliders introduced landing flaps. Closed-circuit races with photo turnpoints followed in the 1970s, and crews were able to lounge by the pool until they learned their pilots had landed out – though they did so far less often.

Contests in those days were far more adventurous, in that off-field landings were accepted as inevitable and could be anywhere, hundreds of miles away.

Today GPS and in-flight computers have taken much of the stress out of flying tasks, such as finding and photographing turnpoints within the proper sector. And now in Europe, motor gliders which aim to make off-field landings a thing of the past are outselling gliders without motors. What Philip Wills called a "vulgar downwind dash," followed by a distant off-field landing and a long wait for the crew to find you in the dark, is a dim memory that most of us are content to forget.

— Val "One Three"

# Task Day News

*Chris O'Callaghan*

We're less than a month away from the Region 4 North Contest at Fairfield. Getting volunteers to help put on this event can be challenging: just ask Preston (better still, volunteer). However, this year's contest comes with a twist.

While chatting with one of my colleagues, we came to the conclusion that a scout troop could, in a single day, satisfy all requirements (and then some) for an aviation merit badge at a soaring contest. We approached his sons' scout troop with the idea of having them up for a day, to help with the line, meet pilots from all walks of life, and learn about aviation, its science, practice, and career avenues. The response was overwhelmingly positive, with the entire scout troop slated for a visit (and half their parents coming as well).

**Baude Litt, Buddy Denham, Jim Chick, Mike Smith, Preston Burch, and Rich Horgan** are among those who have already volunteered to participate in helping these young men meet their badge requirements. Now I'm looking for additional help in giving them a positive and lasting im-

pression of aviation. I intend to keep the troop busy throughout the day. Each will be assigned a pilot, to help with assembly, launch, and retrieval. Each will be working on specific tasks, like compiling a record of the day's events, listing aircraft types and differences, and outlining the basics of flight controls — their effects and their use.

The more helping hands, the better. The scouts will have lots of questions. They'll need direction and oversight as they participate in operations. As of the last week in April, we have 20 scouts and 10 parents signed up to join us on the opening day of the contest. An additional 10 volunteers willing to give all or a part of their day will ensure a safe, memorable experience. If you'd like to join us, please contact me directly for details. BTW, I'm negotiating with Dennis for extra space in the August or September issue of Soaring to highlight the visit as part of the R4N contest report. So bring your cameras.

— *Chris "Oscar Charlie"*

## Absence of April Showers Brings the Start of Task Day 2005!

April showers cleared for two weekends, allowing the pilots to get in their first four tasks of the season. The blue skies on the 9<sup>th</sup>, 10<sup>th</sup> and 16<sup>th</sup> and the cirrus that came in late on the 17<sup>th</sup> didn't make the flying easy, but the pilots prevailed. All tasks were MATs.

Saturday, April 9<sup>th</sup>, a 2.5 hour MAT was called, with Frederick and York as mandatory turnpoints. Baude Litt (LBL) added Taneytown, Frederick, and Woodsboro for a 133.1 mile, 49.59 mph win.

Sunday, April 10<sup>th</sup>, was another difficult day for the pilots. The task was again a 2.5 hour MAT, this time with Mt. Holly, York and Carroll County as mandatory turnpoints. Rick Fuller (CL) skipped Carroll County saying he thought he "could walk [the leg] faster" and later joked that he might "jog the route to better his score." Christophe Blanchi (A2) reported "pathetic thermals" and that he "discovered 4 airfields" but never had to use them. Baude Litt (LBL), although reporting

the weather "difficult and blue," again won the day, adding Hanover, Gettysburg and Biglerville for 112.7 miles at 44.97 mph.

Saturday, April 16<sup>th</sup>, a 2 hour MAT was called, this time with Kampel and Waggoner's Gap as mandatory turnpoints. Baude again took the lead, adding Roxbury Dam and Shippensburg to a 101.2 mile, 36.44 mph win.

Sunday, April 17<sup>th</sup>, another 2 hour MAT was called with Hanover, Frederick, and Middletown as mandatory turnpoints. Christophe again chimed in to report Frederick a "rat's trap" and ended up landing there. David Pixton (9X), the only one to finish, won the day with a distance of 79.6 miles at 39.8 mph.

Baude's three wins put him solidly in the lead with 3419 points as the 2005 racing season begins. David's win puts him next, in second place, with 1899 points. Also flying this month were Mike Higgins (KO), Mike Smith (XM), Val Brain (13), George Green (5), Danny Brotto (P6), Bill Savory (9), Christophe Blanchi (A2), Rick Fuller (CL), Bob Jackson (RJ), John Hearn (T1) and Ed Breau (2GB).

— *Sarah "80" Macpherson*

	LBL	9X	KO	XM	13	5	P6	9	A2	CL	RJ	T1	2GB
2005Apr09	1000	899	890	974	808	845	720	0	0	0	686	0	0
2005Apr10	1000	0	0	908	369	715	743	704	687	587	0	195	21
2005Apr16	1000	0	932	0	678	0	0	0	0	378	0	0	0
2005Apr17	419	1000	0	0	0	0	0	500	343	0	0	0	0
Best 4	3419	1899	1822	1882	1855	1560	1463	1204	1030	965	686	195	21

No Club Championship claims have been made to date.

*Scored by Sarah Macpherson.*

## Duty Schedule

*Ray Watson*

Date	Field	Operations Director (OD)	Tow Pilot	Record Keeper
05/01/2005	FDK	Jim Furlong	William Judge	John Thornhill
05/01/2005	FRF	Mike Vore	Mike Smith	Richard Caylor
05/07/2005	FDK	Dave Weber	Hans Jorgensen	Ricardo Cibotti
05/07/2005	FRF	Chris Scarlett	Jim Chick	Ralph Thrash
05/08/2005	FDK	Mehrdad Bayat	Bob Andrew	Garv Garvin
05/08/2005	FRF	Baude Litt	Jim Trygg	Ali Abrishami
05/14/2005	FDK	Rob Myhre	David Schober	Holland Ford
05/14/2005	FRF	Christophe Blanchi	Rich Horigan	Olin Kinney
05/15/2005	FDK	Mitch Lambros	Karl Bernstein	Dan Meyer
05/15/2005	FRF	Peter Zawadzki	George Green	Richard Caylor
05/21/2005	FDK	Gary Miller	Jane Robens	William Bates
05/21/2005	FRF	Laura Hession	Don Robb	David Weaver
05/22/2005	FDK	Bob Whitehead	Poul Hansen	Robert Huffman
05/22/2005	FRF	Peter Blacklin	Max Ullmann	Gary Cassell
05/28/2005	FDK	Michael Hearn	Dee Torgerson	Mark Mercer
05/28/2005	FRF	Jim Lewis	Robert Jackson	
05/29/2005	FDK	Mario Piccagli	William Judge	John Thornhill
05/29/2005	FRF	Mike Vore	Mike Grinder	
05/30/2005	FDK	Robert Dutilly	Bob Ball	Brendan Butler
05/30/2005	FRF	Gyorgy Fekete	Mike Smith	
06/04/2005	FRF	Richard Latoff	Buddy Denham	James May
06/05/2005	FDK	Jan Steenblik	Glenn Collins	Leannah Amos
06/05/2005	FRF	Bob Kryzstan	David Pixton	Steven Otto
06/11/2005	FDK	Jim Furlong	Hans Jorgensen	Zachary Hutchings
06/11/2005	FRF	Chris Scarlett	John Hearn	Milan Petkovic
06/12/2005	FDK	Dave Weber	Bob Andrew	Teresa Day
06/12/2005	FRF	Chris O'Callaghan	Jim Chick	Steven Shelton
06/18/2005	FDK	Peter English	Sam Harry	James Campbell
06/18/2005	FRF	Roger Thompson	Jim Trygg	David Weaver
06/19/2005	FDK	Mark Carlisle	Glenn Collins	John Wallin
06/19/2005	FRF	Tom Jones	Buddy Denham	Nicolo Costanzo
06/25/2005	FDK	Steven Silverman	David Schober	Stanley Faust
06/25/2005	FRF	Baude Litt	John Hearn	Ricardo Cibotti
06/26/2005	FDK	Dick Mott	Karl Bernstein	James May
06/26/2005	FRF	Mark Segall	Bill Savory	Frederick Mueller
07/02/2005	FDK	Mike Vance	Poul Hansen	Leannah Amos
07/02/2005	+FDK		Dee Torgerson	
07/02/2005	FRF	Christophe Blanchi	Pete Welles	Steven Otto
07/03/2005	FDK	Garv Garvin	William Judge	Zachary Hutchings
07/03/2005	+FDK		Glenn Collins	
07/03/2005	FRF	Roger Andes	Rich Horigan	Milan Petkovic
07/04/2005	FDK	Mehrdad Bayat	Hans Jorgensen	Wayne Elseth
07/04/2005	+FDK		Bob Andrew	
07/04/2005	FRF	Richard Latoff	George Green	Steven Shelton
07/04/2005	+FRF		Robert Jackson	

## Update on Nate Frank

**Ed Breau**, Rolly and I visited **Nate Frank** last weekend. Nate is one of the founding members of M-ASA. He was kind enough to let me fly his 1-26 during the 1967 season, and he let Jonathan do the same a few years later. I took him a copy of the 75-mile Maryland Junior Distance record (and silver distance) I set while flying his ship in front of a squall line from Frederick to Lancaster airport in one and 3/4 hours. He had awarded and signed the certificate as the MD SSA Governor.

Nat has a 1962 newspaper article on his wall about his 6 hour and 18 minute contest flight from Westminster to just past Richmond, VA. He also has a trophy from a 1954 1-26 regatta. Nate has all sorts of interesting recollections of the people, planes, and flights of M-ASA in the 50's, 60's, and 70's—including John Hearn's first visit to the club.

Nate has an assisted living apartment in Leonardtown. Ed Breau works near there at Patuxent Naval Station and stops by to see him from time to time. Nate has few visitors and told us the days can get monotonous. I know he would enjoy a visit or note from his friends at M-ASA. His address is:

Cedar Lane Apartments #1326  
Leonardtown, MD 20650

— Cathy “Charlie Lima” Williams

## Sierra Wave Distance Record Set!

On April 3 this spring, Gordon Boettger, flying a 33-year old Kestrel 17 sailplane from Minden, flew 1,212 miles in 13 hours and 17 minutes. Using the power of the Sierra lee wave, and flight altitudes of up to 27,000 feet, Gordon set the US distance record.

**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.

## Saleplanes and Buyplanes

**FOR SALE: Ka8B** - This is the Red (Schleicher Orange) Ka8 at Fairfield. Instrumentation consists of two variors - Soaring Aid dual range electric with audio, and PZL mechanical. Altimeter, Airspeed, Clock Compass, Also the ship is equipped with Oxygen (which I've never used) TE Probe for the variors and a new battery. The trailer needs work. Asking \$6000 (OBO). Contact Mike Vore, 410-992-4953, or michael.vore@gmail.com.

**FOR SALE: Centrair 101A**, NDA, all ADs current, water bags in wings, 720 ch. radio w boom mike, O<sub>2</sub>, \$17K OBO (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: 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-13SE** 1991. 377 hrs TT engine, 465 hrs TT airframe. Hoffman 3 position featherable prop. KY 97 A com, KT 76A transponder /mode C. Price: \$41,995 or best offer. 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](mailto:sharry@PA.net)



Spring arrives at Fairfield! April brought clear skies and blue thermals.

— Photo by Guy Pfeffermann

## Mid-Atlantic Soaring Association

<b>Board of Directors:</b>	Preston Burch Robert Jackson Hans Jorgensen Jean Posbic James Trygg
<b>Officers:</b>	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	
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	
Tug N7799Z (FFD)	
Tugs N82096 and N8658L	Bob Andrew (FDK)
Tug N9809 (FDK)	John Vaughan

Chief CFI:	Glenn Collins
Chief Tow Pilot:	Lance Nuckolls
Fairfield Glider Maintenance:	Rich Horgan
Frederick Glider Maintenance:	Dave Schober
Tug Maintenance Officer:	Jim Chick
Field Safety Officer:	Rick Fuller (FFD) Dick Bernstein (FDK)

Fairfield Facility Manager:	George Burns
Frederick Facility Manager:	Bill Judge
Mentor Program Lead:	Wayne Elseth
Membership Chairman:	Hope Howard
Convector Editor:	Michael Higgins
Flight Sheet Manager:	David Pixton (FFD) Bob Dutilly (FDK)
Hangar Waiting List Officer:	Danny Brotto (FFD) Bill Whelan (FDK)
Roster / Mailing List:	Manfred Beutgen
Scheduler:	Ray Watson
Task Day Chairman:	Chris O'Callaghan
Webmaster:	Alan Meyer
SSA Regional Director:	Jim Kellett (jim@kellett.com)

(Volunteers are requested to fill empty slots above. Contact the

## **Frederick Turf Runway Update**

Work continues on the efforts to reopen the turf runway at Frederick. Multiple avenues are being pursued. On the legal front we have interviewed several lawyers and are expecting to hear early next week if a Frederick lawyer will be able to take our case. The lawyer believes M-ASA has an actionable basis for filing suit against the city. Regrettably, legal action seems to be necessary to get serious attention of responsible people in the City. Mayor Dougherty appears to have backed away from her commitment to M-ASA to request a meeting involving the FAA, M-ASA and the City. When we met with her on the 22nd of March she committed to writing a letter to do this within 30 days. We have been unsuccessful arranging a follow-up meeting with her in the last month. Obviously by not getting actively involved in this matter, she is tacitly condoning actions taken by the airport manager.



M-ASA's Cub landing on "Rwy 12 Turf" at Frederick (taken during the 2004 soaring season).

Photo by Mike Hansen.

At the Frederick Airport Commission meeting on the 28th of April we learned that Charlie Abell had arranged a "public meeting," as requested of him at the previous month's Commission session, to attempt "to resolve" this situation. His effort to alert M-ASA at best could be characterized as "minimal"; consequently no one from M-ASA knew ahead of time of the event nor was anyone from M-ASA present.

We are continuing to have informal discussions with other users of the airport and members of the airport commission. It's fair to say that virtually all of them are in favor of a return to glider operations off the grass strip.

At this point we have not heard back from the FAA on our formal request for mediation of this matter. This request was received by the FAA approximately April 10th. Stay tuned, keep the faith, and we will keep you posted.

— Bill "November Eight" Whelan

**Convector**



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