

# Convector



www.m-asa.org

## Newsletter of the Mid-Atlantic Soaring Association

### Retrieving Rick

*Sarah Macpherson*

A call comes in. A pilot is down. In almost any other realm, that would be exciting. For glider pilots, though, it is almost routine.

I say almost because the crew never quite knows what to expect.

Saturday, April 16<sup>th</sup>, I got an opportunity to participate in an exciting retrieve. I had just landed when the OD came up and asked me to pick up **Rick Fuller** (*Charlie Lima* – this time I can keep them straight, since Cathy took the year off. That was an inside joke for anyone who didn't understand it).

I called Rick and he gave me directions from the midst of a swarm of kids. Apparently, he'd landed in a plowed field near an apartment complex. Never having seen this happen before in their back yard, Rick later said that most kids had expressions on their faces as though he had just beamed down from the mother ship. All the children had come out to view this exotic airplane that had "crashed."

No, that wasn't a typo. Someone had called 911, the report that went out on the scanner was that a plane had crashed and police, fire and EMS weren't the only ones who listened to scanners in that area.

All of this was unbeknownst to me, so I blithely copied down the information as best I could and set out. Rick had given me a cell phone number to contact him since the directions would get increasingly more complicated the closer I got. I had no problem getting to Shippensburg, but one of the roads I was supposed to turn off on didn't intersect the road I was on. Later I was to find that the road had a differ-

ent name at each end, but I didn't know that at the time.

Rick had given me the name of the apartment complex, so when the road I was on dead-ended onto Roxbury Road, I took a right. That dumped me right back on Route 11 again, so I called Rick. He conferred with someone and gave me new directions, and told me that, once I got to the entrance to the apartment complex, "a police escort" would lead me in.

Say what?

I don't think I have ever been led to a land-out location by a police escort. After confirming the directions with Rick, I hung up and tried to figure out how to turn around (with the trailer behind me – always a challenge for crew). I realized I was on Route 11, heading south, so I could just keep going and make a right turn back on the correct road.

I made a left turn onto Roxbury Road, this time, and found the apartment complex. Sure enough, there was a silver SUV with blue flashing lights and red and white reflector tape along the sides, stopped beside the entrance. I made the turn and the car proceeded to guide me through the complex.

I've gotten some strange stares before when I've driven places with a trailer, but nothing like driving through an apartment complex with one. It looked like a movie – you know, everyone out on the doorstep, watching as the trailer drove through the complex. A fire company volunteer told me where I could drive to get to Rick's glider, and, as I pulled

out, Rick left about ten overeager kids in the capable hands of an EMT (I think).



The West End Fire and Rescue Team surveys the glider landing site. Photos courtesy of WEFR.

*(Continued on page 4)*

## President's Corner

*Bob Jackson*

### Frederick Update and Club Revitalization

I had hoped, this month, to concentrate on ideas for the future but, unfortunately, our situation at the Frederick Airport is not improving. In fact, it is deteriorating with increase in glider activity and is especially bad on days with northwest winds which push power and glider traffic to use runway 30.

Since our last report, we have had meetings with several of the key players. The first was with the Airport manager to work out a temporary return to the turf runway while the 20-year planning committee reviews regulations and options for the future. He remains adamant that the runway stay closed on the grounds of potential liability for the City if operation is permitted. He refuses to consider the disruption caused by co-mingling of power and glider traffic on the same paved runway and the possibility of greater liability by changing a system that has worked efficiently and safely for more than 10 years.

Our next contact was the FAA on Long Island to check the status on our recently submitted mediation request. We learned that our whole package has been sent to the Washington Area District Office who is a major party to our problem in the first place. The fox is back in

the chicken house with successive periods of 6 months allowed for response at the local level then review by higher headquarters.

The third stop was the FAA, Washington Area District Office (WADO), where after three weeks of trying we finally managed a phone conversation followed by a brief letter confirming a "nothing" conversation. The WADO position is non-interference in a matter between the airport sponsor (the City of Frederick) and the tenant (M-ASA). According to WADO, the matter of the turf runway is in the hands of a consulting firm which will review, over a long period of time, and submit a recommendation which will be considered by the City and then reviewed by the FAA. The first step in this long process will be a survey by URS (Consultant) to be completed by airport users and of course, we would like to see a response from as many M-ASA members as possible.

In the face of no progress with discussions, we commenced discussions with lawyers to initiate legal action. This is a last resort which will be lengthy and expensive. The underlying question, what is it worth to us to keep our operation at the Frederick Airport? My personal viewpoint is that there is no viable alternative and we should invest whatever

is takes in time and money to preserve our entitled right to use the public airport. The question is open for discussion as we take our next steps and would appreciate constructive input from our membership.

On a different subject, I overheard a conversation among several of our newer members. This involved frustration at a lack of progress in getting checked out and trained for cross-country flying. One of the young members (a rated power pilot) has still not been able to solo after a period of two years. After that his prospects of cross-country flying are rather gloomy because we do not have much in the way of indoctrination programs or equipment that is ready for cross-country flying. In reality we have plenty of instructors, adequate equipment and experienced members who are quite willing to lend a hand in assisting newer members in cross-country flying. Some of the other glider clubs have working programs for promoting cross-country and soaring competition. I believe it might be worthwhile to enlist some of our younger members in a taskforce to study activity at other clubs and put together a program here at M-ASA for the promotion for advanced soaring. Once again, I would appreciate any thoughts from the membership

— Bob "RJ"



### SAD NEWS

**Nathan J. "Nate" Frank**, one of the founders of M-ASA and an avid 1-26 pilot, passed away on Saturday, 21 May 2005.

— Ed "2GB" Breau

### Calendar

**June 10 M-ASA General Meeting** at FDK Clubhouse, 8PM.

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

**July 1—10 Ten-Day Weekend** at Frederick (see back page for details).

**July 10 - 16 Region 3 Contest** at Harris Hill.

# Flying with Kilo Sierra

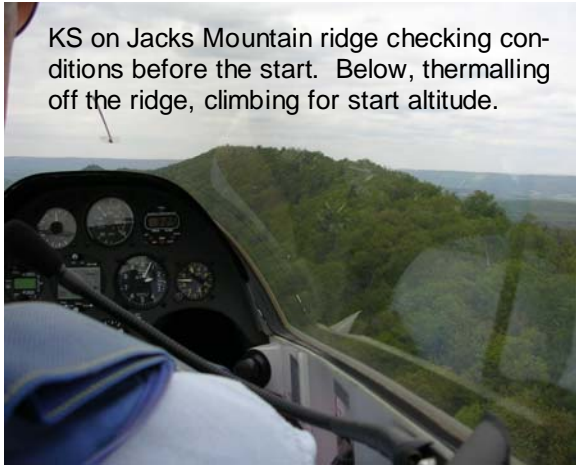
Mike Higgins

**Dave Pixton** emailed me a month ago and let me know that Karl Striedieck (Kilo Sierra) had a couple of open days to fly in the back seat of his Duo Discus during the Mifflin Region 2 Contest. I couldn't manage to take the whole week off of work to fly the entire contest (although, given the great weather they had, I would have loved to), but I decided I could take a Monday off and go up for the day. It sounded like a great way to see the Mifflin task area and watch a master at work. So, I set a date with Karl and hoped for the best weather-wise.

Karl, a multi-time National contest winner, has been recently offering contest rides in his Duo in exchange for a nominal donation to the US Soaring Team. This works well for raising funds for the US Team, and works well for those of us who would like to watch KS up close and in action.

As my day approached, my normal lousy luck with the weather changed and a surprisingly nice soaring day developed. NW winds suggested good ridge lift and the air was nicely unstable for thermal flying. However, as we rigged and grided, the air mass proved to be a little too unstable and moist – the sky began to overdevelop prior to start. We ridge launched onto Jacks Mountain and hoped for the best. After a short run on the ridge to verify that it worked (it did), we caught a 4-kt thermal and climbed to over 6,000' msl for the start. The thermals worked remarkably well given how little sun was on the ground.

Prior to the start, Karl let me fly the Duo for a few minutes while he set up the 3-hour MAT task in the flight computer. What a wonderful flying machine – a comfortable cockpit for two, great visibility from the back seat, the performance of a 15m ship, and the nimbleness of a standard class ship! (*Yes, M-ASA needs one — now.*)



KS on Jacks Mountain ridge checking conditions before the start. Below, thermalling off the ridge, climbing for start altitude.



Karl and Iris Striedieck, with their Duo Discus, on the grid prior to launch. Yes, it was cold that morning.



George Moffat flew the contest, and also signed copies of his new book "Winning II."

We started early from the top of the cylinder, made the first turnpoint, and then descended onto the Tussey ridge southbound without having to thermal

again. The second turnpoint was about 40 miles down the Tussey, and after that Karl decided to continue south down the "backridge" (it's one ridge behind the front ridge – the Bald Eagle ridge) to Cumberland. This delighted me since I've never run this ridge before. It was the backseat ride of my life!

After thermalling up and getting the Cumberland TP (the most challenging part of the flight due to the southern task area being very overdeveloped), we again ran the Tussey ridge and headed back up toward Mifflin. About halfway up the Tussey, Karl transitioned back to the "Reservoir"

ridge for the run into the sound end of the Mifflin valley. This Reservoir ridge offers some of the most spectacular scenery of any ridge in our area. Only one small problem though – there are long stretches with no place to land but the lake itself. Not being "200% sure" that ridge was working well, and not wanting to go swimming that cool day, Karl decided to play it safe and stayed 500' or more above that ridge top.

We finished out the 3-hour flight by twice running Jacks Mountain ridge at over 100 kts, followed by a low-level contest finish. The flight was over all too soon. KS won the Sports Class that day with 227 miles at over 81 mph raw, and was faster than both the 15M and Standard class winners who flew the same task! Turns out I timed my day to Mifflin just right and caught Karl as his best.

A few other interesting notes and observations from the backseat.

- Karl did not "chase the vario." He sets an interthermal cruise speed and

(Continued on page 6)

*(Retrieving Rick, continued from page 1)*

As he backed the trailer up to the glider, I tried to keep an eye on all the kids (no joke – Rick had told me he got swarmed, and he wasn't kidding) while talking with the EMT and the fire company volunteer. They told me that the call had gone out on the scanner as a plane crash. A few months before, a real plane crash had occurred, so the fire station, EMS and, of course, apartment complex residents were probably sensitive to anything heavier than air coming out of the sky.

By now, the kids' parents, older siblings, relatives and probably everyone who had seen me drive into the complex with Rick's trailer were gathered around or on their doorsteps watching. Rick and I had told them that the glider came apart, but I don't think anything could have prepared them for what was about to happen.

Even one of the kids asked me how we were going to get the glider into the trailer.

Amidst expressions of surprise, we took the wings off and rolled the glider up into the trailer. Rick and I shook hands with the EMT and fire company volunteer, and told the kids our contest IDs in case they look up one day and see a glider, hopefully circling away. Rick had already previously told them about Fairfield and, surprisingly, they knew the surrounding towns, but didn't know Fairfield nor that there was an airport there.

There was only one more thing to do – the volunteer and EMT discussed which way was best, and it was finally decided to exit the rear of the apartment complex. The fire company volunteer told Rick to follow him and climbed into his vehicle. Rick and the trailer came next and the EMT brought up the rear. Not only had I a police escort in, now we had a convoy out!

Once we were out on Route 11, the fire company volunteer pulled over to the side of the road. Rick and I waved as we passed, him, then returned to the airport, tired, but with a great story to tell.

— Sarah "80" Macpherson



I was feeling pretty satisfied about staying with **Baude Litt** and **Mike Higgins** on a weak day that offered widely spaced 3- to 4-knot thermals. All my personal indicators said to fly aggressively on a Modified Assigned Task (MAT) that had us flying north to Kampel airport then northwest to Waggoners Gap in the foothills west of Carlisle. The best indicator of lift is another sailplane in your thermal and that technique worked well for almost 60 miles. Lesson Learned #1: If you're going to "leach" off other pilots, stay with them! I took a couple extra turns in a 4-knot thermal after Mike had departed for Roxbury Dam. I never saw him again. I just nicked the dam as my final turnpoint and headed alone across the Chambersburg valley at about 4:30. As with many days in our task area, the hills seemed to be working and the valleys weren't late in the afternoon. I headed toward Shippensburg with the airport there just achievable, but realized it would require a 5-mile white-knuckle low and slow flight across town with only 200 feet to spare – not a great idea. At 1000 feet AGL, it was time to abandon my aggressive flying and finish scouting for a landable field on the western edge of town.

Scratching for 20-30 minutes among weak thermals and getting nowhere, I picked a good looking north-south field I had seen earlier. I reviewed my mental land-out checklist. WIND: slight steady crosswind from the east. WIRES: Yup, low power lines on the approach end. SLOPE: A rolling field with an up-sloping landing area, the primary reason for landing to the south. SURFACE: light brown dirt from last year's corn crop with shallow furrows....it looked doable. Landing checklist complete; dissipate a couple hundred feet; line up with the field; set a small crosswind correction; over the power lines; add a bit more spoiler; flare and touch down near my target spot. So far, so good. I then rode out the most brain-scrambling, bone-jarring, gelcoat-scraping rollout down the furrows for about 400 feet. Apparently that valley was experiencing a "mild drought" and the dirt was as forgiving as concrete. Deep breath; unbuckle; retrieve my chart and checklist from near my rudder pedals; give a brief thanks to Schempp-Hirth for building a strong sailplane; open the canopy; get out to inspect for damage; call the club on my cell phone; and listen to the distant unmistakable tones of emergency sirens. They were that quick. In the next few minutes I met several fully-equipped firefighters and EMT folks from the Shippensburg West End Fire & Rescue Company complete with hook and ladder truck and ambulance. Two extremely helpful policemen helped me tow CL to a nice grassy common area next to the Roxbury Ridge Apartment Complex. I later spoke with a nice gentleman with an ID badge that read "PRESS." Nice day for soaring, I thought. I wondered if Mike and Baude had made it back to Fairfield.

*"Sarah, thanks for the swift and safe retrieve!"*

— Rick "CL" Fuller

*Editor's Note — Landing out, and the retrieves that follow to get the pilot home, are among the more adventuresome but often unpublished elements of our sport. I thank Sarah for stepping up and volunteering to do retrieves, and then taking the time to write about this one. Of course, as interesting as outlandings are (I already have three this season), at the end of the day I'd much rather fly than drive back to Fairfield. — Kilo Oscar*

# Task Day News

*Chris O'Callaghan*

I don't always pay attention to who is running my wing. Sometimes I forget to take note of who is managing the ropes, or walking the tow plane, or watching for traffic. If I don't have water ballast on, I'm not too concerned about who is towing me. My mind is on the launch, the wind, the temperature, traffic, the weight of my glider, potential hazards, my checklist, the task, the weather forecast...

Soaring is a team sport. That's easy to forget when you are sitting alone in your glider contemplating a downwind takeoff with half a load of water on. Your team is typically ad hoc and short lived. But it is necessary. Without it, the risk of serious incident goes up significantly. The attention the team pays to the launch process lets the pilot concentrate on more important



The Region 4 North contest grid. Photo by Baude Litt.

concerns: the wind, the temperature, traffic, the weight of the glider...

I think most of us forget to say thank you, perhaps because most of us are willing to switch roles without need of thanks. But take a moment to notice, the next time you finish your checklist, who is standing at your wing, who hooked you up, who is towing, and you'll notice that it's often the same small team of people. And while a thank you is nice and always appreciated, perhaps you can offer a more equitable quid pro quo. Give it some thought.

— Chris "OC"

## May Flowers and Speeding Glider pilots

The showers that broke long enough to get two weekends worth of tasks in April brought May flowers and an interesting month of racing for the glider pilots. May began with wind, a good turnout and a ridge day at the airport. Baude Litt (LBL) reported "8200 feet, 8-10 knots," ridges working and even a little wave! A 3-hour MAT with Burnt Cabins and Thompsontown was called. Bob Jackson added Lockings, Burnt Cabins, Thompsontown and McConnellsburg for his first victory at 72.74 mph.

The next weekend, May decided to get difficult. Baude, who did an exceptional job calling the weather for two weekends this month, complained that the weather maps "were in complete disagreement." A 2.5-hour MAT with Carlisle, Donegal Springs and Carroll County as mandatory turnpoints was called. David Weaver claimed his first win at 41.89 mph. On May 8<sup>th</sup>, a 2.5-hour TAT with a 25-mile radius around Beavertown Tower and Potomac was called. Baude joined Chris O'Callaghan (OC) and Milan Petkovic (UU) to make it a valid day and ended up taking a win at 49.24 mph.

To Baude's consternation, May 14<sup>th</sup> and 15<sup>th</sup> continued to be difficult to forecast. On Saturday night, Baude wrote "if you are an optimist, look for my e-mail tomorrow when you wake up. If you are realistic, enjoy your bed tomorrow morning; you will, most probably, be right." The optimists won. Sunday, a 2.5-hour MAT was called with Roxbury, High Rock and Biglerville as mandatory turnpoints. Baude added Kampel, Mont Alto, Biglerville, Pine Grove Furnace and Mont Alto to win the day at 57.51 mph.

Although difficult at times, the weather brought out a host of glider pilots and a couple new faces in the winner's circle. Baude maintains his lead with 5000 points, followed by Val Brain (13) with 3606 points and David Pixton (9X) with 3524 points. Also flying this month were Chris O'Callaghan (OC), Mike Higgins (KO), George Green (5), Danny Brotto (P6), Christophe Blanchi (A2), Bob Jackson (RJ), Rick Fuller (CL), David Weaver (DW) and Milan Petkovic (UU).

— Sarah "80" Macpherson

	LBL	13	9X	OC	KO	5	P6	XM	A2	RJ	CL	9	DW	UU	T1	2GB
2005May01	806	884	635	0	0	919	0	0	795	1000	639	0	0	0	0	0
2005May07	0	0	990	973	0	0	0	0	0	0	0	0	1000	0	0	0
2005May08	1000	0	0	984	0	0	0	0	0	0	0	0	0	802	0	0
2005May15	1000	867	0	992	916	0	817	0	0	0	0	0	0	0	0	0
Best 5	5000	3606	3524	2949	2738	2479	2280	1882	1825	1686	1604	1204	1000	802	195	21

For all the 2005 scores, go to the M-ASA website [www.m-asa.org](http://www.m-asa.org).

Scored by Sarah Macpherson.

# Duty Schedule

*Ray Watson*

Date	Field	Operations Director (OD)	Tow Pilot	Record Keeper
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	Z. 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	Z. 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	
07/09/2005	FDK	Holland Ford	Sam Harry	Teresa Day
07/09/2005	+FDK		David Schober	
07/09/2005	FRF	Guy Pfeffermann	Don Robb	Ralph Thrash
07/10/2005	FDK	Rob Myhre	Bob Ball	Robert Fleming
07/10/2005	+FDK		Karl Bernstein	
07/10/2005	FRF	Jim Homer	Mike Grinder	Gerald White
07/16/2005	FDK	Mitch Lambros	Dee Torgerson	Olin Kinney
07/16/2005	FRF	Michael Hearn	Mike Smith	Kolie Lombard
07/17/2005	FDK	Jan Steenblik	William Judge	C. Williams
07/17/2005	FRF	Dan Meyer	David Pixton	David Weaver
07/23/2005	FDK	Gary Miller	Glenn Collins	James Campbell
07/23/2005	FRF	Wilmar Sick	Jim Chick	James May
07/24/2005	FDK	Luis Fernandez	Hans Jorgensen	Leannah Amos
07/24/2005	FRF	Peter Zawadzki	Jim Trygg	Ali Abrishami
07/30/2005	FDK	Peter Kern	Poul Hansen	Z. Hutchings
07/30/2005	FRF	David MacVeigh	Buddy Denham	Richard Caylor
07/31/2005	FDK	Gary Baker	William Judge	John Thornhill
07/31/2005	FRF	John Mitchell	Bill Savory	Frederick Mueller
08/06/2005	FDK	Bob Whitehead	Bob Andrew	Gerry Tighe
08/06/2005	FRF	Jack Beavers	Phil Burgess	Chuck Tellechea
08/07/2005	FDK	Dave Weber	Dee Torgerson	Steven Otto
08/07/2005	FRF	Rick Fuller	Pete Welles	William Bates
08/13/2005	FDK	Mario Piccagli	Sam Harry	Robert Huffman
08/13/2005	FRF	Mike Vore	John Hearn	Milan Petkovic
08/14/2005	FDK	Maurice Deland	Glenn Collins	Brendan Butler
08/14/2005	FRF	Sarah Macpherson	Rich Horigan	Ralph Thrash
08/20/2005	FDK	Peter English	David Schober	John Wallin
08/20/2005	FRF	Laura Hession	George Green	Ricardo Cibotti
08/21/2005	FDK	Mark Carlisle	Karl Bernstein	Stanley Faust
08/21/2005	FRF	Peter Blacklin	Robert Jackson	Steven Shelton
08/27/2005	FDK	Steven Silverman	Poul Hansen	Teresa Day
08/27/2005	FRF	Jim Lewis	Don Robb	Olin Kinney
08/28/2005	FDK	Mike Vance	William Judge	Gerry Tighe
08/28/2005	FRF	Chris Scarlett	Phil Burgess	Gerald White

(Flying with KS, continued from page 3)

pretty much sticks to it, which was about 75 kts that day (with 3- to 5-knot average climbs).

- Like a soaring bird, Karl had great sense for thermals – which ones were working, which weren't.
- He carefully checked all available wind indicators (SN10, tree branches and leaves, water surfaces, ...) prior to dropping onto each ridge.
- Wow, does he run close to tree-top level on ridge – often 50 feet or so above the braches and following the undulating terrain. No one was tighter to the ridge than KS.
- Karl was very conservative on the ridge transitions and always made sure there was plenty of altitude and a way out before committing.
- After the start, Karl turned off the radio when on task. He doesn't like the chatter distraction. (I suppose I provided enough of that from the backseat.)

Riding with KS was a great experience. Karl was very open and sharing with his knowledge, pointing things out and engaging with me the entire flight. I'd like to think I helped Karl win the day by making positive comments and having constructive discussion from the backseat. But, in reality, deep down I know that I most likely just distracted him. In fact, it's quite remarkable that he won the day while politely putting up with my frequent questions. Of course, I did provide one crucial function in the win – I added a good solid 200 pounds to the wing loading. That's undeniable.

— Mike "KO" Higgins

**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

**WANTED:** **Wing wheel** for 15m glider. Looking for one that will work with my LS-6. If you're not using yours, I'll pay a fair price for it. Contact Mike Higgins at 301-865-7239, or email [higgins@carltech.com](mailto:higgins@carltech.com).

**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](mailto: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>, completely refurbished Knauff trailer, \$19K OBO, H. Ford 410 592-9697, [ford@pha.jhu.edu](mailto: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](mailto: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](mailto: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](mailto:rayswatson@aol.com) or Sam Harry 717-545-4901 [sharry@PA.net](mailto:sharry@PA.net)



Those beautiful warm days at the airport are finally here! The **Frederick Ten-Day Weekend** starts on July 1! See the back page of this issue for details. Photo by Peter Kern.

## Mid-Atlantic Soaring Association

**Board of Directors:** Preston Burch  
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	Mehrdad Bayat
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
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(Volunteers are requested to fill empty slots above. Contact the Board if you are interested.)

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

## Frederick Ten-Day Weekend Update

**Your Choices!** Do you want a challenge? CTTTDW and work on your silver badge, gold badge, a new State record, or personal best. Or do you want to relax? CTTTDW and drift around from thermal to thermal contemplating the formation of the clouds and beauty of the world.

Or if you're dreaming of the day when you buy your own sailplane, CTTTDW and attend David Schober's class Saturday July 2 – "So You Want To Buy a Glider, What You Need To Know."

Maybe you'd like to learn the ropes – or thought you already knew. CTTTDW and Dan Morris will tell you some quite astonishing things to know when your life depends on a piece of rope – class on Sunday July 3.

Note the monthly club meeting is on Friday July 8. The next morning we'll have a Mentor session. If you're an



Ric Calyor and the 2-33 at Frederick. Photo by Vern Chapin.

"old" member who has never attended the now-required Mentor, come and learn what new folks are being told. Fly after Mentor, then stay for Gary & Caroline Baker's annual cookout which usually starts around noon and lasts until all have eaten – even those who may have landed out & been retrieved. On Sunday morning July 10 (tentative date), make a simulated x-country flight with decisions based on the MacReady ring, at Bernie Paiewonsky's class on "Cross-Country and Speed To Fly"

So, Come To The Ten-Day Weekend. It starts on Friday July 1 and lasts through Sunday July 10 at Frederick. Come any day or every day. No registration, no fees except normal flight charges – and cookout & tee shirts available. Come to fly, and learn,

and fly, and eat, and fly – and hangar-fly.

And may the Lift be with us.

— Hope Howard

# Convector



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