

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

Uvalde 2005 — The 15-Meter Nats

Dave Weaver

The M-ASA contingent bound for the 15-Meter National Soaring Championship in Uvalde, TX, was substantial this year. Our group of intrepid adventurers consisted of **Mike Higgins** (KO – LS-6), **Chris O’Callaghan** (OC - V2bx), **Dave Pixton** (9X – V2b), **George Green** (5 – V2b), **Bob Jackson** (RJ – ASW-27) and myself (DW – ASW-27b). All of us had the very good fortune to be supported by an outstanding crew. Mike brought his father, Jerry. George, Chris, and Dave had their lovely wives, Ann, Laura, and Sharon, and Bob and I enlisted the help of friends Lou and Byron.

Charlie Spratt was back in the saddle as the Competition Director so we knew that we were in for some long missions that would test the abilities of some of the best pilots in the country. Just to keep our excitement level up, Charlie started the contest with a Turn Area Task (TAT) with a nominal distance of nearly 300 miles and a minimum task time of 4 hours. The entire M-ASA contingent completed the task in a fairly respectable manner. I flew about 325 miles at 71 mph, which netted me 33rd place overall. Let’s see ... I flew Diamond distance at 71 mph and that puts me in the bottom third. This could be tough.

We kept up the pace on Day 2 with a 313-mile assigned task but the weather was starting to get a little tricky. By the time most of us were running down the third leg toward Uno Mas, a number of thunderstorms and rain showers began to cover a significant portion of the task area. The top pilots were still turning in speeds in excess of 80 mph but the rest of us were in a battle with the forces of nature just to stay airborne. A couple of our folks founded what would become know as the “Dilley branch” of M-ASA when they were forced to land some 25

miles short of Uvalde after being cut off by the rain.

I was flying pretty slowly and the rain showers were really starting to become an issue about half way down the third leg. I made a huge deviation to the east just to stay airborne. I was really starting to wonder if there was enough time left in the day to get around the course. About 5 miles out of Uno Mas I hooked up with the best thermal of the day and climbed up to over 8,000’. A quick glance at my computer display told me that I had about 80 miles left to go when I turned the corner at Uno Mas. Overcast skies, rain showers and thunderstorms covered the entire flight path back toward Uvalde. So ... “what to do?”, I ask myself. I have all of this altitude but there is nothing that looks like a thermal all the way to Uvalde and I definitely can’t glide 80 miles, especially through rain. I decided to aim my glider between two big rain showers, toward one, lone, raggedy looking cloud. I managed to tip toe my way between the two big rain showers and only got the glider a little wet. However, when you spend a few hours soaring in Texas

you tend to get this dirty film on the leading edges of your wings and when you mix that with rain it looks like you are flying with mud on your glider. I pulled up underneath that last cloud with about 45 miles left to fly and about 2000’ below final glide altitude. I found about 1 knot of lift and worked it up to about 2 knots, finally clawing my way up to about 200’ below a McCready (MC) 1 final glide. I thought about trying to squeeze a little more out of this last cloud but I did not want to loose what I had already gained, so I headed out on the 45-mile final glide at MC 1. It was very smooth and very quiet and with a little help

Dave (left) and Byron combating the heat on the Uvalde grid.



Photo by Mike Higgins

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President's Corner

Bob Jackson

It is not yet time to talk about pleasant things like tow ropes and tow planes, but we are making progress and getting closer to our objective of returning to the turf runway at Frederick. I would like to express appreciation to several members who have contributed "above and beyond" in our various Frederick initiatives: **Bill Whelan, Jim Trygg, and Mitch Lambrose**. We owe these guys a large **THANK YOU**.

Since last month's report the following good things have happened:

1. US Senator Barbara Mikulski has interceded upon our behalf to the US Secretary of Transportation Norman Mineta. She has also asked State Senator Mike Miller take "every appropriate action to address this problem." This is the highest authority possible and will surely get the attention of the FAA office in Washington who has repeatedly declined to discuss airport matters with M-ASA.
2. I was pleasantly surprised to receive a telephone call from Mayor Dougherty explaining that she was on our side but was concerned about taking ac-

tion that might jeopardize the FAA Grant Program. She requested our thoughts in preparing another letter to the FAA and we promptly provided a draft letter forcefully stating a case to open the turf runway.

3. A lawsuit has been filed against the City of Frederick, the airport manager and the FAA. M-ASA is serious about protecting its rights at the Frederick airport.
4. Newspaper articles in the local paper have been written and more are on the way following interviews and glider rides for interested reporters.

All of these activities support our contention that federal funds were requested, approved, spent, and signed off by the FAA and the City of Frederick for a turf runway some 15 years ago. And, that the use of the turf runway was prohibited last January without proper notification or discussion.

As mentioned in last month's letter, legal and lobbying activities are expensive. You either have or shortly will receive a letter from **Mario Piccagli**

requesting membership support in the form of interest bearing bonds. **Mario** used this approach years ago for the purchase of the Fairfield Airport. He is one of our most respected senior M-ASA members. We were pleased he was willing to lend his support to our current effort. The basics were pretty much as outlined in last month's letter: The bonds will be in \$1,000 denominations, they will bear simple interest at 6%, they will be redeemable by members on 90-day notice, and they will be cullable by M-ASA on a prearranged schedule several years down the road. Greater detail will be provided in the letter from **Mario**. Of course you may contact any director if you have any questions.

We believe that our position at the Frederick Airport is a valuable asset and worth fighting to preserve. I urge you to make an investment in M-ASA's future by sending a check to **Hans Jorgensen**.

— Bob "Romeo Juliet"

Upcoming M-ASA Events!

10-Day Weekend at Frederick

M-ASA will host the annual 10-day flying weekend at Frederick this September. From Friday September 2nd to Sunday September 11th, come to Frederick airport and fly — weekdays as well as weekends!

Oktoberfest 2005 at Fairfield

Please note on your calendars that a gala Oktoberfest is planned for the Columbus Day weekend. Gourmet cookout on Saturday October 8 with breakfast on Sunday morning and a potluck cook out on Sunday evening. Tell your friends and come on out for a great weekend of eating plus the usual great soaring.

Challenging Tasks will be called on Saturday, Sunday, and Monday for all levels of competition experience.

Please call Joan Jackson at 717-642-9886 or Joan Chick at 717-642-6312 to let them know if you are coming.

Calendar

September 9 M-ASA General Meeting at FDK Clubhouse, 8PM.

September 2 — 11 Frederick 10-day Weekend, flying all week at Frederick. See note to left.

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

September 17 - 24 Region 4 South Contest, New Castle, VA.

October 8 — 10 Oktoberfest @ Fairfield, 3 days of flying, eating, friends, and fun. See note to left.

CFIG Forum — Extreme Flying

Sarah Macpherson

From skateboards to motorbikes to the new movie “Supercross,” due to come out, extreme sports are all the rage these days. Did you ever think of soaring as extreme? I’m not talking about taking risks or even about the thrill of digging yourself out far from home and making it back. I’m talking about the physical toll flying takes on our bodies.

Think about it – we rise early in the morning (some of us hail from an hour and a half to two hours away!), maybe catch breakfast on the way to the airport (coffee), muscle some glider wings around (probably more than just the two required to get our own gliders together), muscle some gliders around (usually more than just our own), run around launching other gliders and we haven’t even gotten to fly yet!

Here are some tips to help your body keep up with the demands of flying:

- Drink plenty of fluids. This counts for cooler and warmer days. You may not get as thirsty on cold days, but your body still needs fluid. And you’ve probably noticed I’ve avoided saying water. Water is great for replacing water, but you lose more than that when you sweat. I personally bring at least a bottle of Gatorade and two bottles of water for each day I’m planning to stay at the airport. How much I consume is based on the temperature.
- Eat. Given that we’re launching at or about noon and rigging or giving rides or running the line before that, it’s hard to fit in and easy to forget. Tuck a granola, power, or energy bar into the glider. Just remember to take it out later so you don’t feed the mice! After flying, eat something salty to replenish what your body lost in sweat. Don’t eat too much, though, and definitely stay away from it if your doctor has told you to!

In warm weather:

- Be a shady character. If you are on the ground, seek shelter, even if for only a few minutes. I haven’t had chance to measure it, but theory is that the temperature is 10 degrees cooler in the shade. So even if you’re second in line to go and you can’t leave your glider for fear someone will take your spot, seek shelter in the shadow of your wing (now everyone loves the 2-33!).
- Go soak your head. Take a towel (or



Anne and George Green demonstrating extreme flying skills, and apparently enjoying it, in the 95° Uvalde heat.

Photo by Mike Higgins

your bucket hat), wet it with some cool water, put it around the back of your neck and bring it around to the front. This cools off the blood and therefore cools you off, too! When you’re cooler, put the towel (or bucket hat) on your head!

- Cover up. Sunscreen and hats are the name of the game. Keeping the sun off you is as important for keeping cool as it is for avoiding sunburn. Don’t forget the back of your neck!
- Be cool. Sunglasses aren’t just for looks or for finding good-looking clouds under which to thermal. Sunglasses limit the amount of light getting to your eyes, reducing eye fatigue. This means you can see, look, and feel better!

In cooler weather:

- Always carry a sweatshirt or jacket

with you or check the temperatures when you check the weather. Don’t base your assumption on what the weather was like the day before. If a front came through, the temperature could be dramatically different.

- Dress in layers. This allows you to wear just the right amount of clothing to stay comfortable.
- Extreme extremities. You might not be able to do much to keep your feet warm, but heavy socks will help. Gloves designed for an activity such as football or baseball will give your hands warmth while still letting you get a good grip on your stick.

And finally, put additional clothing layers where you can reach them. During a wave flight last winter, I put my jacket in the baggage compartment of my LS1-f. Later on in the flight, I couldn’t reach it with my canopy closed. (The canopy blocked upward movement of my elbow so I was physically unable to reach the coat!). On the line, close your canopy and try reaching back to retrieve garments. If you can’t reach them, open your canopy, reach back, grab a sleeve or some other piece of the garment and drape it over your shoulder, then close the canopy. You’ll look funny, but at least you’ll be able to drag the rest of the garment over you when you need it later in the flight.

— Sarah “80”

Acknowledgement: Mary Lee Macpherson, an Emergency Medical Technician with Station 258 in Medford, New Jersey, contributed to this article.

Ratings, Badges, and Records

John Wallin, one of our newer members, just got his glider rating at Sundance Aviation in Moriarity, New Mexico. Congratulations, John, and welcome to the club!

(15M Nats, continued from page 1)

from some zero sink I was on glide slope. I landed straight in for a rolling finish after flying for nearly six hours.

On day three the large sucking hole over Dilley grabbed RJ, 9X and myself. OC, KO and 5 all made it around in good shape.

Day 4 brought more rain to the task area. Some of the finishers actually landed in the rain at Uvalde. I was forced to land at Dilley again, becoming a member of the elite 2X Dilley Flying Club. The good news was that my crew knew exactly how to get there and there is a Dairy Queen within easy walking distance of the airport. After landing, two other gliders soon joined me and we decided to discuss the day over a Blizzard at the DQ while waiting for the crews.

Day 5 was cancelled after the launch because thunderstorms began to sprout up in all quadrants. The following day — the scheduled “rest day” — looked like one of the best soaring days that we had seen. It always turns out that way.

Day 5 (revisited) dawned and it was immediately apparent that it would not be as good looking as the rest day. It was to be another long turn-area-task with a 370-mile nominal distance. The second leg of the task took us toward a small town about 30 miles north of Laredo. The lift was pretty good at times but I was making relatively slow progress against the 17-knot headwind. The Uvalde task area covers some fairly inhospitable terrain and it was my personal policy to make every attempt to keep an airport within gliding distance. In certain parts of the task, area roads were the alternate landing site. While roads are typically not the ideal choice for an off-airport landing, there are several roads in the task area that are the best alternative if you have time to check them out.

On this particular day I was pushing hard to get into the circle for the southern turn point before it got too late in the day. I passed up some weak lift because I was certain that I would reconnect to the good stuff further down the course line. As it turned out, this was not

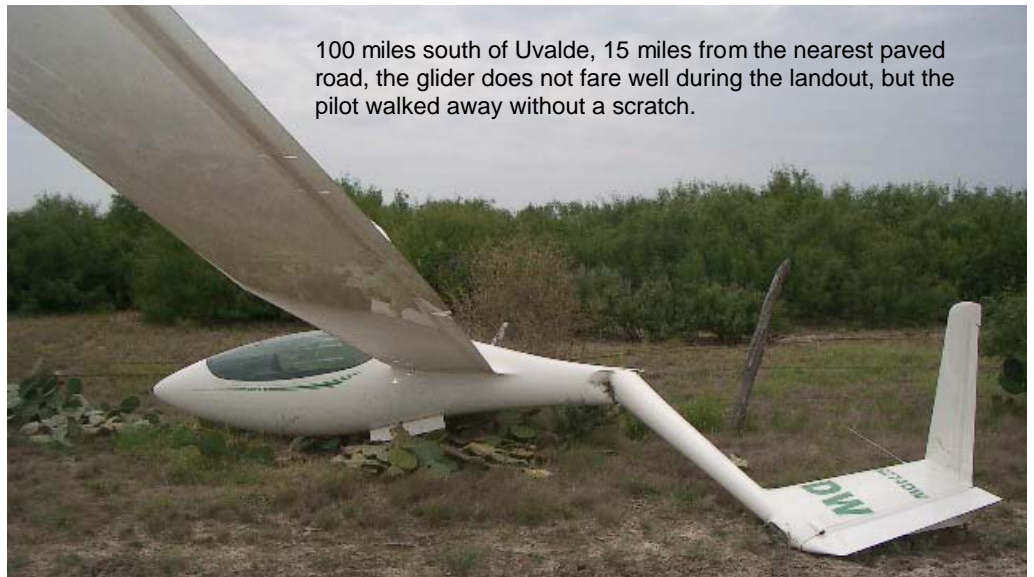
the case. In a matter of minutes I found myself at about 2,500' above some of the most desolate terrain in the contest area. Ahead of me was a highway that I had not previously surveyed. Behind me was the only airport within gliding distance, an unpaved ranch strip that was in the database as well as on the sectional chart, that I had not seen before. I had only enough altitude to go one-way or the other. Neither of these options was very good but I chose the airport as the higher percentage move. As I approached the coordinates for the airport the knot in my stomach got a bit tighter because I didn't see the airport. I had enough altitude to cross the coordinates about three times before I resigned myself to plan 'B'.

The knot was really tight now because plan 'B' was not looking too pure. The terrain below was pretty homogeneous. It consisted of seven-foot tall thorn bushes, mesquite, and the healthiest crop of pear cactus that you've ever seen. Narrow ranch roads with very few open spaces crisscrossed the land. Well, a poor decision is better than no decision at all so at about 600' AGL I picked the best looking one to use as a runway. I adjusted my glide slope to touch down on

was a passenger. During the ground loop, the right wing swept through the fence. The glider had pivoted about 180° but continued in the direction of flight for about another twenty yards. This motion caused the barbed wire on the fence to strip the control surfaces off the trailing edge of the right wing. The fuselage boom broke just aft of the cockpit and snapped the horizontal stabilizer in two. Sometime during all of this, a chunk was broken out of the canopy and the fence wire made it look like a large tiger had raked its claws along the top surface. My beautiful sailplane was now just so much carbon dust.

What about the pilot, you might ask? Not a scratch. Not even a bruise. I was very fortunate.

The good news was that I made the decision to land near the “ranch” so I gathered up my Camelback and hiked up the road to the “ranch”. As I approached the buildings it became clear that this was not much of a ranch. There were a couple of sheds, a small house and a coral. As I approached the buildings a pack of six large dogs came charging toward me. There wasn't any place to run so I just stood there wondering if I would have



100 miles south of Uvalde, 15 miles from the nearest paved road, the glider does not fare well during the landout, but the pilot walked away without a scratch.

the most open part of the road but I knew that it was going to be real close on width. Shortly after touching down on the road my left wing caught a cactus plant which turned me into a barbed wire fence and the wing struck a fence post. Contacting the fence post initiated a full-blown ground loop. From this point on I

injury added to insult by getting torn to shreds by wild dogs after walking away from my wrecked glider. All of the dogs halted about a foot from where I was standing as I was saying “Nice doggies”. All but one of the dogs then just walked

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Task Day News

Chris O'Callaghan

The drive back from the 15-Meter Nationals gave me time to reflect on some of the comments I heard from M-ASA pilots during the competition. Chief among them was how we might better use our Task Days as a training environment to develop the needed skills to improve our standings at the national level. The conclusion I've drawn is that our Task Days are not at all suited to this type of training, nor should they be. While Task Days are based on SSA competition rules, we've intentionally loosened them to encourage greater participation. As a result, club tasks reflect the characteristics of individual pilots more than they do the prerequisites of sanctioned competition. And this is as it should be.

Every now and again, someone suggests bifurcating our competition into Silver and Gold tasks. We've steadfastly opposed this during the two decades I've been with the club, preferring a transacted median between those pilots who want to fly long tasks and those who prefer tight, time-limited courses that minimize retrieve time in the event of an off-field landing. I think, during the past two seasons, we've happened on a formula that benefits the club and task pilots. We have seen exceptional participation and a high degree of satisfaction with our tasks. Let's not mess with a good thing.

If you want to train for national competitions, I believe the Club Championship is the better environment. Tasks at the nationals tend to be long both in hours and distance. Pilots are forced to fly in a variety of conditions over many types of terrain. Among the most important skills you can learn to im-

prove your performance is when and how to shift gears. Our tasks are designed to take advantage of the best weather and terrain for any given day. But for training purposes, we should be looking for the greatest variety of conditions that will sustain flight, and maybe even some that don't. The best way to do this is to set tasks that test the limits of the day and venture into areas of stronger and weaker lift.

In Uvalde, my average flight time was 5.5 hours. I was typically on course for more than 4 hours. A pilot who wants to simulate this environment should plan to be in the air by noon and figure on getting home around 5:30 PM. And every minute of the flight should be towards a predefined goal. No loitering around before and after the short safe task. If the day is likely to support a cross-country speed of 55 mph, a course of 275 miles is appropriate, and if one of



The 2005 Uvalde 15M Nats grid on the last contest day. Photo by Mike Higgins.

the legs is more than 100 miles, all the better! (You're much more likely to run into some problems on a single long leg than a lot of short ones.)

Last season I thought of a way of combining Club Championship Flights and Task Day events: the Start Anywhere MAT. I still have high hopes for trying out this task. Perhaps, as pilots look to the Club Championship as a training tool, we'll begin to experiment more with finding a bridge among these goals: going far and going fast; having fun and honing skills; finding the best weather of the day and finding ways around the worst.

— Chris "Oscar Charlie"

Racing Report

Due to poor soaring weather and many task pilots being out of town on travel, only one Task Day was completed in the second half of July and one more in August.

July 23 — 3 hr MAT: Wagners Gap, McConnellsburg, & Five Lakes; 9 wins his first of the season with a raw speed of 44.4 mph.
August 21 — 2.5 hr TAT: Frederick, York, and Wagners Gap; 5 takes the day with a raw speed of 46.0 mph.

	LBL	9X	13	OC	CL	KO	UU	XM	5	T1	9	A2	DW	P6	T8	RJ	PC	2GB
23 Jul	929	500	931	0	0	0	812	956	0	0	1000	0	0	0	676	0	0	0
21 Aug	0	0	858	0	898	0	0	0	1000	858	0	0	0	0	0	0	0	0
Best 10	10000	9282	8635	8112	5793	5560	4514	4510	3479	3342	2953	2687	2492	2280	2082	1686	793	21

For all the 2005 scores, go to the M-ASA website www.m-asa.org.

Scored by Sarah Macpherson.

Club Championship Claims (Preliminary)

August 21 — Baude Litt, LBL, 357 miles raw, 330 miles handicapped.
 August 21 — Mike Higgins, KO, 323 miles raw, 290 miles handicapped.

Duty Schedule

Ray Watson

Date	Field	Operations Director (OD)	Tow Pilot	Record Keeper
09/03/2005	FDK	Jim Furlong	D. Torgerson + B. Ball	Tim Gossfeld
09/03/2005	FRF	Richard Latoff	Mike Smith	Melvin Donahoo
09/04/2005	FDK	Dick Mott	G. Collins + H. Jorgensen	Neal Drobenare
09/04/2005	FRF	Chris O'Callaghan	Mike Grinder	Nicolo Costanzo
09/05/2005	FDK	Garv Garvin	B. Andrew + K. Bernstein	Mark Mercer
09/05/2005	FRF	Jack Beavers	Jim Chick	John Duryea
09/10/2005	FDK	Mehrdad Bayat	Sam Harry	Robert Fleming
09/10/2005	FRF	Roger Thompson	David Pixton	Kolie Lombard
09/11/2005	FDK	Holland Ford	Jane Robens	Christian Williams
09/11/2005	FRF	Bob Kryzstan	Jim Trygg	James May
09/17/2005	FDK	Rob Myhre	David Schober	David Weaver
09/17/2005	FRF	Tom Jones	Buddy Denham	Steven Otto
09/18/2005	FDK	Mitch Lambros	William Judge	Leannah Amos
09/18/2005	FRF	Mark Segall	Bill Savory	Z. Hutchings
09/24/2005	FDK	Jan Steenblik	Dee Torgerson	Gerry Tighe
09/24/2005	FRF	Christophe Blanchi	John Hearn	Ali Abrishami
09/25/2005	FDK	Gyorgy Fekete	Bob Ball	Melvin Donahoo
09/25/2005	FRF	Guy Pfeffermann	Pete Welles	Richard Caylor
10/01/2005	FDK	Jim Homer	Poul Hansen	Aaron Shakin
10/01/2005	FRF	Baude Litt	Rich Horigan	Todd Wichman
10/02/2005	FDK	Dan Meyer	Glenn Collins	Jose Matheus
10/02/2005	FRF	Gary Miller	Robert Jackson	Tim Gossfeld
10/08/2005	FDK	Luis Fernandez	Jane Robens	Neal Drobenare
10/08/2005	FRF	Jack Beavers	Mike Smith + Jim Chick	John Duryea
10/09/2005	FDK	Roger Andes	Hans Jorgensen	John Thornhill
10/09/2005	FRF	Wilmar Sick	Mike Grinder + D. Pixton	Frederick Mueller
10/10/2005	FDK	Michael Hearn	Bob Andrew	James Campbell
10/10/2005	FRF	Peter Zawadzki	Jim Trygg + B. Denham	William Bates
10/15/2005	FDK	Peter Kern	Sam Harry	Robert Huffman
10/15/2005	FRF	David MacVeigh	Don Robb	Milan Petkovic
10/16/2005	FDK	Gary Baker	William Judge	Brendan Butler
10/16/2005	FRF	John Mitchell	Bill Savory	Ralph Thrash
10/22/2005	FDK	George Constantin	Dee Torgerson	Melvin Donahoo
10/22/2005	FRF	Rick Fuller	Pete Welles	Ricardo Cibotti
10/23/2005	FDK	Jim Furlong	David Schober	Aaron Shakin
10/23/2005	FRF	Laura Hession	Bob Ball	Todd Wichman
10/29/2005	FDK	Dave Weber	Karl Bernstein	Jose Matheus
10/29/2005	FRF	Mike Vore	Rich Horigan	Tim Gossfeld
10/30/2005	FDK	Maurice Deland	Poul Hansen	Neal Drobenare
10/30/2005	FRF	Sarah Macpherson	Robert Jackson	Nicolo Costanzo
11/05/2005	FDK	Jack Goehring III	Jane Robens	John Wallin
11/05/2005	FRF	Peter Blacklin	John Hearn	Steven Shelton
11/06/2005	FDK	Peter English	Glenn Collins	Stanley Faust
11/06/2005	FRF	Chris Scarlett	Mike Smith	Olin Kinney
11/11/2005	FDK	Mark Carlisle	Hans Jorgensen	Teresa Day
11/11/2005	FRF	Richard Latoff	Mike Grinder	Gerry Tighe
11/12/2005	FDK	Steven Silverman	Bob Andrew	Robert Fleming
11/12/2005	FRF	Jim Lewis	Don Robb	John Duryea
11/13/2005	FDK	Mike Vance	William Judge	Melvin Donahoo
11/13/2005	FRF	Chris O'Callaghan	Jim Chick	Gerald White
11/19/2005	FDK	Dick Mott	David Schober	Todd Wichman
11/19/2005	FRF	Jack Beavers	David Pixton	Aaron Shakin
11/20/2005	FDK	Garv Garvin	Bob Ball	Rich Matheus
11/20/2005	FRF	Bob Kryzstan	Buddy Denham	Tim Gossfeld

(15M Nats, continued from page 4)

away and went about their business. The last of the beasts just hung out with me for the rest of the time that I spent on the ranch.

After I got my heart started again, I made the dismal cell phone calls to the retrieve office and Byron. I gave Byron some general directions and GPS coordinates but had to tell him that I could not find anyone on the ground to provide precise road instructions. I also told him that it looked pretty straightforward from the sectional chart.

I knew that I had a long wait ahead of me because I was a hundred air miles from Uvalde. After my cell call I hiked back to the glider and retrieved my survival kit, charts and PDA. I found an old plastic chair and sat down on the back porch of the house to get out of the sun and reflect. Before I left the glider, I pulled up the invisible airport to see how far from it I had landed. The GPS indicated that I was only 0.2 miles from the strip but all that I saw was cacti and thorn bushes. I carefully plotted my GPS position on the sectional chart and the position plotted inside the circular symbol on the chart. According to the sectional chart there was a single unpaved road leading from the highway to where I was sitting. I measured it at about 15 miles from the pavement. I relayed this information to Byron and then sat down to inventory my survival kit.

Let's see here ... 1 cereal bar, 1 space blanket, 1 pen light, 1 Swiss Army knife ... A fellow could have a pretty good time in Nuevo Laredo with all of this stuff. (Dr. Strangelove fans may recognize this.) This was all very entertaining for about 10 minutes. However, I estimated that Byron had about two hours to go before arriving at the point where he would depart the paved surface. I called Byron back when I estimated that he had reached the point where he needed to leave the highway. He reported that he was indeed at that point but it was not clear how to proceed from there because he was facing a veritable maze of dirt roads.

I was now starting to become concerned that this was not going to be easy and that it would be dark before Byron found me. A few minutes later Byron called back to report that he had flagged down two US Bor-

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Saleplanes and Buyplanes

FOR SALE: 1950 Cessna 170A. Want to tow but don't have taildragger time? Buy my carefully maintained and well equipped 170. White and blue. Contact Bill Judge bjudge@gmail.com, 202-285-7973. <http://tappix.com/725497>

PARTNERSHIP INTEREST. Interested in partners or sale for **K-7 or ASW-20C**. Contact Pete Zawadzki, 410-627-1379, Peterz20@earthlink.net

FOR SALE: 1977 Jantar Standard with 507 hours. Aircraft is current on annual. Equipment includes excellent custom made weatherproof trailer, glide computer and radio. 38 to 1, fully acrobatic. Also equipped with O-2 and water bags though I've not used them so don't know condition. Sale includes Strong backpack chute that was just repacked. Price is \$17,500.00 Aircraft flies like a Marine Corps A4 Skyhawk with better glide ratio. Contact Jim Campbell by e-mail at soupy.campbell@verizon.net.

FOR SALE: Standard Cirrus, Cambridge M-Nav, Sage vario, Ditto radio, hydraulic disk brake, factory trailer re-worked with ramps & dollies, asking \$14,500. Fairfield, PA. Call Richard Horigan @ 717-642-9042

FOR SALE: Ka8B - This is the Red (Schleicher Orange) Ka8 at Fairfield. Instrumentation consists of two varios - 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 varios 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, O₂, completely refurbished Knauff trailer, \$19K OBO, H. Ford 410 592-9697, ford@pha.jhu.edu

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. Stored in Waynesboro, PA. \$15,000. Call Roger (301)972-1657, randes@erols.com.

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.

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

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Chief Tow Pilot:	Lance Nuckolls
Fairfield Glider Maintenance:	Rich Horigan
Frederick Glider Maintenance:	Dave Schober
Tug Maintenance Officer:	Jim Chick
Field Safety Officer:	Rick Fuller (FFD) Dick Bernstein (FDK)
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(Volunteers are requested to fill empty slots above. Contact the Board if you are interested.)

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(15MNats, continued from page 6)

der Patrol Agents to enlist their assistance and was now riding with them. This sounded like a smart move. In addition, my trusty crew chief could “hable Español” like a native. I was all set now — just had to wait it out.

Later that same evening, as darkness had settled across the land, I was still waiting. At dusk I found an outdoor light switch that illuminated a work area and turned it on. I was forced to retreat to a screened in porch area to keep from being eaten by mosquitoes. Cell phone calls were breaking up now but they kept saying that they were getting closer. Finally, at around 2230 local time, with blue strobes flashing, the Border Patrol pulled up to the hunting camp. Nothing could be done about the glider that night so the agents took us back to our vehicle. We got back to Uvalde around 0400 and decided to get some sleep.

Epilog: It was another two days before the glider was removed from the ranch. With the assistance of the Border Patrol and a hand held GPS, we took the most direct route and we measured the distance off paved roads to be 23 miles. This would have been a long way to walk. The US Border Patrol was extremely helpful throughout this experience. Agents Marin and Gonzalez could not have been nicer folks. They later informed us that they were anxious to get us out of there that night because I had landed on one of the primary smuggling routes north of the border.

I would not want this story to deter any aspiring cross-country pilots from pursuing their goals. However, there are some lessons to be learned here. Although it should not have been a factor in the decision making process, the fact that I was racing made me somewhat more liberal with landing sites than I should have been. Most of the contest area contains plenty of airports. The part that I landed in has a lower airport density and fewer good off airport landing sites. I failed to change gears when I got down there. Planning a final glide into an unpaved airport that you have not seen before is not a great idea. I knew that and I have told students that but I still set myself up to do it anyway. I think that the worst part of the flight was resigning myself to land in a place that I knew was not very good because it was all that I had. The key lesson: avoid the situation all together.

This tale also emphasizes the value of a survival kit. I was a long way from help and I could have easily spent the night there if I didn't have cell phone coverage. Finally, I had an ELT in my glider and it did go off. This is a valuable thing to have if you are incapacitated.

What about the contest? There were two more contest days, with the last being a pretty tough one. Dave Mockler flew consistently and is the new 15-Meter Champion. This win also puts him on the team for the WGC in Sweden next year.

— Dave “Delta Whiskey”



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