

Convector



www.m-asa.org

Newsletter of the Mid-Atlantic Soaring Association

The Tumbleweed Classic As Seen By The Baker's Dozen

Jim Furlong

“So he's in his own quarters by himself, but I arrange for one of six females to visit him on a regular basis. Of course each of the six doesn't even know the others exist. He's one happy fella.” It would be unfair to call **Dick Mott** a super pimp; but there is some accuracy in that job description. We are cruising along Route 30 in Tennessee, a caravan of four sailplane trailers. The driver of each tow car has a small walkie-talkie, and to while away the dreary driving hours we are listening to Dick Mott, describe the intricacies of Chinchilla ranching. He currently has 350 Chinchillas in his barn in Mount Airy, Maryland, and those fecund furry critters finance Dick's flying. Suddenly we see Oscar Charlie, 9X, and another sailplane trailer pass us going home from Uvalde. Kind of weird to see friends flicker by so far from home!

We elected to go West because the people at Llano Estacado Soaring Society (LESS) in Hobbs, New Mexico, were so welcoming. They arranged for tow pilots and cook outs, reduced hotel fees, and even hangar space for some of our gliders. Some of the members of LESS have names familiar to many of you, Dennis Wright, Denise Layton, Gaynell Temple. Yup, its no LESS than the SSA staff! I can't imagine a more motivated, tireless, positive group of people. We arrived on a Saturday evening in a rainstorm! Denise Layton met us outside SSA headquarters and led us to the Llano Estacado

Soaring Society Hangar. On Monday, Denise had Charles and Jo-Ann Shaw brief us on flying in the area. Charles & Jo had set records in their 1-26 and Nimbus, so we listened attentively. We got land-out advice and learned which airports were glider friendly and which were not. We also learned that the weather we were experiencing made for the worst flying in many years!

Hobbs Industrial Air Park is a WW II B17 bomber base with a 600-foot-wide ramp at least a mile long and several runways that go on forever. We used the ramp. One just untied the tie-downs, moved the glider forward a few feet, turned it, and took off. This was bliss!



Gary Baker assisting Jean Posbic in Quebec. Photo by Jim Furlong.

The most determined badge hound among us was **Paul Rehm** who was flying his Schweizer Club 1-35. On days when we went to one airport, Paul made two or three. He was first in the takeoff line each morning, serving as the guinea pig, but turned it to his advantage by striking out on course earlier than the rest of us. In eight flights, Paul landed out five times trying to do his diamond distance. The problem was that the thermals started late, ended early, and didn't go very high.

Gary Baker's modest goal was to get his Silver Distance. He flew to Tatum, the same airport Dennis Wright used for his Silver distance foray; and returned home victorious. When we downloaded

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President's Corner

Bob Jackson

A few days ago I received a letter from a M-ASA member who suggested we should do a better job of communicating with the M-ASA membership in general and in particular about the Frederick Airport situation. Of course, this is always true and we will try to do a better job in the *Convector* and otherwise. I would like to emphasize that we have a monthly general membership meeting (second Friday of each month, 8 p.m. at the FDK Clubhouse) for the express purpose of disseminating club information and answering questions. I attend most of these meetings and arrange a stand-in if I am out of town. Attendance is poor (usually about 2 to 3 members) and this indicates to me that most members would simply like to fly and not become involved in administrative matters. The Board of Directors was elected to manage the club and is quite competent in handling this assignment. Of course if anyone would like to become involved, we have a few dozen projects that need attention.

As far as the Frederick situation is concerned there is no real news. Reluctantly, we filed a lawsuit because neither the City Administration nor the FAA would talk with us about the turf runway. Now they will not talk with us because we have filed the lawsuit. We are still

pursuing every possible approach to preserving our right to fly at FDK from the turf runway. Perhaps the change in the political climate will provide an opportunity. In the meantime, I have received a couple of questions regarding the Frederick situation.

1. Are we not pouring money down a rat hole because our lease with the City expires in 2012? The answer is no. We have a substantial investment to protect and have been repeatedly approved and blessed by the FAA and the city during the past 15 years of accident-free operations. We have a good case and I think the logic of our position will prevail. The immediate objective is to return to operating on the turf runway. As I previously mentioned, we are a member of the 20-year technical advisory committee for the airport. Whatever logic serves to get us back on our turf runway will most certainly carry over into our inclusion in the 20-year Plan. In fact, during these meetings, it has not been suggested that gliders were not welcome. The only discussions have been how best to accommodate the glider operations. Once we are included in the 20-year Plan, the city will be obligated to extend our lease since we are in the official plan. Of course, we would need to negotiate a fair market rental payment but that is down the road.

2. What is the security for the Bonds currently being purchased by the membership? The Bonds are secured by the assets of the club as well as the integrity of the Board of Directors. Asset value is a matter of opinion and our financially oriented members have concluded that tow planes, gliders etc. are worth much more than their value shown on our books. In fact we have used this form of financing in the past and I anticipate no problems. Repayment of the bonds will come out of future club revenues and we are currently preparing a financial plan for next year taking into consideration higher fuel cost, rental costs and now bond repayment. Our financial status is the best when we are most active so our best efforts should be used to expand activity especially to using the turf runway.

The bond program has proven to be more successful than anticipated as of last meeting (about two weeks ago) we have received commitments for \$51,000 worth of bonds. On behalf of the Directors, I would like to express appreciation to all the members who have supported our effort.

— Bob "Romeo Juliet"

Call for Nominations – The Campbell Award

M-ASA's Campbell Award is presented annually (based on the calendar year) to a member of M-ASA who has materially advanced the welfare of the club, its operation, or its facilities. Nominations must be made in writing to the secretary no later than 1 November. Nominations must accurately cite the specific reasons for the choice made. Within two weeks of the close of nominations, the Directors will review the nominations and select, on a best qualified basis, a list of not more than four members, summarizing the cited qualifications for each one. The list of candidates, a ballot, instructions for voting, and a stamped, addressed return envelope will be sent to each member by 1 December. Selection will be by preferential ballot. The ballots will be returned for counting to a member, selected by Directors, by 1 January. The award will be made at the annual awards meeting in January. The name of the recipient will be kept secret until the award is presented.

SeeYou Class

Sarah Macpherson, M-ASA's Chief Scorer, with years of experience scoring the Region 4 North Contest and our Task Day Racing, has offered to share her expertise with SeeYou, the popular flight planning/analysis and task scoring software. Bring your flight logs, as Sarah promises that you will practice what you learn. Be at the Fairfield clubhouse at 9AM on Saturday October 22nd.

Calendar

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

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

October 22 SeeYou Class at 9 AM, in the Fairfield Clubroom.

October 25 Convector deadline. (convector@m-asa.org).

November 1 Campbell Award nomination deadline.

My Silver Distance in the "French Lady"

Jean Posbic

Last year, when **Gary Baker** spearheaded the Safari-to-Hobbs project, I was one of the big supporters. Unfortunately, as the time got closer I found myself in need of some medical "repair" to be done at such a time that I could not reasonably drive with the team. So I decided not to trailer 2ET, with the secret hope I could join the gang in a different way. Gary was doing all he could to convince me to come, offering to let me fly his French Lady: Quebec.

Taking advantage of a couple of business trips on the West coast, I arranged to fly to Midland-Odessa (Texas) and rented a car to Hobbs (very cheap: \$66 for 4 days, unlimited mileage) and made it to Hobbs Industrial Park Thursday August 18th around 3 PM when I met with **Gene**

Wilburn who was M-ASA ground support and OD that day and doing a great job. Soon the gang started to land and I saw Gary landing after what he described as a crazy game of successive panic-relief situations. I was still in my business attire, but Gary pushed me in his French Lady (Q) and with Gene's flight book endorsement, I had 2 great flights that evening getting to better know the Pegasus. After going for 3 retrieves that night (I picked up **Paul Rehm** from a crop-duster field in Plaines, Texas) we had a fantastic (yet late) dinner.

I next flew Q the next day, Friday, again getting to know her flight characteristics better. The weather was not great the next days, and my next and only chance to attempt silver distance course was Sunday the 21st — as I was scheduled to leave Monday the 22nd.

So Sunday came, with Gary preparing the GPS, the EW recorder, the IPaq, water (his own Camel-Back), snacks, and literally kicking me into Que-

bec after he, **Jim Furlong**, and **Dick Mott** helped me fill the declaration forms.

We chose the famous local Hobbs – Tatum silver task that yields a ~54 km distance. I set off around 2 PM and was reminded to release below 1,700' AGL if I have to land at Tatum, and luckily Bob the tow-pilot took me through some lift where I released at 1,200' AGL (Hobbs is at 3,700' MSL). The thermal

Jean, with Gary Baker's Quebec.



Coming in to Hobbs Industrial — "Mission Accomplished."



took me to ~ 3,000' AGL and I gave it a go turning north toward Lovington, ~ 18 miles from Hobbs. With a good tail wind and a couple of thermals, I was over Lovington's airport in no time; a quick climb to 3,700' AGL, and I headed off to Tatum, some 20 miles away. Conditions were average, i.e. never got above 4,000' AGL but lift was spread out evenly. So I got to Tatum approximately 45 minutes after I had left Hobbs, and at ~2,200' AGL I could see a nasty development of black clouds to the north. So while I was trying to find some lift and studying

Tatum's airport from the air (in case I would have to land there), I decided to head back to Lovington / Hobbs with the decision that if I did not find any lift after losing 1,000' of altitude, I would turn around and go back to Tatum (down wind) and land there. After losing 600', I found a neat thermal that took me back to cloud base (~4,000' AGL) so I decided (a little reluctantly) to go ahead and continue toward Lovington. With some luck, I stayed under a narrow cloud-street and got back to Lovington at which point I saw KW streaming in the opposite direction. I warned him and India 8 (Jim Furlong) that the conditions over Tatum were deteriorating badly and they should not try to go there. It had taken me a hour to come back from Tatum to Lovington as the wind was now against me and averaging 10 mph. I decided to continue and, with a couple of thermals, I was back at cloud base and heading to Hobbs, seeing the field all the time from there on. 8 miles North of Hobbs I got very low (~900' AGL) and with my hand on the gear release, I was studying the terrain below me and it did not look great. There is a medium size oil storage area to the left of the Hobbs – Lovington highway, and as I was above it I started to smell sulfur in the air. Slowly turning above the oil tanks I was in ¼ knot up; flying my best I stayed in it, gradually getting ½ a knot then ¾ of a knot until, with relief and after many

circles, I got to 3,200' AGL but a further 2 miles blown north. I will never curse at sulfur smell anymore! Meanwhile I was hearing on the radio that KW was down north of Lovington and no one else was able to relay his coordinates to M-ASA ground; so here I am trying very coordinated turns and relaying numbers from Paul to Hobbs (ironically, it turned out that in the excitement of the moment, Paul read me Hobbs coordinates, so when Jim entered them in his GPS to go and

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(Baker's Dozen, continued from page 1)

his data logger there was no trace! His GPS was not sending out the proper NMEA signal. We fixed that and he tried again the next day. He made it to Tatum again but conditions softened and he landed at Lovington a few miles from

Paul Rehm, badge hound, strapped in on the Hobbs flight line, preparing for the flight ahead. Photo by Jim Furlong.



Hobbs. Since he used Tatum as a remote start (on my bad advice) instead of just declaring it a turn point, his flight to Tatum didn't qualify as a Silver badge leg. One has to have lawyer's blood in ones veins to successfully traverse the FAI rules and come out the other end with a badge. About this time Jean Pos-

bic flew in from a business trip to the West Coast, borrowed Gary's glider and flew to Tatum and return to qualify for his silver distance. Hi ho Silver! Who was that masked Frenchman?

Gary, getting a little desperate, declared Seminole and went out there and landed; but the tow was too high for the flight distance so it was invalid. Next he picked out Seagraves, a more distant airport as his goal airport. His mission was get there and land; which he did! I found him talking to a crop duster's beautiful daughter while he was pulling off wing tape.

On the way back to Hobbs from Gary's retrieve we stopped at yet another duster's strip to help Paul. He was half way down the runway, pushed off on the side. He urged us to hurry as night had fallen and there was still a duster out working and was due back soon. Paul's pickup truck had just arrived and we were trying to pull the glider out onto the runway so we could tow it to safety when we spotted many landing lights silently approaching this unlighted strip in the pitch blackness; looking for all the world like an alien space ship. We shoved the glider back off the runway. A huge turbo-prop duster quietly touched down and whined by ten feet from the truck. We felt like deer in the headlights! It was an

eerie experience.

On a promising looking day, Paul, Charlie, and I took off on diamond distance tasks. The thermals turned off early. Paul and Charley landed at airports. I landed in the fallow half of a

Charlie Thurber, working on the tow ropes at Hobbs. Photo by Jim Furlong.



crop circle. There wasn't a house for miles but within a minute of touching down I had a cold beer in my hand! Three large oil field workers in a pickup truck had spotted me and drove onto the field and handed me a beer. I finished it

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The safari team at Hobbs. From the left: Paul Rehm, Charles Shaw, Jo Shaw, Dick Mott, Dennis Wright, Denise Layton (Soaring Editor), towpilot Bob Lynn (out of Boulder Colo.) John Vaughan, Gary Baker, Jean Posbic, Gene Wilburn, Charlie Thurber, and Jim Furlong



Task Day News

Chris O'Callaghan

Last winter, as the rules committee wrapped up its work, one of the members suggested we consider using the OLC to score Club Championship flights. OLC is a tremendous resource. It sorts records by pilot and by club, so we can easily review one another's flights. Miss a great weekend? Now it's easy to find out just how distraught you should be!

Whether we use OLC to score Club Championship flights comes down to a single question: "Do we want to change the nature of the Club Championship to match OLC's prerogatives?" OLC judges flights according to its own set of rules. One fundamental difference is that unlike M-ASA competitions, turn points and declarations of intent are not required. OLC analyzes our meanderings, renders the longest distance for up to six legs (five turn points and a finish point) and assigns a score.

OLC offers an almost irresistible convenience. If we

were to use OLC, managing Club Championship flights becomes very simple. Claiming a task simply requires uploading a flight log. At the end of the season, Sarah can tick off the top three flights for each pilot, and voila - the champion is crowned!

It's hard to argue with this kind of convenience. However, I'm compelled to point out that if we decide to use OLC, we will fundamentally change the nature of the Club Championship. Is this a path we would have followed if there were no OLC? I invite you to share your opinions with me through the end of the season, at which point I'll form a committee to study the pros and cons and recommend changes to the rules for next season.

— Chris "Oscar Charlie"

Late Breaking News From New Castle (Region 4 South) — Baude Litt won the Standard Class, with Fred Mueller taking 2nd! Bob Jackson also finished a very respectable 11th in a competitive 15M class of 29 pilots. Congratulations to our M-ASA pilots for a strong showing.

Racing Report

By Sarah Macpherson

After an apathetic August, where only one task was flown, September opened with a busy weekend for the scorekeeper. Fall-like weather arrived at the beginning of the month, rather than in the middle when fall officially starts. Labor Day Weekend, 14 pilots came out of the woodwork, submitting 24 logs in a three day period. That's got to be a record!

Saturday, 3 September, a 3-hr MAT with Burnt Cabins as the only mandatory turnpoint was called. Mike Higgins (KO) went down at Chambersburg almost immediately and submitted his log for the record for the fewest points on a scored task. Christophe Blanchi (A2) took the win, adding Thompsontown, Lockings, McConnellsburg and Taneytown for a 190 mile, 62.3 mile per hour win.

Sunday, a 2.5-hr MAT with Carroll County as the only mandatory turnpoint was called. This time, Bill Savory (9) claimed the 1000 points with 146 miles at 58.4 mph. Monday, a 2.75 Hr TAT to McConnellsburg with a 15 mile ring, Waggoner's Gap with a 10 mile ring and York with a 10 mile ring was called. Mike Higgins (KO) claimed the 1000 points with 154 miles at 54.1 mph.

11 September, was blue, but that didn't stop Val Brain (13), Rick Fuller (CL), Michael Higgins (KO) and Glen Collins (OB), making his first appearance, muttering something about blind squirrels. The task was a 2.25 Hr MAT to Woodsboro and Harper's Ferry. Mike Higgins (KO) again takes the 1000 points, adding Frederick, Clearview, Carroll County, Union Bridge and Taneytown for a 103 mile, 43.2 mph win.

Sunday, 18 September started out okay, but clouds gradually moved in. Val Brain (13), Rick Fuller (CL), David Pixton (9X) and Mike Higgins (KO) still managed to fly a 2.5-hr MAT to Carlisle, McConnellsburg and Pine Grove Furnace. Mike took the day again, adding Biglerville, Hanover Quarry and Gettysburg for a 146 mile, 58.0 mph win.

Overall, Baude Litt (LBL) maintains his lead with 10 wins and 10,000 points. David Pixton (9X) takes second with 9634 points and Chris O'Callaghan (OC) leaps into third position with 9008 points. Also flying this month are Val Brain (13), Mike Higgins (KO), Rick Fuller (CL), George Green (5), Bill Savory (9), Christophe Blanchi (A2), John Hearn (T1), Danny Brotto (P6), Bob Jackson (RJ), Tim Gossfeld (PC) and Glen Collins (OB).

	LBL	9X	OC	13	KO	CL	5	9	UU	XM	A2	T1	P6	RJ	DW	T8	PC	OB	2GB
2005Sep03	987	500	0	941	50	0	856	0	0	0	1000	0	0	0	0	0	0	0	0
2005Sep04	941	851	0	929	0	269	742	1000	0	0	664	0	780	0	0	0	0	0	0
2005Sep05	820	941	896	0	1000	718	916	734	0	0	0	761	0	953	0	0	811	0	0
2005Sep11	0	0	0	828	1000	884	0	0	0	0	0	0	0	0	0	0	0	793	0
2005Sep18	0	975	0	834	1000	882	0	0	0	0	0	0	0	0	0	0	0	0	0
Best 10	10000	9634	9008	8912	8610	7773	5993	4687	4514	4510	4351	4103	3060	2639	2492	2082	1604	793	21

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

Scored by Sarah Macpherson.

Club Championship Claims:

David Pixton (9X) claimed 335 miles (296.14 miles handicapped) on September 3.

DID YOU MISS THIS? (10-Day Report)

Ten consecutive flyable sunny days! Were you there? "Unprecedented weather for a Ten-Day weekend," was **Mario Piccagli's** comment - as he finished his sixth day with the longest flight of the day. He started his string of wins with four hours on Fri., 9/2 - one of only ten members taking advantage of the sky full of cu. **Dee Torgerson** volunteered to tow.

On Sat., 9/3, Mario flew almost six hours. **Gary Baker** in Q flew over four hours. **Jean Posbic** in 2ET and Jim Homer in the B4 were each up over three hours and **Bill Whelan** landed after exactly three hours. **Dick Mott** and **Charley Thurber** flew 153 and 125 minutes respectively. There were 21 flights plus a landing/take-off visit from RJ - not on a task, just visiting from Fairfield. Sunday we had 22 flights, the half-dozen longest were Mario's in MP at 330 minutes, Bill Whelan at 298 in N8. KW, 287; the B4, 188; **Rob Myhre** in 1A, 166; **Garv Garvin & Dan Morris** in the club Grob, 136.

Labor Day's 25 flights included 159 minutes by **Peter English** - first flight in his newly purchased LS-3. Is he happy

with that buy! Mario again led the pack with 377 minutes. Others exceeding three hours were **Mehrdad Bayat, Jim Furlong, Tom Jones, Dan Meyer,** and **Dick Mott.** **Hans Jorgensen** and **Jean Posbic** each flew over 2 1/2 hours.

Then came Tuesday, 9/6 - lovely day - only six flights - yes, Mario's was the longest at four minutes short of four hours. **Bob Ball** was our volunteer tow pilot. Wednesday - Where's everybody- again?? Our volunteer tow pilot, **Dick Bernstein,** was ready but only five flights. The longest was over 4 hours (by guess who?). Bill Whelan flew 230 minutes; **John Vaughan,** 141, and **Rob Myhre** and **Bernie Paiewonsky,** just over two hours each. Thursday - Trend continues. Four flights - but Mario's was not the longest - only an hour and a half (had to pack for a trip). Gary Baker took over the lead with 160 minutes, very closely followed by John Vaughan's 159 minutes. Bill Whelan reported wave suppression - lift was there if you knew where to look for it. Hans Jorgensen towed for us. Friday was hazy - the weakest day. Our volunteer tow

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(Silver Distance, continued from page 3)

pick up Paul, the GPS told him his goal was 200 ft away). At that point, I had not heard much from Gary on the ground, but now he was equally excited and started telling me to come home. I estimated my L/D to be around 25 with the head wind, so with 3,200' AGL, I knew I should be able to make the 10 miles back, and indeed got there with enough altitude for a regular pattern circuit and some — 3 hours and 10 minutes after departure.

My sincere thanks go to the Hobbs Safari gang (Gary's 3/4 of a dozen), but especially my friend Gary Baker and his French Lady, so eager to ensure I leave Hobbs with the silver distance completed. (Note: SSA received the file and acknowledged the distance but still needed some clarification from the Official Observer, the trusted Jim Furlong)

— *Jean*

M-ASA Duty Notes: Members assigned to operations duty must be on site in enough time to start operations by 10am 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.

Duty Schedule

Ray Watson

Date	Field	Operations Director (OD)	Tow Pilot	Record Keeper
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 Muel-ler
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

pilot, Dee Torgerson, was ready but found no customers.

Which brings us back to the weekend and normal club operations. Besides the weather, a bright note is the two members who joined during the Sept. Ten-Day Weekend: **Warren Oxman**, age 13, assigned to instructor **Gene Wilburn**, and **Lawrence Pearlman**, assigned to Dan Morris for instruction.

Next Ten-Day Weekend? July 2006.

— Hope Howard

Saleplanes and Buyplanes

FOR SALE: 1-26D #440, truly excellent condition, low time, with trailer. \$8,500, will reduce price for M-ASA member. Located Fairfield. Call Jack at 703-727-8941 or 821-8222.

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: Standard Cirrus, Cambridge M-Nav, Sage vario, Ditto radio, hydraulic disk brake, factory trailer reworked 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.

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

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 Horigan
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 Board if you are interested.)

CONVECTOR is the newsletter of the Mid-Atlantic Soaring Association

(Baker's Dozen, continued from page 4)

and was given another! I said “No thanks, I always get a terrible headache when I have two beers.” A hand the size of a catcher's mitt opened under my nose to reveal two Motrin! It worked! No headache the next morning.

The next day was **Gene Wilburn's** turn to fly my Ventus. Once airborne he called down, “Hey, this cloud is leaking”.

Later, “My airspeed is off scale, must be water in it.” We later found that my splash down in the crop circle's soft earth resulted in some dirt in the pitot line. The rain from that cloud turned it into mud. Gene said he was going to be conservative and come in with a little extra airspeed and land from the south end of the ramp.

We watched this small dot approaching the ramp, getting a little bigger, but it stopped a long way from us. We all felt this should count as a land out and he owed the retrieve crew a dinner, but Gene wasn't buying....literally!

John Vaughan had the easiest job driving out. His partner **Bob Ball** had towed their LS6 to Wichita Falls Texas to fly it the previous week and left it there. John had only to tow it

down to Hobbs. Afterwards, Bob called him and said he wanted John to leave the ship in Texas at Caddo Mills, so he could fly it there. So after only a few hundred miles of towing, John was free of the trailer once again. Partnerships can be wonderful!



Although the famous Hobbs strong high thermals weren't there when we were there, we had a good time flying and enjoying the company of our friends. We left Hobbs feeling good about our new friends at the SSA, LESS, and the Hobbs Soaring Society. We are lucky to have such good and talented people on the SSA staff. We learned lots more about badge flying, preparations, and FAI rules. We will be back next year when the thermals

are booming. Come join us.

— Jim

Member News — On September 30 **Ric Caylor** passed his Private Pilot—Glider written test. Well done, Ric! And good luck on the flight test.

Convector



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