

CONVECTOR

MAY
2007

NEWSLETTER OF
THE MID-ATLANTIC SOARING ASSOCIATION

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Frederick Airport Update

by Bob Jackson

A couple of months ago Dick Bernstein suggested a contact with Congressman Roscoe Bartlett, champion of the little man, in an effort to bring some common sense to bear on our situation at FDK. Dick arranged a preliminary meeting with Bartlett's Chief of Staff, Bud Otis. Bud heard our pitch and told us he could not guarantee a return to the grass but he could guarantee an audience with the higher echelon of the FAA. Good to his word he set up a meeting in Washington last Friday (the 20th). The dignitaries were so numerous there was standing room only in the Congressman's conference room. The group included Congressman Bartlett (briefly because of a floor vote), Mayor Holtzinger, Catherine Lang (FAA Deputy Associate Administrator), Gregory Rasnake (FAA Congressional Liaison), Rick Marinelli (Manager Airport Safety and Standards), Terry Page (Manager of WADO) plus about five other FAA employees and, of course, Bud Otis who ran the meeting, and from M-ASA: Dick Bernstein, Bill Whalen, Glen Collins, and yours truly.



Glenn Collins gives Congressman Roscoe Bartlett a Pre-flight Orientation

photo by Bill Whelan

Terry Page led off with a statement that the grass is not an approved runway and does not meet FAA Standards. We showed the group that the FAA had in fact paid for a grass runway/operating area and that it had been approved by his office and the City. The discussion continued with details too complicated for anyone to understand until finally Bud said we should look to a solution rather than rehash the past. The oft stated remedy was to put gliders back on the grass until the new turf runway is built on the East side of the Airport. This is now part of the 20-year plan but no one has the million dollars plus to pay for it so there may be a long wait.

Catherine Lang, as the Senior FAA Attendee, then took the floor and said they would like some fresh eyes to review the matter. Bud asked and she responded that any decision on the glider operating area would have no effect on Federal Funding for the Airport. This

has been a concern of the City from the beginning. Bud then requested a date for review completion and received a commitment of three weeks. We were hoping for a decision on the spot but Mayor Holtzinger commented that a meeting was a success if everyone walked away a little unhappy.

About a month ago Terry Page wrote me and stated that the best solutions are those worked out at the local level in the interest of on-airport harmony of operations. After our Washington Meeting I wrote back to say that all intelligent and knowledgeable local aviators and officials are in agreement and all we need is for the FAA to condone.

On Saturday, the day following the meeting, Congressman Bartlett and his wife Ellen visited M-ASA. It was a picture perfect day. The Congressman took a glider ride with Glenn and his wife made a sightseeing tour with Dick in his Luscombe. Those of us on the ground pointed out the problems with co-mingling power and glider traffic on the paved runway. I was sort of hoping for a strong Northwest Wind to add a little more excitement but the wind was calm and the power guys were on runway 5-23.

I am still optimistic that common sense will prevail and we will get back on the grass just until the new runway is built!

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From the Board...

by *Mike Higgins*

A Volunteer Organization ...

M-ASA operates as a volunteer organization, and as such has very reasonable rates for flying. If you've flown at a commercial soaring operation recently, you know that clubs like ours offer a very good value. We have no paid positions and pay for few outside services. Instead, we count on our membership to volunteer to accomplish the basic maintenance, operation, and administration functions. All members must pitch in for this system to work, and at M-ASA we have an enthusiastic and energetic pool of members to make things happen.

Each year the Board reviews the various jobs and duty assignments to make sure that the load of work is spread as fairly and evenly as possible. At the April Board meeting, we did just that and started with the acknowledgement that every member is expected to provide at least 24 hours of formal duty or service to the club each year. Of course, some people volunteer to do much more than this, and those people's efforts are much appreciated.

One of the most common club assignments is Operations Director (OD) duty on flying days. Our OD pool this year is about the same size as last year at this time, which is down from previous years due to our lower total membership. By adjusting the OD exemption system this year, we will bolster the OD duty pool which should result in most members serving as OD no more than 3 times during the season. We can't promise that someone won't be scheduled 4 times (which might happen if you served only 2 times the previous year, or if our OD duty pool shrinks during the year). Serving as OD 3 times meets the 24-hours-of-service expectation.

Please remember that as OD, you should show up at the field on your assigned day, rain or shine, and be prepared to start operations by 10am. If operations are called off due to poor weather or other reason (tow plane problem, ...), you are not expected to stay there the entire day, but you should take the initiative to accomplish some improvement project before your leave -- sweep the hangar floor, organize the clubroom, empty the garbage cans, clean up debris on the grounds, ... or ask other members if any other job needs to be done. There is always work to be accomplished at the airport -- just look for it or ask. Remember, this is your scheduled day to perform service to the club -- please contribute.

Many members who accept administration, maintenance, instruction, or tow pilot duty have been exempt from OD duty. And they certainly should be -- some of these OD-exempt jobs require far more than the 24-hour minimum level. Tow pilots now have duty 6 times or more each year. Other jobs need 50 to 100 hours or more each year to accomplish. Jobs like these will retain a full exemption from OD duty. Other jobs routinely take 10 to 20 hours per year to do, or less. Given this variation of effort, the Board went through

the entire list of support/administration jobs to assess and label each as “full exemption,” “2-day exemption,” or “1-day exemption.” If the job provides a “2-day exemption,” then that person should expect to be assigned OD duty once during the flying season. For a “1-day exemption,” expect to be assigned 2 times. Again, we can’t guarantee the number of assigned OD duty days, but it should generally work out that way.

The Record Keeper position will still serve more than 3 times during the year – likely 4 or 5 times, in fact. Since this is a position normally staffed by new members in training, and usually just for one season, we hope and expect that this level of service is bearable. I also suggest that, at the OD’s discretion, the Record Keeper can be released to fly during the day if the operational pace is slow.

The Board believes that this new approach will result in a fair distribution of the work necessary to make the club function. We will contact the various support jobholders in the coming week and let them know of their exemption level. I thank everyone for pitching in and making the club a success.

Mike Higgins
M-ASA President

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Getting in Touch

by Alan Meyer

Getting in touch with other people in the club is easy. The electronic roster has all the contact information, is always online, and is as up-to-date as we members keep it.

To use the roster, go to: www.m-asa.org—roster.pl, <<http://www.m-asa.org/cgi-bin/roster.pl>> or click the “Club Roster” link from the home page. Enter your first and last name and password and you’re in.

If you don’t know your password but you think there is a valid email address on file for you, just click “Email me a new password”. Within seconds, a random password will be generated and emailed to you. Then unclick the box and login with the new password. After you login you can edit your record, bring everything up to date, and reset your password to whatever you like. You can also see the full roster or any subset you like, like just tow pilots or instructors. There’s always a Help link at the top of each page if you don’t know what to do.

If you don’t know if there’s an email address on file for you, that’s no problem. Send an email to the roster maintainer (roster@m-asa.org or <<mailto:roster@m-asa.org>>). He can edit your record for you and put in your correct email address, granting you access.

There is also a condensed, downloadable PDF version of the roster available if you want to print it. After logging in, click “Last PDF Roster” to download it. It’s only refreshed from time to time so it’s not always 100% current, but you can always see the current view online.

The club also has email aliases for some club functionaries. These aliases will be kept up to date so that if one person hands over the job to another, the email address stays the same.

Here are the current email aliases:

Chief flight instructor:	chief_instructor@m-asa.org
Contest manager:	contest-manager@m-asa.org
Convector editor:	convector@m-asa.org
Roster maintainer:	roster@m-asa.org

Duty scheduler: scheduler@m-asa.org
 Webmaster: webmaster@m-asa.org

The m-asa.org email addresses are automatic “forwarders”. Email sent to one of them will be immediately forwarded by our Internet server to the regular email address of the person with that role.

If anyone else would like to have an email address for official club business, please send an email to me (webmaster@m-asa.org) and I'll set it up.

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Flight Instructor and Tow Pilot Safety Seminar

Date: Saturday June 16, 2007

Time: 7:00 PM – 9:00 PM

Place: Frederick Hangar

Topic: ***M-ASA's Safety Culture- What are we doing well and what can we be doing better?***

This year's combined Flight Instructor/Tow Pilot Safety Seminar will be somewhat different in structure. The purpose of the seminar has not changed- to enhance/improve the safety culture within M-ASA. However, the attendees' participation will drive the seminar's outcomes, with facilitation provided by Glenn Collins (M-ASA Chief Instructor) and Lance Nuckolls (M-ASA Chief Tow Pilot). Pizza and drinks (nonalcoholic) will be provided.

If you are a M-ASA flight instructor or tow pilot and cannot attend, please make alternate arrangements with Glenn or Lance. All M-ASA members are welcome to attend on a “space available” basis.

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LBL Win at Perry Regionals!

by *George Green*

M-ASA was well represented at the Region 5 South super regional held at Perry, South Carolina.

Baude Litt (LBL), Mike Smith (XM) and Convector editor, Fred Mueller(FM) flew in Standard class and yours truly (5) flying in the 15 meter class.

As one of the first of the season's contests, it attracts not only the best pilots of the region but also some of America's best, including most US team members, anxious to make their mark in the 2007.

Well, it was an exciting contest in more ways than one. At the beginning of the week, we were subject to heavy gales ,strong winds and lightning which wiped out both practice days and the first contest day. Secondly, there was a dreaded Perry virus or flu which nailed more than a few pilots. Several, including Monty Sullivan, packed up and went home during the week. Baude and Christiene Litt arrived suffering from their own Belgian brand of flu but managed to shake it off by weeks end.



LBL, FM, and XM on the Grid at the Region 5 South regionals in Perry, SC

photo by Fred Mueller



Al and Rhonda Tyler, hosts of R5S (Perry Regionals)

photo by Fred Mueller

The final disaster was when the news came in on the Monday that Dale Kramer, the Canadian Standard class champion (and now married to Carmen Waters, who is ex MASA) had crashed on the ridges south of Seneca Rock on a record distance attempt. The bad news, which kept trickling in, little by little, really put a damper on the pilot's normal ebullience. Heinz Weissenbuehler, Andy Gough, Karl Striedeck and their crew (wives) all bailed out and headed north to see how they could help out. John Good, who was flying with Dale, turned out to be the hero of the piece, according to all reports, by taking control of the various rescue efforts, and getting them organized in a timely manner to save Dale's life, which was hanging in the balance.

Back to the flying. We got four days in , with plenty of variety of conditions, ranging from blue survival conditions on day one to cloud streets at 6000 feet and 6kts on day three. Speeds got up to the upper 60s and distances in excess of 200 miles. Baude Litte flew consistently against a very competitive field and won a convincing victory.

Mike did well also to come in 5th, Fred had a bit of bad luck on his first day which put him further down the field. Yours truly managed an 8th which was OK given the class of pilots, in 15 meter.

Al and Rhonda Tyler organized, as usual a great program of evening function, which cheered us up from all the other vagaries of the week. Hope I get in next year!!!

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It's Never Too Late to Have a Plan.

by Rick Fuller (CL)

It's Never Too Late to Have a Plan.

Many soaring manuals talk of having a plan for each phase of flight. You've heard the arguments for having a plan for premature termination of the tow; they strongly suggest having a plan if the rope breaks at various stages of the takeoff. At the last two M-ASA Annual Safety Meetings I've talked about landing options and showed how many we are fortunate to have at both Frederick and Fairfield.

It's amazing how quickly the human mind can devise a plan and all it's alternatives, especially when your well being is at stake. On the nicest spring day this year, the Fairfield task was Carlisle => Potomac => Waggoner's Gap => Fairfield. After a few 6-8 knot thermals to 6500 feet, I found myself scratching at 2000 feet looking for lift over Carlisle. It wasn't my day and I limped south along the foothills on the west side of the Cumberland Valley. I managed to drag myself into the Five Lakes airport at 1300 feet and committed to land there (my third visit in as many years). Turning base I noticed a gaggle of about two dozen Canada geese grazing between the orange cones marking the approach end of the runway. Hmmm, this is new.... need a plan.

Rolling final I decided that if the flock was spooked and launched before I get there, I would fly under them since there was a nice wide, well kept overrun. That was Plan A. Plan B was devised to cover possibility that they decide to hold short; I would fly over them. If it got too late to execute Plan A or B, and the geese decided to lift off nanoseconds before my arrival, Plan C was to fly the aircraft, hold on tight and "die doing what I love". Much less desirable.

About 150 feet from the runway, as I neared the decision point for Plan A, the geese all raised their heads, looked in my direction, and started milling about different directions. They looked like a rapidly formed, but aimless committee trying to devise their own plan for responding to the big white predator bearing down on them. I continued. The committee chair announced their decision, they lifted off in unison and flew perpendicular to the runway....nice decision on their part. I executed my Plan A and landed short, but safe.

I met a nice gentleman and his son from Fayetteville fishing in one of the man-made lakes there. I told him my geese story and he said, "Yup, we get a lot of those".

Fly Safe.



Safari Group Decides on Mifflin

by Gary Baker

The safari group met on Saturday, Apr 14th and decided to safari closer to home this year by traveling to Mifflin, PA which is about a 3 hour drive from Frederick. The trip dates will be Jun 1 through Jun 10th. Mifflin has hosted numerous contests and is a tried and proven soaring site with both ridge and excellent thermal soaring. Towing has been confirmed for all 10 days. Tows will cost \$20 for the first 1,000 feet and \$10 for each 1,000 feet thereafter.

Camping and showers are available on site, as are hookups for some recreational vehicles. A listing of bed and breakfasts, and motels will be forthcoming but according to Butch Thompson (local tow pilot) there are plenty of accommodations available within a reasonable distance.

Detroit sectionals are the charts needed for the area.

The MASA Board of Directors has approved the use of the club Grob Twin Astir located at Frederick for the entire timeline which will provide an opportunity for dual flights and ridge training.

In order to forecast tow plane needs, Butch has requested that we provide him with an estimated number of sailplanes that will be planning to attend. Please email Gary Baker at: isoaru2@aol.com <<mailto:isoaru2@aol.com>> if you plan to attend and what dates you may be there. Alternatively you can call him at 703-455-9371.

Information about B & B's, etc.. will follow by email blast.

Let's Get Soaring Moving Again

by Jim Kelleff, Director

Soaring Society of America, Region IV

Let me share with you a note I got this morning from a Region IV pilot that really set me to thinking. It's from Tim Long of the Cumberland Soaring Group, and he says, in part:

I recently made a small donation to the Society to aid in the recovery from last year's financial problems. . . It also occurred to me, that if a everybody in the SSA ponied up \$20 (basically the cost of one tow), we could be nearly instantaneously out of debt. When all the griping, fingerpointing, and gnashing of teeth is finished, there isn't anybody who belongs who shouldn't be able to forego one tow this season and send the money to the Society. For better or worse, it belongs to all of us, and it's worth saving. I would just like to see the debt retired quickly, and not allow it to drag on for years. These thoughts are probably not original, but they are sincere. It's time to quit whining and head on down the road!

I couldn't agree with Tim more. Some time back, when SSA made an appeal for the Eagle Fund, I sent in a similar small (\$25) contribution. And Tim's right – there were 12,093 SSA members at the end of February, and if each member just gave \$25, we'd raise \$302,325 – or \$42,325 MORE than our currently projected recovery debt (see the latest financial report on the SSA website).

Please think about it. Give yourself a gift by giving to the SSA's Eagle Fund. Let's get moving again.

AOPA Day

by Jean Posbic

June 2nd 2007 is AOPA day in Frederick, and the last few years we have been able to take one of the gliders in the FDK hangar (club or private) to promote soaring at this occasion. As I cannot do it this year, I would like to hear from any volunteers that are willing to spend the day (it's a Saturday and the FDK airport is closed early in the day) with a glider and literature from the club. Please call me at the earliest and I can share more details about the registration and other logistics needs.

FOR SALE: Security Seat Pack Parachute, highest offer over \$650 will take it, free shipping, contact ex-M-ASA member John Brent at 601-796-4932 or jtbrent@bellsouth.net.

FOR SALE: Schweizer 1-35C, 2400 hrs, open trailer, Winter & Cambridge varios w/ netto. Time for paint. Contact Paul Rehm at 540-882-4251.

FOR SALE: 1/5 memberships offered in '47 Luscombe 8E, all metal, 30 gal fuel, good looking interior, new glass, Cessna seats, GPS, Com+transponder, low-time engine, hydraulic breaks, wheel pants. Based at FDK, well run LLC, 3 year operation. Put the fun back in flying basic stick and rudder, plus tail wheel endorsement. All at a cost that is really affordable. Call me for a demo. Dick Bernstein 240-446-5827

Task Day Scores

by Sarah Macpherson

Date	OC	DM	LBL	9X	CL	A2	PC	KL	T1	13
March 25	0	387	1000	0	0	0	0	0	0	0
April 21	1000	967	0	0	252	791	0	0	0	0
April 22	1000	0	0	0	0	0	771	699	500	0
April 29	0	0	0	1000	596	0	0	0	0	0

Date	P6	L9	T8	HH	9	E15	80	OB	FM	RJ
March 25	0	0	0	0	0	0	0	0	0	0
April 21	0	0	0	0	0	0	0	0	0	0
April 22	0	0	0	0	0	0	0	0	0	0
April 29	0	0	0	0	0	0	0	0	0	0

Date	XM	5	9S	2ET	2GB	4	UU	DW
March 25	0	0	0	0	0	0	0	0
April 21	0	0	0	0	0	0	0	0
April 22	0	0	0	0	0	0	0	0
April 29	0	0	0	0	0	0	0	813

Task Day

The Capacity to Reformulate Competition Strategy

by Chris O'Callaghan (OC)



#1. Skill Managing the Aircraft – March

#2. Skill Assessing the Evolution of Weather Conditions – April

#3. The Capacity to Reformulate Competition Strategy

So that we don't get confused, let's differentiate terms (which will serve as a preface for next month's skill discussion as well). Strategy is a long term plan of action targeting a goal. Tactics, are the specific actions employed to implement the strategy.

Your soaring strategies must be preconceived, and you'll need as many as the competitive environments you are likely to encounter. Weather conditions, your competitors, your standing, your equipment, your strengths and weaknesses are among the factors to be considered when formulating and applying a strategy to guide your tactical decisions.

Several years ago, Baude Litt (LBL) was in the lead on the last day of the contest. His closest competitor was Mike Smith (XM). Since Baude's goal was to win the contest, a strategy of keeping Mike in sight meant that Mike would be unable to pull a coup. If Mike employed a strategy that might win him the lead on the final day, Baude would be there to capitalize on it as well. A very good competitive strategy; one used in many types of racing.

Of course, most of us don't typically find ourselves in a position of defending the championship of the final day. Instead, we need to employ strategies that will keep us high in the standings throughout the contest.

Here's a simple example. Blue days can be extremely challenging, even when the lift is strong and high. The problem comes in finding the lift, since there are typically no significant visual cues to guide you. It's far too easy to wander into a sink street on a blue day, and it typically takes much longer to identify the error and correct it.

Experienced pilots understand that a winning performance in the blue almost always demands flying with the "fast gaggle." And even if you can't find the fast gaggle, any gaggle is better than none.

Of course, the Brigliadores assume you already have a quiver full of strategies. What they're interested in addressing is your ability to change strategies on course. If you cannot consciously "shift gears," then it's unlikely that you will apply the tactics needed to optimize your performance in a changing competitive environment. And I think where most of us fail ourselves is in not putting in the time on the ground to establish a half or a baker's dozen clear strategies to guide our tactics. Without them, the gears grind, leading, at best, to a very slow performance, and at worst, to a long wait for the trailer.

Most of us have the experience to come up with a few different kinds of race days. As an experiment, define these. Blue days, ridge days, streeting, lots of competitors, few competitors, ASTs, MATs, TATs, leading, trailing, and permutations thereof. For each of these situations, figure out which tactics are best suited to the conditions. Memorize them. Then, with each flight, choose a strategy and apply it. If the conditions change, choose another strategy, and apply it, letting it guide your tactics. You might find it's much easier to make decisions if you have a guide ready at hand.

Define your gears, then choose the one suited to the road ahead.

Duty Schedule

<i>Date</i>	<i>Field</i>	<i>Safety Officer (OD)</i>	<i>Tow Pilot</i>	<i>Record Keeper (AOD)</i>
05/05/2007	FDK	Mehrdad Bayat	Karl Bernstein	John Thornhill
05/05/2007	FRF	Kai Rasmussen	David Schober	
05/06/2007	FDK	Steven Silverman	Bob Ball	Victor Koshmaryk
05/06/2007	FRF	George Burns	Mike Grinder	
05/12/2007	FDK	Mitch Lambros	Sam Harry	Elizabeth Rhodes
05/12/2007	FRF	Bob Kryzstan	Dave Pixton	
05/13/2007	FDK	Gary Miller	Glenn Collins	Ricky Cordell
05/13/2007	FRF	Baude Litt	Bill Savory	
05/19/2007	FDK	Wilmar Sick	Robert Jackson	Steven Oxman
05/19/2007	FRF	Richard Latoff	Pete Welles	
05/20/2007	FDK	Tom Jones	Dec Torgerson	Steven Shelton
05/20/2007	FRF	Jim Lewis	Rich Horigan	
05/26/2007	FDK	John Wallin	Bob Andrew	Paul Jessop
05/26/2007	FRF	Christophe Blanchi	Jim Chick	
05/27/2007	FDK	Mark Segall	Lance Nuckolls	Mel Donahoo
05/27/2007	FRF	Chris Scarlett	Don Robb	
05/28/2007	FDK	Dick Mott	Karl Bernstein	David McConnell
05/28/2007	FRF	Mike Vore	Jim Trygg	
06/02/2007	FRF	Laura Hession	Buddy Denham	
06/03/2007	FDK	Peter Kern	Hans Jorgensen	Robert Gardner
06/03/2007	FRF	Chris O'Callaghan	Mike Smith	
06/09/2007	FDK	Gyorgy Fekete	David Schober	Gary Cassell
06/09/2007	FRF	Todd Wichman	John Machamer	
06/10/2007	FDK	Eric Schuyler	Mark Mercer	Warren Oxman
06/10/2007	FRF	Kai Rasmussen	Mike Grinder	
06/16/2007	FDK	Holland Ford	Sam Harry	Victor Koshmaryk
06/16/2007	FRF	John Hearn	Chuck Forrester	
06/17/2007	FDK	Mitch Lambros	Bob Ball	Eric Thesing
06/17/2007	FRF	David Weaver	George Green	
06/23/2007	FDK	Dan Meyer	Karl Bernstein	David McConnell
06/23/2007	FRF	Milan Petkovic	David Pixton	
06/24/2007	FDK	Luis Fernandez	Glenn Collins	Earl Hill Jr
06/24/2007	FRF	Guy Pfeffermann	Bill Savory	
06/30/2007	FDK	John Wallin	Hans Jorgensen	Robert Gardner
06/30/2007	FRF	Rick Fuller	Buddy Denham	
07/01/2007	FDK	Gary Miller	Robert Jackson	Paul Jessop
07/01/2007	FRF	John Mitchell	Mike Smith	
07/04/2007	FDK	Peter Kern	Dec Torgerson	Benjamin Mwendwa
07/04/2007	FRF	David MacVeigh	Pete Welles	
07/07/2007	FDK	Steven Silverman	David Schober	Gary Cassell
07/07/2007	FRF	Peter Blacklin	Rich Horigan	
07/08/2007	FDK	Roger Thompson	Bob Andrew	Stanley Faust
07/08/2007	FRF	Bob Kryzstan	Jim Chick	
07/14/2007	FDK	Gyorgy Fekete	Mark Mercer	Steven Shelton

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<i>Date</i>	<i>Field</i>	<i>Safety Officer (OD)</i>	<i>Tow Pilot</i>	<i>Record Keeper (AOD)</i>
07/14/2007	FRF	Jim Homer	John Machamer	
07/15/2007	FDK	Nathan Butler	Sam Harry	Nicolo Costanzo
07/15/2007	FRF	Baude Litt	Don Robb	
07/21/2007	FDK	Michael Hearn	Karl Bernstein	John Thornhill
07/21/2007	FRF	Richard Latoff	Chuck Forrester	
07/22/2007	FDK	Wilmar Sick	Bob Ball	Warren Oxman
07/22/2007	FRF	Jim Lewis	Mike Grinder	
07/28/2007	FDK	Tom Jones	Hans Jorgensen	Ricky Cordell
07/28/2007	FRF	Christophe Blanchi	Buddy Denham	
07/29/2007	FDK	Mark Segall	Glenn Collins	Gerald White
07/29/2007	FRF	Chris Scarlett	Jim Trygg	

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.

What Next for region IV?

by *Jim Kellett, Director*
Soaring Society of America, Region IV

Well, the May Issue of SOARING should be in your mailbox by now. And with it, on page 12, is the call for nominations for those Regional Directors whose terms expire at the end of 2007, including ours – Region IV. It gives a deadline of June 30 for snail-mail or faxed nominations for Regional Director.

The last three years have been tumultuous ones for soaring and for SSA in particular. The next three years will continue to be challenging, although we really can now see light at the end of the tunnel. In the next three years I think it is likely that you will see a major restructuring of the Society, possibly (likely?) including the composition, size, and activities of its Board of Directors; I know these are topics being deliberated as I write by the Future Restructuring Task Force, whose report is due back to the full Board of Directors in September.

From the beginning of my term as Director I expressed the intent to serve one term, work toward some specific goals, and then support a younger candidate for the positionwe reiterated that in our March 6 "Ramblings" solicitation (q.v.) for nominations for candidate to replace me as Regional Director, along with my commitment to work closely with a new Director to quickly bring him/her up to speed. In the intervening two months, we've been – ahem – shall we say, underwhelmed by the response.

You wouldn't be getting this newsletter if you weren't passionate about our sport. I really believe that passion should, for some of the more experienced of us, extend beyond racing in contests, getting badges, doing flight instruction, towing, etc . . . and provide support and leadership for the national organization on which we all depend to provide the infrastructure that keeps us all in the air. We should not simply assume 'some other guy takes care of it' when it comes to our Society.

I really, really wish there was a spirited competition in our Region for the privilege (and, to be honest, great fun) of serving as Director. This service is too important a part of our sport to take for granted or, worse, not viewed as relevant. Therefore, I will consider continuing if I am nominated by the required number of members in Region IV by the deadline date. Let's see what happens . .

WHO TO CALL

Godfathers:

Grob 103 (FDK)	
Grob 103 (FFD)	Chris Williams
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)	Jerry White
SGS-2-33 (FDK/R&W)	Jim Furlong
SGS 1-36	Gary Baker
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 May
Field Safety Officer:	Rick Fuller (FFD) Dan Morris (FDK)
Fairfield Facility Manager :	George Burns
Frederick Facility Manager:	
Mentor Program Lead:	Wayne Elseth
Membership Chairman:	Hope Howard
Convector Editor:	Fred Mueller
Flight Sheet Manager:	David Pixton (FFD) Bob Dutilly (FDK)
Hangar Waiting List Officer:	Danny Brotto (FFD) Bill Whelan (FDK)
Roster / Mailing List:	Dan Meyer
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.)

Mid-Atlantic Soaring Association

Board of Directors:	Preston Burch Robert Jackson Hans Jorgensen Jean Posbic James Trygg
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Officers:	President - Mike Higgins Vice President - James Trygg Secretary - Bill Whelan Treasurer - Hans Jorgensen
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Club Introductory Meetings

By Wayne Elseth

We are continuing our series of M-ASA Club Introductory Meetings for 2007. The intent for these meetings is to quickly bring a prospective, new, or returning club members up to speed in club procedures, safety, flight operations, and related topics. The meetings are held monthly, typically alternating between Frederick and Fairfield (but not always), on the Saturday after the monthly club meeting, at 9am. We have a prepared presentation that takes around 1.5 to 2 hours to run through explaining how we run our operations. For folks who can't attend a Saturday morning meeting, we can arrange a personal briefing at a more convenient time. The information being presented is important and we want everyone to attend one of these briefings prior to flying.

If you are interested in being a presenter please contact Wayne Elseth.

May 12	Frederick	9am
June 9	Fairfield	9am
July 14	Frederick	9am
August 11	Fairfield	9am
September 15	Frederick	9am
October 13	Fairfield	9am
November	Only if requested	
December	Only if requested	