

CONVECTOR

October
2008

NEWSLETTER OF
THE MID-ATLANTIC SOARING ASSOCIATION

photo by Fred Mueller

From the Board and R4N <i>Cover-page 2</i> <i>by Mike Higgins and Bob Jackson</i>	Editors Call <i>page 3</i> <i>Fred Mueller</i>	Duty Schedule <i>page 4</i>	For Sale and More <i>page 5-6</i>
--	---	---	---

From the Board

by Michael Higgins

FDK Turf Runway Situation. We continue to work with the airport management, the City, and the FAA to regain the use of the grass runway. Unfortunately, this continues to be hung up with the FAA airports people who say that the grass runway doesn't meet FAA standards. It's made more complex due to the politics and maneuvering going on with the City and FAA to get approval for the various airport improvement projects (runway extension, new hangars, and tower). Despite these hurdles, the club officers continue to push for the official approval to resume grass operations. Until that happens, we must continue to launch on the 12-30 pavement, and use the pavement as the primary landing runway. Use the parallel grass (or other areas) only as a secondary landing zone in the event the pavement is not clear or safe.

Safety Comments. Several items to note this month:

- First, while flying near Fairfield yesterday I notice that the new cell tower on Jack's Mountain is now fully erect and complete. We'll need to be aware and cautious of this new glider-catcher. Many of us use the slopes and crest of Jack's Mountain to do low saves or to cling to the sky while waiting for the day to start. Keep your heads up for this new structure.
- While thermalling over Frederick City last month at 5,000' I had a southbound Regional Jet pass uncomfortable close directly under me, and a minute or two later, another airliner passed at my altitude a mile to the east. Those who fly at Frederick know that this is not an uncommon situation. In last month's Convector, Rick Fuller reminded us to call Potomac TRACON at the start of each FDK operating day to let them know gliders will be in the air. We believe that the controllers will pass this information on to the Dulles inbound traffic, who will then be aware of our presence. It's important to do this, but we can't count on the air transport pilots seeing a small glider. When flying over FDK above 4,000' it is absolutely crucial that pilots not climb ▶

Events Calendar

October/November
Club Introductory Meeting,
contact Wayne Elseth (see page
12)

October 12th-18th
Region IV North Championship

October 25th-26th
Freedom's Wings International

▶▶ any closer than 500' to cloud base and keep a close watch outside of the cockpit for approaching traffic – particularly traffic descending from the north. During that phase of an approach a commercial jet will cover a mile every 15 to 20 seconds. And they're hard to see coming straight at you more than 2 – 3 miles out – so you have only two brief chances to look north and see an approaching jet when thermalling. Look every turn!

- Given that gliders occasionally do land on the grass at Frederick (as noted above, this will likely continue to be used as a secondary landing area if the main runway is not clear or safe), we must be very diligent not to walk to drive onto the grass without first looking for traffic. If you see anyone carelessly coming across the grass, please tell them about this potential hazard. We must all work to build awareness and avoid an accident.
- Finally, new CFIG Paul Rehm has volunteered to take over the role of FDK Safety Officer from Dan Morris. Thanks, Paul, for stepping up. And thanks, Dan, for doing this job for the past two years. Any member may contact Paul directly concerning safety issues at FDK.

Region 4 North Contest. Our contest is becoming quite popular. We now have close to 40 pilots registered, and if the weather looks favorable going into the week, will likely have nearly 45 pilots on the first day. This is starting to press the limit of the facility, and we'll likely set a maximum of 40 contestants for next year. Please remember that all M-ASA members are welcome to come to help and join the social events. Dinners are planned at the hangar several nights that week, and the big banquet is set for Thursday evening October 16th.

Annual Banquet. Mark your calendars for the evening of Saturday January 10. We'll be having the M-ASA Annual Banquet that night, again at the Ceresville Mansion just north of Frederick. More news will be released in coming months as our banquet speaker is selected.

Finally, there's only six weeks left in our soaring season. Come out and fly...

R4N

by Bob Jackson (RJ)

The R4N Contest is shaping up nicely and we now have 43 entrants. There will undoubtedly be some additions and dropouts but we are expecting to host 40 sailplanes in four classes - 15M, Standard, 18M and Sports. The practice day is Sat. October 11th and the contest runs October 12th through October 18th. All M-ASA members are invited to participate in the hosting chores on any or all of the days. Joan Jackson is planning the meal schedule and she can use all the help she can get. The two main cookout events are on Tuesday the 14th and Friday the 17th. The price is \$17 per person for each meal which includes Antietam Dairy on Tuesday. On Thursday we are having the contest banquet at Hickory Bridge Farm at a price of \$30 each. This place is so popular we have to schedule it a year in advance. If you would like to help with the contest or just spectate please give a call to me or Joan on or before Wed. October 8th so we can plan accordingly. (717-642-9886).

Editors Call

by Fred Mueller

Every month I send out a call for submissions for inclusion in the upcoming Convector newsletter. Often the response is overwhelming and it is obvious that members have spent a significant amount of time and effort thinking about and preparing their work; for this I am personally appreciative and the club is fortunate to have their work.

From time to time, I am asked about the preferred format for submissions both editorial and pictorial. I will offer some guidelines.

I can accept the written articles in just about any word processing format that you can produce but a simple text file or even an email is perfectly OK and preferable since it will save me the effort of undoing any formatting that is not compatible with the look and feel of the newsletter. If you are submitting an article that contains a table, plain text is still preferred, but rest assured that I can deal with tables produced in both MS Excel or Word.

Photographs and illustrations. Not surprising, the preferred format is a computer file of some sort. Photographs are preferred in a jpeg format which is what most digital cameras produce by default. It is preferred that you send me the original file without altering the file size. "Point and Shoot" digitals all produce completely fine images suitable for publication, so don't hesitate to carry your camera with you at the airfield. Pictures of everyday operations are highly desirable and needed. Sending photographs resized for email leaves me with a file that is often too small for use. If you feel you must resize (or crop) your digital images, please leave me with a high quality file that is at least 1 megabyte. If you have any doubts about whether your file is suitable call or email me. If you haven't made the transition to digital photography or have old photographs or slides that you would like to submit I have the ability to scan both prints and slides. Send the prints or slides to me indicating whether you need the originals returned and I will take care of the rest. The same goes for any illustrations that you may wish to see in the Convector.

Far more important than getting the article or picture into the preferred format is simply putting pen to paper (fingers to keyboard) or putting the camera to your eye. Young or old, new to the sport, or a grizzled veteran of the skies, your vision and perspective is wanted, needed and valuable to us all. The young learn from the old and the old learn from the young.

Flood my mailbox.



Early Morning Pre-Flight

photo by Jim Furlong

Duty Schedule

by Ray Watson

<i>Date</i>	<i>Field</i>	<i>Operations Director (OD)</i>	<i>Tow Pilot</i>	<i>Assistant Ops Director (AOD)</i>
10/4/08	FDK	Mike Vance	Dan Morris	William Hartung
10/4/08	FRF	Laura Hession	Pete Welles	Lucien Tessier
10/5/08	FDK	Eric Schuyler	Dick Bernstein	Rick Niles
10/5/08	FRF	Guy Pfeffermann	Mike Grinder	Dowdy Jackson
10/11/08	FDK	David McConnell	Bob Ball	Herb Hoffman Jr
10/11/08	FRF	Mike Vore	Don Robb	Don Emert
10/12/08	FDK	Nathan Butler	Bob Gardner	Stanley Faust
10/12/08	FRF	Manfred Beutgen	Jim Chick	
10/13/08	FDK	Bill Whelan	Lance Nuckolls	Janice Farr
10/13/08	FRF	Stefan Schroth	Mike Smith	
10/18/08	FDK	Edward Breau	Mark Mercer	Mel Donahoo
10/18/08	FRF	Rick Fuller	Rich Horigan	
10/19/08	FDK	Gary Baker	Bob Andrew	Zach Bowen
10/19/08	FRF	Richard Latoff	Bill Savory	
10/25/08	FDK	Steven Shelton	Dee Torgensen	Rich Matheus
10/25/08	FRF	Chris O'Callaghan	Hans Jorgensen	
10/26/08	FDK	Dan Meyer	Dick Bernstein	William Hartung
11/1/08	FDK	Holland Ford	Bob Ball	Lucien Tessier
11/1/08	FRF	Erik Nelson	Bob Jackson	
11/2/08	FDK	Mario Piccagli	Bob Gardner	Earl Hill Jr
11/2/08	FRF	John Hearn	Buddy Denham	
11/8/08	FDK	Steve Kidd	Mark Mercer	Don Emert
11/8/08	FRF	Christophe Blanchi	Pete Welles	
11/9/08	FDK	Luis Fernandez	Bob Andrew	Herb Hoffman Jr
11/9/08	FRF	Bob Kryzstan	Mike Grinder	
11/15/08	FDK	David McConnell	Dee Torgerson	Janice Farr
11/15/08	FRF	Peter Blacklin	Don Robb	
11/16/08	FDK	Steven Silverman	Olin Kinney	Steve Bates
11/16/08	FRF	Jim Lewis	Jim Chick	
11/22/08	FDK	Peter Kern	Bob Ball	Bob Filipchuk
11/22/08	FRF	Jim Homer	Mike Smith	
11/23/08	FDK	Gyorgy Fekete	Dick Berstein	Lucien Tessier
11/23/08	FRF	David MacVeigh	Rich Horigan	

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.

FOR SALE: Libelle H301 N7879. Basic instruments, all aluminum trailer (the "Lufthansa", "Toto Lotto" trailer). Current annual and flown this year. Contact Alan Meyer, 410-833-5979, ameyer2@yahoo.com.

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: 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

FOR SALE: **SGS 1-26B-#338**, recent museum quality restoration-Army Air Corp color scheme, with trailer and many accessories. may be one of the best 1-26's around. Located: M-ASA Frederick \$7300 Call Jack Goehring, Cell 703-727-8941, Office 703-821-8222

FOR SALE: **Discus B** with only 350 hours. Manufactured by Schempp-Hirth (Germany) in 1986. Sage vario with averager, M-Nav, Becker Radio, ELT, oxygen, tilt up instrument panel, tail wheel, light blue tinted canopy. All aluminum Cobra trailer with glider assembly gear. This glider and trailer is in mint condition, always hangared and cared for. Gel coat, canopy and interior are in excellent condition, extremely clean. Glider is located at Fairfield, Pa, registration n44uu Contact Milan at e-mail: petkovicmilan@aol.Com



FOR SALE: **1969 Slingsby T49B "Capstan"** For Sale. S/N 1664, 2-Place side by side, 479 lb payload, 30:1 L/D, laminar wing, all wood construction, May 2008 Annual, basic instruments, US standard airworthiness certificate, mild aerobatics, terminal velocity divebrakes, worlds largest Cobra trailer (2001), true one man rigging system (20-30 minutes), great dual cross county trainer. Lots of fun to fly. \$24,000.00 Located in Northern Virginia. Contact Shane Neitzey (C)571-259-0042 (O)703-335-8185 (H)703-753-3806 shanessigns@mindspring.com



M-ASA Member Paul Jessop in the back seat of a DG505 over the Spanish Pyrenees

photo by Paul Jessop

WHO TO CALL

Godfathers:

Grob 103 (FDK)	Victor Filipchuk
Grob 103 (FFD)	Chris Williams
Grob 103 Trailer	Milan Petkovic
Ka-7	Paul Rehm
Ka-8	Jeff Rose
Pilatus B-4	Danny Brotto
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	Jeff Rose
Tug N7799Z (FFD)	Bob Gardner
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:	Vacant
Field Safety Officer:	Rick Fuller (FFD) Paul Rehm (FDK)
Fairfield Facility Manager:	Val Brain
Frederick Facility Manager:	Mehrdad Bayat
Mentor Program Lead:	Wayne Elseth
Membership Chairman:	Hope Howard
Convector Editor:	Fred Mueller
Flight Sheet Manager:	Rick Cordell (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 Michael Higgins Hans Jorgensen Jean Posbic Daniel Morris
Officers:	President - Michael Higgins Vice President - Dan Morris Secretary - Manfred Beutgen Treasurer - Michael Hearn

Club Introductory Meetings**By Wayne Elseth**

We are continuing our series of M-ASA Club Introductory Meetings for 2008. 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. Intro meeting are held the Saturday after the General Club meeting, rain or shine. Check with Wayne Elseth for last minute changes to time or location via email: masa@elseth.net or 443:812-8815. If you can't make it to one of these flying-day meetings, I'm always happy to get you going with a personal briefing if you contact me. 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.

August 9	Fairfield
September 13	Frederick
October/November/December Only if requested	

Events Calendar

see front page

If you have an event you would like to appear in the Convector, email convector@m-asa.org