

CONVECTOR

NEWSLETTER OF
THE MID-ATLANTIC SOARING ASSOCIATION



November 2009

image based on photo
by Rick Latoff

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From the Board

by Michael Higgins (WM)

FDK Facility Lease News. The club is now negotiating with Frederick City to resolve our hangar lease issue. No news yet on how this will turn out, but the Directors are determined to resolve this in the best long term interests of M-ASA. The club held an open membership meeting on 23 October to discuss the hangar issue and possible solutions. Attendance was low that night, perhaps due to the weather. For those who missed the meeting, please contact any club Director or Officer with questions, comments, or ideas on the subject. As these discussions with the airport/city advance to a resolution, we'll issue e-mails or Convector communications to keep members up-to-date.

It is increasingly clear that M-ASA's long term prospects of operating at FDK airport are not good. Given that, the Board has decided to launch a team of M-ASA members to address challenges and solutions for exiting from FDK and either consolidating into Fairfield or moving to another second site. This Transition Team is made of these M-ASA members:

- Jeff Rose
- Gary Baker
- Bob Jackson
- Ben Mwendwa
- Chris O'Callaghan
- Val Brain

If you have ideas or concerns about a possible exit from Frederick, please contact any of these team members or a M-ASA Director or Officer. This possible move is a major milestone for the club and we very much want input and ideas from the full membership.

Fleet Update. The Fairfield Grob 103 now has a new "Ridge Sewing" canopy cover. This cover comes with a storage bag which is kept in the cockpit. Please keep the cover in the bag and in the aircraft when not covering the canopy. Don't leave the cover on the hangar floor where it will pick-up dirt. Also, please remember to remove the battery from the Grob at the end of the flight ▶

Events Calendar

November-December
**Club Introductory Meeting-upon
request contact Wayne Elseth (see
last page)**

▶▶ day and put it on the charger. A dead battery can serious slow down the start of the day for the next G103 user.

The red-white 2-33 (Miss Daisy) wings will be moved to Fairfield in November to finish the wing skin replacement process. Rich Horigan has volunteered to do this work in his Fairfield shop. Thanks Rich. We're shooting to have this 2-33 back up and flying by year end.

Region 4 North Contest. We put another successful contest in the history books at Fairfield last month. Many thanks to Preston Burch (Contest Manager) and Bob Jackson ("Chief Assistant Vice Manager") for making it another great event. Many other club members pitched in and helped, too. The entire team did a great job. The weather wasn't as cooperative as in some recent past years, but we got three contest days in before an early winter monsoon closed in on the area.

A Remembrance

by Gene Wilburn

Jim Furlong died Sunday morning, October, 18.

Jim was a good friend of long standing. I can't remember just when we met but it was an instant friendship that seemed to have been there forever. Jim was like that, every one he met was his friend. I believe our friendship began about the time he bought the Austria, SH-1 and joined M-ASA (The owner of a privately owned local glider field wouldn't let him fly that dangerous "V" tailed glider at his field).

There are so many memories of Jim they would fill a book and then some. If I get started it would be hard to find an end. He was always up to trying something wild and new as evidenced by the "Rubber Chicken" bombing missions he invented. And there was a hilarious tale of a squirrel and a motor cycle. He had planned to do voice recordings of these past exploits while in the nursing home to pass along to all of us, and maybe put in a book, but I don't believe he was able to get much of it done.



His positive sunny outlook was amazing. He could always see the bright, even funny, side of any disaster. And the endless puns, even some of those were funny. The crazy part was that this upbeat attitude usually brought him out of an impossible problem better off than he started. Consider the saga of the PIK and the Ventus. When the PIK was damaged during a botched launch - the tow pilot did not understand he was not towing a slow antique - Jim calmly climbed out of the cockpit and surveyed the damage. He didn't try to strangle the tow pilot, who quickly disappeared never to be seen again, but just put the glider back in the trailer. The hassle with the insurance company dragged on, seemingly forever, and Jim decided to upgrade to a newer glider. He located a Ventus on the West coast for a price - a fire sale price - he could manage to scrape together with the PIK still in limbo. Who but Jim Furlong could think this was a good idea? Sure, he could ▶

▶▶ always refuse to buy it if he didn't like what he saw, but that was a long journey with the possibility of returning empty handed. An owner could usually find a local mechanic who would, shall we say, overlook certain faults if the aircraft would disappear over the horizon and far away never to return and haunt him. Next year it would be a problem for someone else.

Jim asked me to go with him on this mission so we climbed into his Crown Vic with a load of music CD's and headed for Crazy Creek near San Francisco. Late one day we were cruising along, actually more like flat-hatting in a jet, near Salt Lake City and I was just about to suggest he slow down when the cop pulled us over. Jim ended up chatting and joking with the cop. We still got the ticket but he only charged him with going 90 and we didn't have to go to the station with him.

The Ventus certainly was not in new condition but looked serviceable. When Jim lowered himself in to the seat he let out a cry of pain. He had double hip replacements and the seat pan was so narrow he couldn't sit in it. He was disappointed and agonized about what to do. I told him he could sell it on the East coast for enough to get his money back and pay for the trip if he couldn't figure out a way to fly it. He bought it and we headed back. Blew a trailer tire at Lake Tahoe, near a tire shop of course. Took a side trip to Dave Nelson's shop in Michigan to study modifying the seat pan, it would require re-routing controls and not gain much. The morning after we pulled into Frederick I took a two inch stack of news papers from the re-cycle pile and plopped them in the seat pan and said "Try it". He climbed in, no screams, re-set the pedals, and said "This will work!". We found some rigid foam in the hangar carved it to fit the seat pan and that's the way he flew it from then on. The sale of the PIK covered most of the cost of the Ventus and he ended up with a higher performance glider for not a lot more money. Like I said, he always had a knack for coming out on top.

Jim always had time for others and gave of it unstintingly. It was sometimes painful to watch him go out of his way to do for others when he was already carrying such a heavy load. I've heard it said, "God will not give you a load you cannot carry". In Jim, God found strong shoulders and a willing soul.

I weep but not for Jim, he lived his life to the fullest and followed his heart. I weep for those left behind. He will be missed.



James Joseph Furlong
1935-2009

Editors Note: All photos by Vern Chapin. As some of you may know, Vern also passed away recently, Gene Wilburn will also have a few words about his friend in an upcoming issue.

Region 4 North Contest

by Bob Jackson (RJ)

Every year we are getting closer to the day when we can say “ sorry we have reached our contest limit of 40 contestants and you can’t get in.” This year we set a recent year record with 39 although about 7 didn’t sign up until the last minute. The weather this year was character building but we managed to get an official three day contest. There was a higher than normal number of landouts but the crops were mostly in and the number of suitable sites was plentiful. No damage to any ships, only pilot egos.



Of course the practice day was great but then came the challenging weather. The ridges were working but getting to them was the problem. On day two 40% of the fleet landed out on the way to or from the ridge but Baude Litt flew 347 miles at 92 MPH, Erik Nelson 264 miles at 85 MPH and John Lubon 230 miles at 68 MPH.

Day three was the real test. The overcast was thick and it seemed impossible for any lift. No one could climb but all could maintain release altitude and there were no relights so CD John Seymour opened the gate and the brave (or foolish) started out. The house thermal at Hanover was working and a new mystery



power plant produced 14 knots (reported by one contestant known for embellishment). All classes got in a day and that completed the necessary 3-day official requirement. The last three days of the week were a total wash out but I believe R4N was the only site in the East that had a complete contest this year. The winners were Baude Litt in Standard, Erik Nelson in 15 Meter, Karl Striedieck in Sports and John Murray in 18 Meter.

photos by Rick Latoff

What we lacked in weather we made up in social activities. Pat and Leo Buckley from Salem, VA were a most welcome addition. Pat is the appetizer queen of the contest circuit and Leo is the best scorekeeper in the business. Joan Jackson orchestrated two super meals at the field including lasagna on Sunday and chicken-on-a-beer-can on Tuesday. The Antietam Dairy Ice Cream Truck also put in an appearance on Tuesday. On Thursday the customary and popular banquet was held at the Hickory Bridge Farm.

One other welcome addition to the contest for the second year in a row was a contingent of Midshipmen from the Naval Academy. Four were on hand each day and pretty much ran the launch operation. It is especially nice to see a group of young aviation enthusiasts who jog everywhere, bend over with ease and call everybody “sir”. As most of you know the Middies spent the summer participating in a glider orientation program designed to help launch them to careers in naval aviation.

Preston Burch and his staff did a fine job this year under challenging conditions as evidenced by that fact that several have already signed up for next year.



R4N Contest 2009 Results				
Final Standing	Cumulative Points	Contest ID	Pilot	Glider
Standard Class				
1	2320	LBL	Litt, Baude	LS-8
2	2108	CA	Scarpelli, Pete	Discus 2B
3	1976	TO	Schroth, Stefan	DG-303
4	1692	DW	Weaver, David	LS-8
5	1691	JD	Dezzutti, John	Discus 2a
6	1664	P3	Mann, Erik	LS-8
7	1650	XM	Smith, Mike	LS-8
8	1521	WM	Higgins, Mike	Discus 2B
9	1449	EG	Spitz, Bob	ASW-28
10	1082	JB	Bearden, Chip	ASW-24
15 Meter Class				
1	2600	5E	Nelson, Erik	Ventus 2ax
2	2385	TA	Paynter, Frank	Ventus 2Bx
3	2241	KL	Lombard, Kolie	SZD-56 Diana
4	2240	GL	Leslie, Gregg	ASW-27
5	1859	G1	Macys, Robert	Ventus 2b
6	1384	93	Eisenbeiss, Duane	Ventus 2bx
7	1040	9X	Pixton, David	ASW-27
8	863	KI	Gertsen, Kai	ASW-27
Sports Class				
1	2391	KS	Striedieck, Karl	Duo Discus
2	1830	QT	Godfrey, John	ASW-27
3	1624	CL	Fuller, Rick	Discus B
4	1560	A2	Blanchi, Christophe	ASW-20
5	1358	XT	Brain, Val	PIK-20B
6	1181	V3	Dunning, Rob	LS-3A
7	1080	TD	Seifried, Paul	LS-4
8	893	HH	Horigan, Richard	LS-3
G	436	PC	Herrmann, Jim	Discus B
9	421	QS	Sare, Peppi	ASW-20
10	71	2PJ	Jones, Phil	ASW-20
18 Meter Class				
1	2527	LX	Murray, John	ASG-29
2	2522	JL	Lubon, John	ASG-29
3	2229	IA	Conrad, Bruce	Ventus c
G	1853	SM	Seymour, John	ASG-29
4	1601	QV	Kellerman, Richard	ASG-29
5	1365	SH	Shakman, Mike	ASG-29
6	1073	DM	MacKenzie, David	Discus 2cT
7	1057	OC	O'Callaghan, Chris	Ventus 2Bx

Duty Schedule

by Ray Watson

Date	Field	Operations Director (OD)	Tow Pilot	Assistant Ops Director (AOD)
11/1/09	FDK	Eric Schuyler	Ed Breau	Zach Bowen
11/1/09	FRF	Chris OCallaghan	David Pixton	
11/7/09	FDK	Mike Vance	Lance Nuckolls	Hope Howard
11/7/09	FRF	Guy Pfeffermann	Bob Jackson	
11/8/09	FDK	Rob Myhre	Bob Andrew	Rich Matheus
11/8/09	FRF	Baude Litt	Peter Welles	
11/14/09	FDK	Holland Ford	Dan Morris	Rex Bullinger
11/14/09	FRF	Kolie Lombard	Mike Smith	
11/15/09	FDK	Ben Mwendwa	Dee Torgerson	Alex Rossulek
11/15/09	FRF	Manfred Beutgen	Jim Chick	
11/21/09	FDK	Bill Whelan	Glenn Collins	Todd Rosenfeld
11/21/09	FRF	Dave Weaver	Mike Grinder	
11/22/09	FDK	Ricardo Cibotti	Olin Kinney	Dowdy Jackson
11/22/09	FRF	Kai Rasmussen	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

FAIRFIELD PRIME LOT FOR SALE. Plot of land on north side of and adjacent to Rich Horigan's hanger. 1.5 acres plus. Easy site development for aircraft or glider hangers. Direct access to clubhouse and runway. \$18,000 firm. Available January 2010. Contact George Green at gagreeen@yahoo.com

Grob 102 Astir CS, S/N 1424, N102GB, 750 hours TT, Cambridge CAV50 Variometer, Ball Model 400/6 Variometer, Terra TX760 D VHF Radio, Factory Covered Trailer, and One-Man Rigging System, Fairfield, PA, \$20,000, Contact Edward Breau Edward.Breau@navy.mil