The Leading Edge
The newsletter of the MIT Soaring Association
December 1998

Contents

News briefs

Mark Tuttle

Bond holders: Fifteen club members have stepped forward in the club's time of need to purchase bonds to enable the club to purchase our new Cessna 182 tow plane. The honor roll currently includes:

Mike Baxa
Bill Brine
Bill Detrich
Bruce Easom
Jim Emken
Bob Fletcher
Phil Gaisford
Steve Glow
Walt Hollister
Karl Krueger
Steve Sovis
Jim Tsillas
Mark Tuttle
Terry Wong
Andrew Watson (donation)

Many of these people have purchased more than one bond. As a result, the sale of bonds raised the astounding total of $18,500. Given the performance of the new tow plane and the flexibility it gives to club operations, these members deserve a round of thanks from the club. If you are interested in purchasing a $500 bond paying interest at 4% or 5% per annum, depending on bond's term, please contact treasurer Steve Glow at (978) 368-1260 or sag@world.std.com.

Milestones: Phil Rossoni went solo on Sunday, November 29. Peter Vickery took his first solo flight in a club glider on October 31 (although he had soloed with other clubs before). Mark Tuttle passed the flight test for the instrument rating in airplanes on October 23.

Tom Avery: Tom Avery passed away Saturday, November 28. Ian Clark reported this news to the club via email, saying, "Tom was well-known and appreciated by MITSA. He was always eager to help, he was a major force in the refurbishment of the 1-26 and with tow planes when they needed emergency help. He was also a tow pilot on short notice many times. Although he was not recently visible at the airport due to illness, he will be sadly missed."

Some gliders going off-line: The Blanik L-23 N117BB and the Blanik L-33 will be taken off flying status in mid-December, and the 1-26 will be taken off flying status in late November. The gliders will not be insured to fly, which will save the club some money. The gliders will be returned to service in mid-March.

Annual party: Carl Johnson is planning this year's annual party for February 1999, so prepare yourself for a good time.

Board elections: It is time nominate and elect the next board of directors. Please think seriously about running for the board. Serving on the board is the most effective way to influence the direction of the club. Please use the nomination form at the end of this newsletter to nominate yourself or anyone else for a board position. Your nominees must sign the nomination form to indicate that they agree to run. Please return the nomination form to Carl Johnson by December 31.

New members: *Reid Johnson* joined the club in early September. Reid says, "I am a software engineer for a wireless communications company in Lowell, Massachusetts. I am currently working on my private pilot certificate for airplanes (single-engine land). I've always wanted to try sailplanes, and I stumbled across your web page." So he joined.

Paolo Narvaez joined in late November. Paolo says, "I'm completely new to gliding. I was introduced to the sport during August in New Jersey by a friend who was taking lessons. I liked it so much that when I came back to Boston in September I started looking for a soaring club. Since I am currently at MIT, it was relatively easy to find a link to MITSA. At MIT, I am a graduate student in the department of electrical engineering and computer science. My field of research is data networks (mostly Internet stuff). This is my seventh year at MIT. I obtained my first two degrees here, and now I'm trying to get my third one."

Jim Kennedy and *Paul Kennedy* — two brothers who are still on speaking terms with each other — joined on September 13. *Chad Musser* joined on October 4.

Maintenance: air scoops: Andrew Watson commented recently in email to the club about the fragile nature of the canopy air scoops on the Blanik L-23s, reporting that he had replaced yet another air scoop on N117BB, pointing out how fragile the brackets mounting the scoop to the sliding vent panel on the canopy are, and making some recommendations for avoiding breaking the scoops in the future: use the vent handles to open and close the sliding vent door, since using the scoop as a handle stresses the brackets; close the scoop before moving the vent door, or the scoop will slam into the frame, which stresses the brackets; open the scoop slowly in flight, or the scoop will catch the slipstream suddenly when it is flicked open, which stresses the brackets; and check that the bolts securing the scoops are in place when you preflight the Blaniks, and if you see anything missing or loose, remove or secure the scoop before flight and contact maintenance director Jim Emken.

Maintenance: tow planes: Richard Gammon has been nominated ship captain for the new Cessna 182 tow plane. Ian Clark remains the ship captain for the original Cessna 150 tow plane. Thank you, Richard and Ian. There have been several minor repairs to the Cessna 182 in the last few weeks: the starter was replaced, and a new radio (donated in large part by John Wren) has been acquired to replace the aging radio currently in the tow plane. Thank you, John. At the moment, however, the tow plane is down due to a broken flap.

Club web page and email: Guenther Eichhorn has made a number of improvements to the club web page at http://acro.harvard.edu/MITSA, including a significant shortening of the URL for the page. Take a look at the new page when you get the chance, and be sure to check out the new section on training material by our Chief Instructor, John Wren. Also, be forewarned that we will be moving our web page and email lists to new addresses in the near future, so watch for future announcements on this subject.

DO problems: There have been a number of serious discrepancies on reports submitted to treasurer Steve Glow in recent months. Major problems include new members being charged the wrong amount for dues, membership applications without the waiver on the back of the application signed, lines in the flight log missing *all* information about tow height, flight time, tow fees collected, and so on. If you have any questions on these topics or the documentation expected of a DO, please contact Steve Glow at (978) 368-1260 or sag@world.std.com.

SSA calendars: You can buy the 1999 SSA calendar from the club for $10. They are stored on top of the cabinet in the office. Please pay the DO or send payment to Steve Glow.

Gliders for sale

Mark Tuttle

PW-5: Steve Sovis (sjs@shore.net) notified the club by email that he and John Wren are selling their PW-5. "PW-5, low time, poly finish, NDH, Ilec SC-7, Cambridge GPS/logger, Pacific Scientific belts, Strong chute, new TV-1 Pik style enclosed fiberglass trailer. $27,500 OBO. sjs@shore.net. (781) 631-5556. MA"

Cirrus: Steve Moysey (steven_moysey@gillette.com) notified the club that he and Ian Clark are selling their Cirrus G81. "As many of you may know, 3XA is in fine condition and comes with a well-equipped instrument suite (electric vario, electronic flight director, radio, and so on) and trailer. The ship has recently received it annual inspection. It is a delight to fly and relatively docile. The asking price for this splendid aerial conveyance is a mere $19,950. Offers from syndicates or individuals can be passed to either Ian (508) 337-5263 or Steve (781) 721-9099 or via email."

Ventus B/t: Mike Newman (mnewman@netphone.com) sent email to the club announcing that he selling his Ventus B/t, a motor glider, for $40,000. In addition to a detailed list of features, Mike described the glider in general terms with, "550 hours airframe, 12 gallons engine (less than 10 hours); one owner, no accidents, no gear up landings, and so on; all original logs and certification papers; general condition is a 9 on a scale of 10; gel coat (finish) condition is excellent (no crazing); there are a small number of chordwise cracks at the points of high bending stress on the top surface of each wing."

HP-14s: Jeff Driscoll (jmdisi@snet.net) of the Nutmeg Soaring Association has an HP-14 for sale. You can see a picture of the glider at http://stimpy.acofi.edu/~wpaul/. Terry Mason (802 888-5490 home; 802 888-7845 airport) is one of the instructors at the Morrisville, Vermont, airport, and he has a partially built HP-14 kit for sale.

Caproni Calif: Michael Amm (info@gomolzig.de) says, "We have a Caproni Calif for sale, built in 1996 with only 50 hours, and we even have newly-manufactured Calif available! If you are interested in further information, please contact me by email or see http://www.gomolzig.de."

Parachute: Nice parachute, never opened, used once, slightly stained...

Military glider pilots

Bev Pechan

The full version of this article appeared under the title "Glider pilots were American kamikaze" in the The Rapid City Journal *of Rapid City, South Dakota, on November 11, Veterans Day, 1998. It comes to us by way of Wes Baxa, the father of Mike Baxa.*

In the European Theater of World War II, gliders — American "Flying Coffins" — were the suicide force of 6,500 men of the US Army Air Force "who crawled into primitive cockpits to pilot flimsy motorless matchboxes into enemy fire," said a veteran in the *Charlotte Observer* on October 19, 1997.

The man, identified only as Chuck, said the gliders were "hurled into flight by powerful tow planes," and "soared over enemy lines — silently, often at night, often into heavy enemy artillery fire — loaded with glider troopers and paratroopers, jeeps, fuel, and ammunition. For Burma jungle warfare, they even carried mules."

It was figured, some said, that a combat glider pilot's life expectancy "was 17 seconds from the time he cut his glider away from the tow plane." Some missions had a 40 percent mortality rate, said former pilot Bill Knickerbocker of Midland, Texas.

War correspondent Walter Cronkite, who went along on a night raid, called the experience "a lifetime cure for constipation."

Ironically, it was the Germans who developed the glider and sailplane concepts as sport in the 1920s. But by May 1940, they had found ways to use this stealthy attack unit to infiltrate lines in Belgium, Holland, and France without a frontal attack at the Maginot Line.

The world suddenly saw a new type of warfare emerge.

A German glider force 53 strong landing on Crete at 7:15 a.m. May 20, 1941, provided the successful front assault that captured the island from British and New Zealand troops.

General "Hap" Arnold, head of the Army Air Corps, was already in motion by then.

American orders went out for motorless sailplanes and gliders to the Frankfort Sailplane Company in Waco, Texas, and St. Louis, and Bowlus airplane companies. All but Waco failed structural tests.

Part of the problem was that until that time, these planes were a cottage industry and not designed for mass production. Schweizer Aircraft of Elmira, New York, geared up and produced a fabric-covered 450-pound plane called at TG-2, which was followed by the TG-3. Since all of the planes turned out by different manufacturers performed differently, training programs were chaotic.

Finally, in the spring of 1942, Civil Aeronautic Administration Administrator Charles Stanton conceived the idea of converting light planes into gliders and contacted Aeronica Aircraft Corporation. In just nine days, the first Aeronica TG-5 was ready. It weighed 635 pounds empty, with a tow speed of 129 miles per hour and a gliding speed of 55 miles per hour. The Army ordered 250.

Taylorcraft also made a conversion of their Taylorcraft Tandem, and Piper converted the J-3 Cub. The first Air Commando group was responsible for air operations in the invasion of Burma, called Project Nine, authorized by General Arnold in August 1943. The attack began on the evening of March 5, 1944, with two CG-4A gliders towed over 7,200-foot mountains by C-47s, the large planes' cargo consisting of 549 men, three pack mules, and 65,972 pounds of equipment — including bulldozers. The gliders themselves could hold either 13 glidermen and a pilot, or a jeep, artillery gun, or ammunition.

Military glider training began and ended with World War II. Fewer than 1,500 of these men are still alive — the youngest in his 70s.

The last active unit stationed at Fort Meade was the 88th Glider Infantry, which trained there from February through December 1943. The glider training ground was on the present site of Sturgis Brown High School.

The group was originally a part of the 88th Airborne Infantry from Fort Bragg, North Carolina, and the 550th Airborne Infantry, which came from Panama, later becoming part of the 13th Airborne Division.

After training, they left for the European Theater. They continued training in Sicily for the invasion of southern France on August 15, 1944, and later returned to France to fight the Battle of the Bulge, rescuing the 101st Airborne Division and losing two companies of men in the assault.

Although the stay of the 88th Glider Infantry in this area was brief, tactics learned at Fort Meade were later adopted for helicopter operations still in use today.

This specialized brand of warfare training in motorless planes that landed defenseless behind enemy lines earned "glider riders" the reputation of being Americanized versions of the kamikazes.

Glider strikes walker

British AAIB

This tragic accident report from the British Air Accidents Investigation Branch emphasizes the need to make certain that visitors to the field are given a thorough safety briefing. The full report is available at http://www.open.gov.uk/aaib/oct98htm/ask1.htm.

An evening of air experience flying for a group of 13 people had been arranged by a local gliding club situated on The Long Mynd in Shropshire. The group arrived at the club house early in the evening and were briefed on the forthcoming events by the instructor-in-charge. Eleven of the group had decided to fly, but two ladies declined the opportunity. Those who were to fly became temporary members of the club. After the briefing, the group, less the two ladies, were lead by the instructor in a convoy of cars along a gravel track to the launch point. At the launch point, the group was given a further briefing on operations and glider safety. The two ladies, who had walked unescorted to the launch site along the track, arrived after the briefing.

Throughout the evening, the group was flown in the front seat of two gliders on flights each lasting approximately 15 to 20 minutes. The pilot involved in the accident had flown four flights that evening and was on his fifth and last flight. Throughout the evening he had been landing at the south end of the airfield but the pilot decided that his final landing was to be made on the 'Vega Strip,' close to the club house, so that at the end of its landing run the glider would be close to the club hangars.

The aero-tow for his final flight was routine, with the glider casting off above the cloud tops but close to a gap in the clouds. After three minutes of soaring above cloud, the glider descended through the gap and flew for the remainder of its 17-minute flight below the cloud. The pilot was wearing sunlight-sensitive prescription glasses and stated that, although the lenses had been affected by the sunlight above the cloud, they had returned to their normal transparency before landing.

The pilot carried out a righthand circuit turning onto final at 500 feet. As he lined up on the final approach, he stated that he saw two people. They seemed "stationary and not in a dangerous position" in relation to the Vega Strip. He noticed them several times during his landing scan but was not aware of their position at touchdown. The front-seat passenger stated that she saw her two friends below on the track but did not mention this to the pilot. She was hoping that her friends would turn to look at the glider so that she could wave, but they did not do so. When the glider was on the ground and as it approached the ladies, the front-seat passenger called to the pilot, "Look there are my friends." A few seconds later she felt a "thump."

The glider landed beyond the threshold of the Vega Strip aligned in the center. As it did so, the pilot also felt and heard a thump. He thought it had come from the landing gear or had been caused by a stone. When the glider came to a stop, he got out to inspect the landing gear and immediately became aware of two ladies on the track, one standing and one lying down. He suddenly realized that the thump he felt had been due to the glider hitting one or both of the ladies. He ran towards them to check the situation, and as he approached he realized that one of them had been fatally injured.

The Vega Strip runs, for part of its length, parallel to the track used by the ladies. The lady was struck at a point where the left wing of the glider, which was landing centrally on the strip, completely overhanged the track. The shorter of the two ladies was standing closer to the strip. The left wing of the glider passed over the head of the shorter lady hitting the taller lady in the back of the head causing an instantaneous fatal injury. The glider was aligned with the middle of the landing strip and the ladies were, as far as could be ascertained, walking in the middle of the track.

The surviving lady stated that she and her companion were in conversation throughout their walk. She did not hear the approaching glider and was not aware that her companion had heard it either. She only became aware of the glider after her companion had been hit and was seen to tumble through the air and fall to the ground some five meters ahead of her.

The End of the Raven

Edgar Allen Poe's Cat

On a night quite unenchanting,
When the rain was downward slanting,
I awakened to the ranting of the man I catch mice for.
Tipsy and a bit unshaven, in a tone I found quite craven,
Poe was talking to a Raven perched
Above the chamber door.
"Raven's very tasty," thought I,
As I tiptoed o'er the floor,
"There is nothing I like more"

Soft upon the rug I treaded,
Calm and careful as I headed
Towards his roost atop that dreaded
Bust of Pallas I deplore.
While the bard and birdie chattered,
I made sure that nothing clattered,
Creaked, or snapped, or fell, or shattered,
As I crossed the corridor;
For his house is crammed with trinkets,
Curios and weird decor —
Bric-a-brac and junk galore.

Still the Raven never fluttered,
Standing stock-still as he uttered,
In a voice that shrieked and sputtered,
His two cents' worth —
"Nevermore."
While this dirge the birdbrain kept up,
Oh, so silently I crept up,
Then I crouched and quickly leapt up,
Pouncing on the feathered bore.
Soon he was a heap of plumage,
And a little blood and gore —
Only this and not much more.
"Oooo!" my pickled poet cried out,
"Pussycat, it's time I dried out!
Never sat I in my hideout talking to a bird before;
How I've wallowed in self-pity,
While my gallant, valiant kitty
Put an end to that damned ditty. . . "
— then I heard him start to snore.
Back atop the door I clambered,
Eyed that statue I abhor,
Jumped — and smashed it on the floor.

Minutes of the Board of Directors

Walt Hollister

These minutes have been edited for publication in the newsletter. —Editor

September 3, 1998

Directors present: All board members were present.

New tow plane: Jim Emken reported for the subcommittee that Adam Dershowitz and Richard Gammon had picked up the Cessna 182 at Plymouth and flown it to Sterling on September 2. The larger oil cooler, shoulder straps, and tow hook had been installed, and the aircraft was ready to commence operations as our new tow plane. Richard Gammon is in the process of making duplicate keys for all the tow pilots. Four of the tow pilots currently meet all the insurance requirements to tow in it. The others have been named in the insurance policy, but must have a minimum of ten take-offs and landings in a Cessna 182. All tow pilots must be signed-off by the chief tow pilot before towing with the Cessna 182. It was estimated that the ten take-offs and landings could be accomplished in less than one hour tach time, so the Board authorized each transitioning tow pilot one free tach hour toward the sign-off. Those Cessna 150 tow pilots needing more than one, but less than ten, hours for Cessna 182 sign-off would have to pay $50 per tach hour for the extra time on the aircraft.

Finances: Steve Glow reported that the association had taken a $20,000 loan from the bank for the aircraft purchase. $17,500 in bonds have been sold to the membership to date. There is a plan in place to pay off the bonds on time as well as the bank loan. We will try to sell the Cessna 150 by the end of 1998. It will be advertised for sale in October. Until it is sold, we will use both tow planes whenever needed.

Membership: Joe Kwasnik showed samples of the advertising posters, brochure, and logo for t-shirts, tennis hats, bumper stickers, and so forth that he has been working on with an artist designer. The board was impressed with a job well done, and suggested we offer the artist several free glider rides and a year's free membership. He will make up 1,000 copies of the brochure. He has already installed the dedicated phone line and answering machine in his home for calls from potential new members.

Memberships: Carl Johnson reported that one member of GBSC has purchased associate membership in MITSA.

Youth program: Discussion started on a plan for a youth program that would introduce teenagers to soaring starting next summer. Several tentative ideas were introduced. It was decided that more detailed information was needed on successful youth programs at other locations.

Safety and operations: The parachutes need inspection. The ripped military chute should be discarded. Waxing has been completed on the L-33 and 118BB. The other three gliders and the tow plane need waxing. The Blanik trailer needs to be painted. Bruce Easom will plan a work morning followed by a picnic for Saturday, September 19.

Minutes of the Board of Directors

Walt Hollister

These minutes have been edited for publication in the newsletter. —Editor

October 1, 1998

Directors present: All board members were present except for Jim Emken. John Wren and Ian Clark were also present.

Tow planes: Our new Cessna 182 has been performing well as a tow plane for the last month. Adam Dershowitz has completed checkouts for the majority of tow pilots. The aircraft was waxed and polished at the workfest. The prop had deposited a thick oil scum on the underside of the fuselage and will be overhauled to repair the discrepancy. A mirror is needed for the tow pilot to be able to observe the glider under tow. John Wren will conduct a search for an appropriate device. The Cessna 150 has had its carb heat cable repaired, and is available for pickup at Fitchburg. It was agreed that the Cessna 150 should be advertised for sale as a tow plane, at an asking price no lower than the price originally paid by MITSA to purchase it. The ship needs to be polished and cleaned up for sale.

Trailer repairs: Concern was expressed that a Blanik trailer may be missing, as no one present could identify its whereabouts. It was known to have transported one of the Blaniks for its annual at Plymouth earlier in the summer. The 1-26 trailer needs a center rail for the main landing gear wheel plus some cross members. Ian Clark has agreed to do the welding once the stock metal is obtained. The 1-34 trailer needs to be rigged. It was reported that Tanner Hiller airport has a trailer repair shop. It is intended that these repairs would be accomplished along with other glider maintenance during the winter months.

Student flight instruction: There was an extended discussion about how to even out the hills and valleys in the instructor's flight schedule created by the day and time of day when students show up. John Wren will attempt to get students to commit to the day they are coming and expect them to show up. Student's who show up on time on the day for which they scheduled would be given preference on the schedule. Early in the day is a good time for instructional flights if students, tow pilots, and instructors all show up early. The duty officer should designate the time he wants instructors and tow pilots to arrive when he calls to confirm their participation.

Finances: Steve Glow reported on expenses and income relative to last year. He is attempting to tabulate statistics on various aspects of our operation and requests that all log sheets and money go direct to him as soon as possible after operations. In the next two weeks, he intends to send certificates to those members who purchased bonds.

Medicals: It was voted that MITSA will no longer require members to maintain a current FAA third-class medical in order to fly MITSA gliders solo. It will be the responsibility of each individual member to remain in compliance with current FAA medical regulations for glider pilots.

Winter operations: It was proposed that MITSA dispense with scheduled operations during the winter months starting around December 15. About three of the gliders would be taken out of service for maintenance and storage. Towing and soaring with the tow plane and remaining gliders could still be conducted on an ad hoc basis arranged by interested members. It was decided that Steve Glow would look near Sterling for reasonable storage/maintenance space where we could work on the gliders and trailers. Discussion of the proposal will continue at the next BOD meeting.

Parachutes: Bruce Easom reported that the parachutes were repacked at Pepperell with a new 120 day expiration date.

Club paraphernalia: Joe Kwasnik showed his latest sample book of logos for posters, caps, T-shirts, bumper stickers, and so forth.

Youth soaring program: A trip to Elmira to check out their youth gliding program is still pending.

Minutes of the Board of Directors

Walt Hollister

These minutes have been edited for publication in the newsletter. —Editor

November 5, 1998

Directors present: All board members were present except for Joe Kwasnik. John Wren and Ian Clark were also present.

Tow plane maintenance: The starter problem on the Cessna 182 has been corrected, thanks primarily to a lengthy diagnosis on the part of Richard Gammon. Tow pilots need to be aware that the aircraft has a generator and not an alternator, which does not deliver charging current below 1,000 rpm. A mirror for the tow pilot to be able to observe the glider under tow was placed on the aircraft for evaluation. There are new hydraulic seals in the brakes and the nose strut. A new radio was purchased for $900 from John Wren and Steve Sovis. Half the purchase price was returned to the club as a gift from John Wren.

Tow plane sale: The Cessna 150 will be advertised for sale in the next publication of Trade-a-Plane. Ian Clark was authorized to spend $250-300 to replace shattered plastic paneling in the cockpit.

Tow pilot proficiency: There was discussion of a proposal to allow tow pilots to fly the tow plane for proficiency during periods when there is no towing. The pilot would pay the estimated costs initially set at $65 per tach hour. Guidelines are daytime VFR, within 100 nautical miles, return to base by sunset, and not to interfere with glider or maintenance operations. Steve Glow will check compatibility with insurance. The secretary will work with the chief tow pilot to establish procedures.

Finances: Steve Glow reported on income and expenses relative to last year. He reported the current cash balance to be sufficient to carry us through the winter period of reduced income.

Reciprocal membership: There is interest in a program whereby current members in good standing of one soaring club would be granted temporary membership in a club at another location so long as the offer was reciprocal. John Wren felt the best way to proceed on this was through Region I of SSA, and since the meeting has contacted John Good. It appears this is also a pet project of his. The two Johns plan to meet this week.

Winter operations: Current plans are to take three of the gliders off insurance around the first of December. These are expected to be the L-33, the 1-26, and 117BB. The 1-26 will be out of annual at the end of November. The club is still looking for an appropriate location for maintenance and storage. Discussion will continue at the next BOD meeting.

SSA membership: The BOD strongly encouraged all pilots to continue their membership in SSA, but because of the difficulty of enforcement, it was voted to no longer make SSA membership a prerequisite for membership in MITSA.

Internet presence: The web site host will be changing soon. John Wren and Al Gold are working the problem.

Annual meeting: Carl Johnson has started planning for the annual meeting in February 1999.

Duty roster

Al Gold

MITSA Duty Roster
November through December, 1998

Date	DO	Instructor	AM Tow	PM Tow
11/14	Koepper	Gaisford	Gammon	Hollister
11/15	Gold	Krueger	Poduje	Clark
11/21	Kucan	Bourgeois	Dershowitz	Easom
11/22	Wong	Baxa	Friedman	Fletcher
11/28	Kwasnik	Krueger	Gammon	Dershowitz
11/29	Timpson	Johnson	Clark	Kazan
12/5	Emken	Gaisford	Easom	Fletcher
12/6	MacMillan	Krueger	Friedman	Gammon
12/12	Nordman	Gaisford	Clark	Holliter
12/13	Tsillas	Rosenberg	Poduje	Kazan
12/19	Watson	Bourgeois	Dershowitz	Easom
12/20	Wong	Wren	Friedman	Fletcher
12/26	Blieden	Krueger	Gammon	Kazan
12/27	Brine	Rosenberg	Proops	Clark
1/2	Cary	Gaisford	Friedman	Fletcher
1/3	Evans	Wren	Dershowitz	Easom

Nomination Form
1999 MITSA Board of Directors

- President:
  - Phil Gaisford
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Vice president:
  - Carl Johnson
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Secretary:
  - Walter Hollister
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Treasurer:
  - Steve Glow
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Maintenance:
  - Jim Emken
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Operations:
  - Al Gold
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Logistics:
  - Bruce Easom
  - Nominee: ______________________
  - Nominee's signature: ______________________
- Membership:
  - Joe Kwasnik
  - Nominee: ______________________
  - Nominee's signature: ______________________

Your name: ______________________
Your signature: ______________________

The MITSA Board of Directors

President:	Phil Gaisford (978) 670-1596 phillip.gaisford@digital.com
Vice President:	Carl Johnson (617) 969-6461 cjohnson@alum.mit.edu
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Secretary:	Walter Hollister (781) 259-9326 wmhollis@mit.edu
Membership:	Joe Kwasnik (508) 366-0474 kwansi@neesnet.com
Operations:	Al Gold (617) 926-9076 gold@deas.harvard.edu
Maintenance:	Jim Emken (603) 889-5788 jim@boxborough.com
Logistics:	Bruce Easom (978) 448-9190 beasom@concentric.net

Club email address: mitsa@crl.dec.com

Club web page: http://acro.harvard.edu/MITSA

For more information about MITSA, you can contact the club by email, visit our web page, or contact Joe Kwasnik, our director of membership listed above.

The Leading Edge is the newsletter of the MIT Soaring Association, Inc. The newsletter is edited by Mark Tuttle, and published every other month (more frequently during the soaring season). The submission deadline is the first of each month. Please send any inquiries or material for publication to Mark Tuttle, 8 Melanie Lane, Arlington, MA 02174; tuttle@crl.dec.com.

The members explicitly named above have already agreed to run for the indicated positions. Feel free to nominate yourself or any number of other club members for board positions. Each person you nominate for a position must sign your nomination form to indicate that they agree to run for the position. You must also sign your form.

Your nomination form must be returned to Carl Johnson, 150 Islington Rd, Newton, MA 02166 before December 31, 1998.