

Nutmeg News



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Editor: Jim Sidway

New Instructor Requirements

The Operations Committee has changed the requirements for instructors at Nutmeg. The board has endorsed these changes.

As we've grown, we've been lucky enough to welcome to the club a wide variety of talent. Some have become Tow Pilots, others Instructors and still others have contributed their skills in a variety of ways. Instructors occupy a unique position in the club. It's in the best interests of safety that the Instructor group be experienced and qualified to teach in the varied conditions of weather and equipment we have at Candlight Farms. The Operations Committee had been searching for a set of criteria for Instructors that would best serve the club. Proposals included rating instructors for various equipment and establishing required experience levels. The decision of the Committee is detailed in the minutes of the Board of Directors meeting published in this issue.

The Committee knows that these changes going to put a crimp in the flow of students until everyone gets qualified. This will just about halve the instructors available at first. To make it happen as quickly as possible, an Instructor seeking these qualifications will get priority on the flying list.

Please be patient during this time of transition. It's being done to insure that Nutmeg is a safe and fun environment for everyone in the club.

Chris McIntyre John Champlain Marty Opitz
Lee Ramsdell Nan Jackson

BOARD OF DIRECTORS MEETING

Nutmeg Board of Directors Meeting: November 5, 1999

Present: L. Ramsdell, W. Kenyon, W. Rogg, C. McIntyre, L. DeMarco, P. Krebs, B. Cox

Absent: None

Guests: D. Laitinen (Recorder), N. Jackson, M. Opitz

Called to order: 7:40 p.m.

P. Krebs reported that the budget is on target, but next year's insurance premium is in question due to this year's claims record.

Old Business

L. Ramsdell reported on field renovations. He discussed hangar placement and possibly 3 hangars in the future. The access road may be along the west tree line with parking areas placed into the tree line.

Discussion of membership took place and it was decided that it will be closed until next spring.

M. Opitz reported on the Grob radio repair. The club purchased a replacement radio and the original has been repaired, which will be held as a spare. It was discussed, voted on and approved to reimburse Marty \$500.

New Business

L. Ramsdell reported that the club has sent a \$100 contribution to the Epilepsy Fund in memory of Bob Thulin's son Rob.

Lee discussed recovery of the 12S from the treetops. Bob Bouchard has picked up the plane for repair and an insurance claim is in progress.

Lee reported that a rough estimate for reconditioning our new 1-26 from Bob Bouchard is approximately \$4,100. Work would include stripping, painting and mechanical repairs. It was discussed, voted on and approved to do the work and it will be disassembled and delivered to Bob.

Lee discussed take-apart day. Possible glider storage is in a New Milford barn, or a nearby chicken coop.

There was discussion on replacing the L-33. The club is looking for a good used L-33 with an enclosed trailer if possible.

P. Krebs reported that B. Boyce would like to have meeting dates set for the coming year so the meeting room can be reserved. The dates would be:

January 14, April 14, June 9, September 8, and Nov.10.

J. Champlain, Tow Pilot Report – The Cub had a prop strike and the engine will be required to be torn down. Lengthy discussion followed regarding insurance claim, ferry permit, where to have work done, \$3,000 – \$3,500 probable cost, trim controls to be reinstalled to correct its operation.

The Pawnee has an oil pressure problem. The pressure relief valve has been replaced and possibly the varitherm valve will also need replacing.

C. McIntyre, Operations Committee – Discussion of instructor minimum qualifications to be included in operating rules:

- 50 hrs. in gliders
- 25 hrs. in Schweizers
- 10 flights in the past 12 months in Schweizers
- Silver C Badge
- Approval of the Operations Committee

Discussion followed regarding recent experience and possible minimum weather requirements for students. The board endorsed the committee's recommendations.

The club will post a want ad for an L-33.

The meeting was adjourned at 10:00 p.m.

Respectfully submitted, D. Laitinen

GENERAL MEMBERSHIP MEETING

Nutmeg Membership Meeting: November 12, 1999

Officers Present: L. Ramsdell, W. Kenyon

Number of Members Present: 18

Called to order: 7:45 p.m.

Minutes of the September meeting were approved as printed in the October 1999 Newsletter.

L. Ramsdell reported that there was no official financial report, but he indicated that finances were okay at this time.

Membership will remain closed until next spring and next year may be restricted for new student members until July so current students have a greater opportunity to complete instruction.

Thanks go to Peter Meny for the great job as newsletter editor and to Jim Sidway for volunteering to take on the responsibility of newsletter editor.

Field Improvements – New hangar location moved back 35 feet. The airport owner could not get right of way on private road. A new access road will probably run along the west tree line with parking areas into tree line.

Report of discussion with Carl Dunham regarding use of parking area next year and possibility of constructing a hangar on old foundation.

New Business

L. Ramsdell reported that the 2-33 (12S) had landed in trees. Thank you to all that helped with the crane to retrieve it. The glider has been delivered to Bouchard for a repair estimate.

The 1-26 (954) will be refinished this winter including refurbishing controls and wing splice. We also now have a new canopy cover for it.

Take apart day will be November 13 – Please show up 9:00-9:30. The Grob, 24H and 907 will be annualized before storage so any required repairs can be done before next season. It is also planned to repair lawn damage at the residence where the 2-33 landed in the trees. We are still working leads for winter storage of gliders.

John Champlain, Tow Pilot Report – The Cub suffered a prop strike and will require engine tear down and the prop repaired or replaced. After repair it will be stored at Hillard Airport.

The Pawnee oil pressure problems were corrected, but are at borderline minimums. The engine should be rebuilt before next spring to ensure a trouble free season next year. The tail spring attachment area failed and will require the tail cluster to be replaced.

The fuel truck needs some TLC and servicing before storage.

L. DeMarco made a motion that was seconded to have the Pawnee engine rebuilt this winter. It was voted on and approved.

L. Ramsdell reported the Operations Committee's new rules for tow pilot qualifications as endorsed by the Board of Directors (see details in Board Meeting minutes above).

John Champlain explained reason for new rules. Much discussion followed by numerous members.

Dave Mackenzie discussed scheduling of student instructional flights and suggested that students have 2 back to back flights to make better use of instructor's time and students would learn more quickly.

Meeting adjourned at 10:05 p.m.

Respectfully submitted, D. Laitinen

MESSERSCHMITT Me 163B ON DISPLAY AT THE U.S. AIRFORCE MUSEUM

From the U.S. Airforce Museum Website

The U.S. Air Force Museum has added to its collection one of the most unusual aircraft of [World War II](#), a German Messerschmitt Me 163B "Komet," to be placed on public display December 10 in the Museum's Hall of Honor.

The public will also have a rare opportunity to meet German Me 163 test pilot Rudi Opitz. Opitz will discuss his career involving the Me 163 "Komet" in the Museum's

Carney Auditorium December 10 at 10 a.m. Immediately following the presentation will be an autograph session.

In 1940 Opitz was assigned to work on the Me 163 Komet, a tightly classified rocket ship program. He explored high-speed flight approaching the speed of sound and in the military version rocket-powered interceptor made the first flight. Opitz was responsible for the flight test development of this remarkable aircraft that could go from a standing period start to an altitude of 40,000 in three and one-quarter minutes.

After World War II Opitz joined the U.S. Air Force aeronautical research effort at Wright Field. He was awarded a special commendation for his design and testing of a rigid tow mechanism for U.S. glider operations.

For 19 years he performed engineering flight tests on gas turbine powerplants for helicopters and fixed wing aircraft at Avco Lycoming in Connecticut. He helped found the Nutmeg Soaring Club in 1955 where he has been a tireless instructor. As a designated FAA flight examiner for both glider pilots and their instructors, he has licensed more than 300 glider pilots in the U.S. with over 900 flight hours and 5,000 deadstick landings in his logbooks.

As one of the most unusual aircraft of WWII, the Me 163 was developed as a high-speed, fast-climbing defensive fighter by using a rocket engine. "Project X," the secret code name for this proposed interceptor, began in 1937 under the direction of Dr. Alexander Lippisch. The first Me 163A prototypes were tested in 1941, but powered flight testing of the more advanced Me 163B was delayed until August 1943 by engine and fuel problems.

Production Me 163Bs were not ready for operational use until July 1944. The Luftwaffe planned to have small units of Komets dispersed to intercept Allied bomber formations, but only 279 Me 163Bs were delivered by the end of the war. The sole operational Komet group, JG 400, scored 9 kills while losing 14 of its own aircraft. Its potential impact was minimized by technical problems and the small number produced.

The U.S. Air Force Museum is [located](#) on Springfield Pike, six miles northeast of downtown Dayton. It is open seven days a week from 9 a.m. to 5 p.m. (closed Thanksgiving, Christmas and New Year's Day).

Admission and parking are FREE. For additional info, visit our web site at: www.wpafb.af.mil/museum/

Notable Accomplishments

Submitted by Wally Moran

Congratulations to the following pilots who have recently earned a new badge:

Herb Gaber A, B, C	Todd Smith A, B
Dan Soloman A	Jennifer Chuddy A
Bob Wachstein B	

Good luck and Enjoy!

New Members

Roby Sadler Full	
14 Candlewood Heights	
New Milford, CT 06776	860-355-9145

Gene Carapetyan Associate	
P.O. Box 434	
Corona del Mar, CA 92625	949-675-5801

New Member Profile: Gene Gentile

Gene comes to Nutmeg with extensive flying experience. He holds his private power ticket and has logged more than 820 hours of which 300 are tailwheel (Chief Tow Pilot take note!). He is also an AOPA and EAA member and the builder of two aircraft.

Gene is the General Manager and Chief Engineer at R.A. Lalli Aerospace Mfg. Co. When not at work he is a First Lieutenant in the US Air Force Auxilliary- CAP (Stratford Eagle Squadron) where he is a Cadet Instructor functioning as an Aerospace Education Officer.

Gene is married to wife Terry and has a son, Adam, and two daughters, Heather and Kate. His passtimes, in addition to soaring, include biking, fly fishing, rose cultivation, home renovation and a lawn chair at a warm beach.

Welcome to Nutmeg Soaring, Gene!

TRIVIA

from John Boyce

In introducing himself as the new editor of our newsletter, Jim left out a few interesting facts about himself (out of modesty, I've no doubt).

Back in the days when Nutmeg had about fifteen family members, yes, fifteen, all kids, Jim was the oldest of the three Sidway boys, all of whom flew with us. Pete, his father, was one of our most active tow-pilots, and Lois (Mom) published the newsletter. This in the days when it had to be typed onto a master, put on a mimeo- graph machine which produced one page (one side only, please) with only five turns of the crank. A typical issue was six to eight pages, and circulation was about a hundred! There were no gummed labels for addresses. LOTS of fun!!