

Nutmeg News



Volume 41, Number 2

February 2000

Editor: Jim Sidway

Y2K DUES COMING DUE

Submitted by Peter Krebs

Following the approval of the budget 2000 and the decisions taken during the last membership meeting, we will be sending out "the dreaded bills" for the year 2000.

As all of you will appreciate, our club has important financial commitments to be able to give you, the members, the pleasure and challenge to fly high and far during the upcoming soaring season. Therefore, *please* make every effort to pay your dues by March 31, 2000 !

We would like to mention that a number of people interested in joining our club are on a waiting list. It would, therefore, be appreciated if you would let us know soon if you plan to change or drop your membership in order to give those waiting a chance to join us.

CROSS COUNTRY WORKSHOPS

Submitted by Peter Scarpelli

Nutmeg Soaring will be offering two workshops this winter to act as ground school training for interested members. The first one consists of a full morning of instruction open to all Nutmeg members interested in initial training leading toward cross country soaring. Material to be covered will be that information needed to aid individuals interested in completing their Bronze Badge. At the finish of the course, the Bronze Badge written exam will be administered to anyone wishing to take it. The date for this event will be March 11, 2000 at the Bethany Town Hall (9A.M.).

The second workshop will consist of a series of 3 sessions of training specifically oriented toward completing a first cross country flight in the 1-26 (private owners will use their own ship). Completion of the workshop requires a commitment to attend all three sessions as well as an intention to fly the flight this season. Individuals will receive a combination of ground school and exercises intended to compliment their cross country knowledge and give them the confidence to complete at least one cross country flight. The main focus will be on a "Candlelite Silver" flight consisting of soaring from Candlelite Farms to Plymouth Airport (22 statute miles). Completion of the Bronze Badge is a prerequisite to attending this workshop. Proposed sessions for this course will be March 11 (at the Bethany Town Hall at 9A.M.), March 25, and April 1, 2000.

Anyone interested in either course or wanting further information should register with Peter Scarpelli via either phone (860-738-1154) or e-mail (scarp@snet.net).

NORTH ADAMS SUMMER ENCAMPMENT ?

Submitted by Jeff Driscoll

Preliminarily, mark your calendars for June 24 to July 9 for this year's encampment. Over the next couple months, we need to decide where to go: Springfield VT again, or a proposed change to North Adams, MA. Last Labor Day weekend about 15 Nutmeggers trekked up to North Adams for a three-day mini-encampment. To have fun, yes, but also to meet Mohawk Soaring and try the place out as a candidate for our 2000 encampment. From everyone that I talked to, the feeling is very positive. With our plans to help add a shower in the Mohawk hanger, the site should suit us very well.

North Adams is on Rt. 7 very near the MA/VT border, so it's actually closer than Springfield for most of us. Besides a nice long asphalt runway, landings can also be safely made on the grass between the runway and the taxi way (preferred for gliders). Mohawk Soaring has a Pawnee tow plane and is a much smaller club than Nutmeg, about 20 active members. Peter McLean, a good friend and former Nutmeg member, flies his 1-23 (Bluebird) with Mohawk. They have a 2-33, 1-26, Dual Lark, and a few private planes. We will need to bring a tow plane to help with the towing along with volunteer tow pilots. At least we'll make money towing during encampment!

The thermals are active in the Mohawk valley, and the ridge is right there, running near North/South. So the commonly available west winds will provide ridge lift, thermals off the ridge and wave. Frank Molnar, who can be heard exclaiming, "God, I love this country!" after each flight of more than 30 minutes, remembers great encampments at North Adams many years ago. The town is also close at hand, and a full service campground with a lake is right down the road a few miles. Of course, hotels and motels abound. Lots of great tourist attractions, museums and historical sites.

Camping on the field is accommodating. There's a good-sized area next to the administration building, and an area across the runway by the maintenance hanger. There are toilet facilities in the admin. building, the maintenance hanger and in Mohawk's hanger. As mentioned, we have the FBO's and Mohawk's approval to add a shower in Mohawk's hanger. In the Spring, a few of us, including Vic, will work with Mohawk to build the shower and Nutmeg and Mohawk will split the cost, if we decide to go there and if approved by the Club. Lee just happens to have an electric hot water heater to donate to the project.

In the meantime, I'll check to see if there are any other fees for the FBO or otherwise. We know that it will cost about \$30 to become a temporary Mohawk member to be covered by their insurance. So let's think about it and bring it up for a vote at the March general meeting.

POLITE? - NOT QUITE!

Submitted by Wally Moran

The tow has been great, steady airspeed, no sun in the eyes, shallow banks and now the bonus a thermal as you reach release altitude. What a great tow pilot, the least you can do is express your appreciation with a **"Thanks for a great tow"** on the radio. Of course, the tow pilot being quite proud of the tow himself feels obliged to respond to such a cheerful expression by responding **"Have a good flight"**. To do any less, would hardly be polite - or would it?

The radio frequency we use a Candlelight Farms Airport 122.9 is called a CTAF. Common Traffic Advisory Frequency. The key word here is common. Common with what?? Common with a lot of other airports. A look at the sectional chart shows several airports in our area that use 122.9 as the CTAF. Aircraft at all these airports are sharing the same frequency. This shared frequency concept works fairly well due to the fact that VHF is a line of sight system. That is, our transmission distance is generally limited by how far we can see. The lower we are the less our transmission range. The reason several nearby airports can use a common frequency with out congestion is that most radio calls are made at traffic pattern altitude, usually below 1000 feet.

Guess what happens when we make a transmission from tow release altitude of 3000 feet? Our polite little exchange is heard at Mountain Meadow, Mattituck, Green Acres, Greenwood Lake, Mahopac and who knows how many others. Not only do they get tired of hearing us, but more importantly, we could and do block other aircraft at those airports who are reporting their position in the traffic pattern.

For the above reason, we need to do all possible to keep the chatter down on the CTAF especially when we are above pattern altitude. With that in mind, lets review the calls and how they should be made.

Hook Up: "05Z this is 24H radio check". That is normally all that is needed. There is no need to say "tow to 3000 feet please". Our normal tows are to 3000 feet and in any event, the tow pilot should tow you (in lift) until you release, what ever the altitude. If you plan a pattern tow or boxing the wake, this is the time to tell him that. Try to make your radio check call before the tow plane lines up in front of the glider, often communication is difficult in that position.

Entering downwind leg: "Candlelight traffic, glider entering right downwind, landing south/north candlelight farms". The aeronautical information manual recommends a call entering base leg and final as well but since glider pilots have their hands on the spoiler handle at this point we normally only report downwind.

The purpose of the CTAF is to provide traffic information to other pilots. In keeping the frequency available for that purpose we are improving safety at Candlelight Farms as well as other airports. If you feel an overwhelming need to thank the tow pilot, just walk over to the tow plane and do it in person.

NUTMEG BOARD OF DIRECTORS MEETING

January 11, 2000

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

Absent: None

Guests: D. Laitinen, Recording Secretary

Called to order: 7:35 p.m.

Minutes of the November 5, 1999 meeting were read and approved.

Old Business

Lee Ramsdell reported that a suitable used L-33 could not be located, so it was decided to order a new L-33. Delivery will be April/May at a cost of less than \$27,500.

Lee Reported the 2-33 (12S) was picked up by Bob Bouchard and we have received an estimate for repairs totaling \$6,635.70. There was discussion about the insurance claim. It was discussed and approved to have Bob Bouchard repair the 12S and if the insurance doesn't cover all costs, Nutmeg would supplement the difference.

Lee reported the 1-26 (954) restoration has started. Bob Bouchard suggested we have control surfaces recovered for the cost of \$1,200. It was discussed and decided not to recover the surfaces at this time.

Lee reported the Cub is at Danbury and will have the annual done there. While at Danbury the trim screw adjuster will be reinstalled and the radio will be repaired. Regarding the prop strike, the engine was torn down/re-assembled and the prop was replaced. The Cub will be stored for the winter at Bob Bouchard's.

Lee reported the golf carts will be repaired and tuned up for spring. One cart has a bent axle that will have to be replaced and the other will have the oil burning problem corrected.

Lee reported that the Pawnee's engine has been removed for rebuilding.

Lee reported that Betty Boyce confirmed our meeting dates for this year at Bethany Town Hall.

C. McIntyre reported that we currently have eight qualified instructors so far for this year.

New Business

Lee Ramsdell met with Terry McClinch and discussed airport use and hangars. Terry supported the idea of Nutmeg building a hangar on Carl's foundation or he could build a hangar for us sometime in the future. Lee has had discussions with Carl. It would be possible to build a 50' X 70' hangar on his foundation with 14' walls, wood truss roof, and roll-up door. Estimated cost is \$25,000 to \$30,000. Carl would pay for material and Nutmeg would erect and possibly have the next 3 years rent free. The

board decided to further investigate the feasibility of building a hangar and financial arrangements necessary.

Lee distributed copies of the 1999 annual report and proposed the 2000 budget. The board approved a hangar fund of \$15,106 (using '99 surplus) and splitting aircraft overhauled fund into two categories: gliders - \$4,638 and tow planes - \$1,000. The 2000 budget will be presented as proposed.

There was discussion of annual membership assessments and the proposal to equalize owner members and full members. This will be discussed at the next membership meeting.

Meeting adjourned at 10:00 p.m.

NUTMEG MEMBERSHIP MEETING

January 14, 2000

Officers Present: L. Ramsdell, W. Kenyon, P. Krebs

Number of Members Present: 27

Called to order: 8:05 p.m.

Minutes of the November meeting were read and approved. Introduction of new members: Christopher Spell, Todd Smith, and Gene Gentile.

Old Business

B. Duckworth reported on tow planes: Pawnee engine is being overhauled by Coastal, Cub is being annualed - engine is okay and the prop was replaced.

L. Ramsdell reported a suitable L-33 could not be located, so a new L-33 has been ordered to be delivered sometime in April/May.

The 2-33 (12S) repair estimate has been received and we are waiting for the insurance company approval.

The 1-26 (954) restoration is starting.

The 1-26 (907) will need a new canopy before next season. The canopy will need to be ordered and volunteers will be needed to install it.

Golf carts will be tuned up and repaired. One cart has a bent axle and the other has an oil consumption problem. B. Stein volunteered to transport carts to the repair shop.

L. Ramsdell reported on his meeting with Terry McClinch about field use and hangars. Terry supported the idea of Nutmeg building a hangar on Carl's foundation or he could build a hangar for use sometime in the future. Lee discussed construction and costs, etc. C. McIntyre made a motion to pursue the plan further. Motion was seconded, voted on, and approved.

New Business

J. Sidway discussed the new newsletter now available on e-mail and from Nutmeg Web Site.

C. McIntyre reported there will be safety meetings scheduled. All members will be required to attend one of the three. There will

also be two cross-country classes. The first class will be to prepare for the Bronze Badge written test to be given at the end of class. The second class will be for those interested in doing their first cross-country this year. You must have a Bronze Badge to participate.

P. Krebs discussed the 1999 Annual Report and the 2000 proposed budget. There was discussion reasoning why owner members and full members assessments should be equal. A motion was made to equal the assessments. The motion was seconded, voted on and approved. A motion was made to approve the 2000 budget as proposed. It was seconded, voted on and approved.

B. Duckworth thanked all who helped with the Cub engine and will make a \$200 donation to the Association for the use of the Cub for his FAA check ride.

L. DeMarco reported that she will be accepting applications for next years student scholarships. Requirements are a minimum age of 14 and an essay explaining their interest in soaring and their financial need.

Meeting adjourned at 10:15 p.m.

Minutes from both meetings respectfully submitted, D. Laitinen.

NEW MEMBERS

J. Christopher Spell Associate
28111 Town Walk Dr.
Hamden, CT 06518
203-281-5365

NEW MEMBER BIOGRAPHIES

Gene Carapetyan comes to Nutmeg from California where he is the current president of the Cypress Soaring Club in Hemet. He has over 525 hours of glider time (over 11,312 total time) and holds Diamond Badge #867. His ratings include ATP, ASEL-AMEL-ASES, CFIG-AMI.

Gene is a retired Beechcraft Airplane salesperson, is married to wife Louanne, enjoys sailing (eight ocean crossings) and is a ham radio operator (K1BHM). He is hoping to improve his x-country soaring skills.

Harvinder Kambo enters the world of soaring with Nutmeg. It has been a longtime goal of his to learn to soar and he is glad to have gotten the ball rolling.

Harvinder is involved in systems development, has a 17 year old son, and also enjoys R/C Aeromodelling. He is anxious to help the club in any way he can.

Welcome Gene and Harvinder!

NUTMEG SOARING ASSOCIATION 1999 ANNUAL REPORT

INCOME

From Operations	83,333
Donations	700
Total Income:	84,033

EXPENSES

Operations	(66,116)
Budgeted 1999 additions to Aircraft Funds	(12,000)
1999 additions to Memorial Funds etc.	(539)
Glider Fund inflow Blanik insurance	25,410
Glider Fund outflows: 2 trailers & 1-26	(15,682)
Total Expenses:	(68,927)

Difference = to be allocated **15,106**

New Hangar Fund **15,106**

Total Allocations per 01/01/2000 **15,106**

Liquid Assets as per 01/01/00:

Glider Buying Fund	27,728
Engine Overhaul Fund	17,310
Aircraft Overhaul Fund GLIDERS	4,638
Aircraft Overhaul Fund TOW PLANES	1,000
New Hangar Fund	15,106
Louis Grondal Memorial Fund	3,115
Victor Clarke Memorial Fund	1,085

Total Liquid Assets : **\$69,982**

NUTMEG SOARING ASSOCIATION APPROVED YEAR 2000 BUDGET

INCOME

Full & Family Members (now 58+30)	88	\$450	39,600
Associate Members (now 31)	25	\$40	1,000
Initiation Fees	5	\$400	2,000
Miscellaneous			1,000

Total Income: \$43,600

EXPENSES

Airport Rent			11,000
Airport Equipment			2,500
New Equipment Aircrafts			1,500
Glider Insurance			7,000
Glider Maintenance			2,000
Glider Storage			500
Registrations			200
Rentals			600
Trailer Maintenance			300
Insurance - Premises			500
Newsletter			1,500
Telephone/Utilities			1,000
Membership			400
Postage/Admin. Supplies			300
Miscellaneous			1,400

Aircraft Overhaul Fund GLIDERS			6,000
Aircraft Overhaul Fund TOW PLANES			1,000
Glider Buy Fund			2,000

Total Expense (excl. Tow Budget): \$39,700

Difference = Profit / Loss excl. Tows **\$3,900**

TOW FEE BUDGET

Fuel (after rebate)			6,200
Tow Plane Maintenance			16,500
Tow Plane Insurance			3,800
Tow Plane Storage			300
Tow Vehicles			500
Truck Insurance			1,000
Truck Maintenance			500

Engine Overhaul Fund			5,000
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Total Tow Expense: \$33,800

Expected Number of Tows 1,600

**Projected Tow Income at 1999 avg. of \$ 20 each
i.e. maintaining 1999 tow fee schedule** **\$32,000**

Difference = Profit or Loss from tows **(\$1,800)**

TOTAL NUTMEG 2000 Profit / Loss **\$2,100**

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<http://nutmegsoaring.org>

Calendar
.....**ANNUAL BANQUET****Saturday, February 19, 2000**

(snow date Sunday, February 20)

SOUTHBURY HILTON**Southbury, CT**

Sign up forms available at our website by
downloading the January 2000 Nutmeg News
or call Jim Sidway at 203-264-6170



Nutmeg News is the official publication
of the Nutmeg Soaring Association, Inc.

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