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### Calendar .....

#### OPENING DAY

**Scheduled for Saturday, April 15**  
**Come help put the ships together**  
**Flying to start Sunday April 16**

Check our website for updates!

**Safety Courses and Cross Country Ground  
Schools: details inside this issue.**

Nutmeg News is the official publication  
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### Nutmeg News

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To All Our Electronic Subscribers

# Nutmeg News



Volume 41, Number 3

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Editor: Jim Sidway

## MANDATORY SAFETY MEETINGS SCHEDULED

By Don Malins

Two Safety meetings have been scheduled for the spring. The first will be on Saturday, March 18th at the Bethany Town Hall at 1:00 PM.

The second will be on Saturday, March 25th at 8:00 PM in the Miry Brook Fire House in Danbury.

The meetings will last approximately 2 hours. Remember that attendance at one of the two is mandatory in order to be checked out to fly this spring. Log on to [www.numetmegsoaring.org](http://www.numetmegsoaring.org) directions.

## WHAT DO THOSE NUMBERS AND LETTERS MEAN ANYWAY?

Submitted by John Boyce

Members new to the club and even newer to soaring may wonder what all these letters and numbers mean as applied to gliders. Here's how it works:

Since everyone begins with a Schweizer, let's clear that up first. Back in the 'thirties, the Schweizer brothers started building gliders in a barn, crude things of the "Primary" type with open framework fuselages. Things progressed into producing military training gliders during WW2, and some of those are still flying, as antiques, with the company identification SGS 2-8 and 2-12 (military ID TG-2 and TG-3A).

The first postwar model was the SGU 1-19, a high-wing, strut-braced open cockpit single-seater. Now the ID pattern is established: SGS stands for Schweizer, Glider, Sailplane. SGU substitutes Utility for Sailplane. A matter of performance? The numeral 2 indicates a two-seater, 1 means single-seater. The numbers after the hyphen are the various designs drawn-up, but not always produced. Thus, the 1-19 was the nineteenth design and was a single-seater.

The next two-seater was the 2-22, with which our soaring club got started on its path to growth. We once owned a 1-23, and now have two 1-26's. The 2-22 was succeeded by the 2-33, of which there are two models, 2-33 and 2-33A, and we have one of each. The only significant difference between the two is that the first production models had a straight-up rudder while the A has a balanced rudder. If you don't know what that means, examine the vertical tail surfaces at your next opportunity. 24H is the A model. The 1-26 went through five models, the last being the E, of which we have two.

The only other Schweizer regularly at the field is Don McKinley's 1-34, "JP", although he also owns a 1-26D which shows up occasionally.

In subsequent issues, some of the foreign types will be identified,

along with their owners, plus a brief history of the 1-26 development.

## MIFFLIN ADVENTURES

Submitted by Jeff Driscoll

It was a dark and stormy night. That's what happens when you get what you wish for. The "second wave" of campers (McIntyre and myself) arrived at Mifflin Tuesday after Columbus Day, ready for flying. After spending Wednesday looking forlornly at the sky all during the overcast day, we prayed for a massive cold front to come through as soon as possible so that we'd be blessed with strong ridge lift, and therefore fulfill the Mifflin Agenda.

That night, it was a dark and stormy. About 10 p.m. the winds started howling. We're talking 52 mph (whoops, I mean 45 knot) winds, torrential downpours, lightening everywhere, tent destruction of biblical proportions, cats and dogs living together, real end of the world stuff. At 11 p.m. Lee's brand new out of the box family-and-a-half tent got wiped out. At midnight we unplugged McIntyre's electric blanket and 2,000 ft. extension cord that he travels to encampments with as a safety precaution because his tent was underwater. At 1 a.m. I couldn't stand being in my tent anymore with the 500-decibel flapping noise, and moved into the maintenance hanger. At 2 a.m. I couldn't stand listening to my tent self-destruct and went out to take it down. At 3 a.m. Bill Kenyon dragged his sleeping bag into the hanger and then we went back out into the deluge to rescue his crippled tent. Boy, were we having fun and you missed it. At 4 a.m. I passed out.

But it was all worth it. Thursday the mother of all fronts had passed and left in its wake strong and steady westerly winds that provided a day of high-speed ridge flying on Jack's Mountain, the ridge just to the west of the airport. At one point, Chris and I grabbed a thermal off the ridge at 1400' AGL and less than 5 minutes later we were at 6,500'. My averager showed 1,150 feet per minute, the highest I've ever seen it. Next, we headed out over the valley and flew right into wave at 300/minute up to 10,000+. The rest of the day was just same-old, world-class conditions.

Friday brought southeasterly winds and the few remaining pilots tried our hand at the backside of the ridge to the east of the airport. It was strong enough to keep us up for a couple hours and produce some thermals, but not really very good. By that time I think it was down to McIntyre, McKinley, Molnar and Szigeti, Kenyon and myself. At the end of the day I found out that Wild Bill Kenyon has ventured over to the back (east) side of Jack's Mountain and had partaken of some good flying over there. I was impressed.

Saturday it was down to the real die-hards: Bill and myself. I had come all that way, didn't have to be home till Sunday, and wasn't going to give up a potential flying day just because it was totally overcast, without a breath of wind. "But it's forecast to clear up and have 15 mph winds from the southeast" I reasoned. "You can

show me how to fly the back of Jack's Mountain", old impressionable me argued. At noon the clouds broke and the wind picked up. At 2 p.m. we were rigged and on the launch line, smiling into 12 mph winds. At 3 p.m. we were still chasing each other back and forth a few miles up the ridge to the north, and back to the gap near the airport. Then we decided to head further north to the end of the ridge.

At 3:25 the wind started to get weaker. At 3:30 p.m. we were both safely on the ground in different fields about a mile apart and about 15 miles from the airport. I landed in a cut cornfield and Bill landed in an alfalfa field, one that he had surveyed that very morning! 15 minutes later four hang-gliders landed in Smart Wild Bill's popular field. The natives gathered, and thought that they were being invaded. I guess that's why they carry those shotguns in the back window of their trucks, just for these kinds of emergencies. And a mere 5 hours later, we were back at the airport with our gliders securely tucked away in the their trailers with visions of sugar plums dancing in their heads.

I won't tell you here all the interesting things that happened after we landed. Catch Bill or me at an encampment sometime. What I want to tell you about is what happened between 3:25 and 3:30 p.m. Four minutes of looking for fields and hoping that the wind will pick up while slowing down from 75 to 55, and one minute from deciding to land to being on the ground. Yes, 60 seconds, ready or not. Could/should I have given myself more time? Absolutely. One minute of hoping and four minutes of picking a field, trying for a thermal and landing would have been the right procedure.

The difference in picking fields while ridge flying is that if you keep flying the ridge, you are not circling over the field, checking it out, looking at alternatives and weighing your choices. If you keep flying the ridge, the nice field you spotted a minute ago is a mile behind you. And checking out a field is not like thermally over it for a few minutes, trying for a save. You've got to keep most of your attention on flying the ridge. Remember those trees? They're not too far away.

So, I turned off ridge when I was about 700 AGL and abreast of a 600' long cut cornfield that looked flat with no obstructions for a landing to the south, into the wind, I did a full 360 pattern. Crosswind looked good. Downwind I saw the gully in the middle of the field and the drop down for the last 100' on the south end. Now I had 200' to land in. But there were no trees for a few hundred feet on the north end, so I planned to do a normal approach. But I had to touch down right after the gully. I was absolutely calm. I didn't crowd the field, I watched my speed, I never lost sight of my touchdown point (point, not area!), I announced my landing (to Bill). He responded by asking me if I had my wheel down. I thanked him and told him that I was all set, and he told me that he would be landing shortly. I touched down right after the gully and stopped well before the field started a downhill run to the trees. Thank you God.

So whether you're thermalling or ridge flying, stop moving on if you're not absolutely certain you'll make it to another good field with plenty of altitude. Give yourself more time than you think you'll need to check out the fields, pick the best one and try for a

save. Don't be reluctant to accept an off field landing, but be prepared and practice those low energy spot landings.

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### AN OFFER TO JUMP AT

Submitted by John Boyce

The late Burt Rhodes and his partner Dan Sullivan have donated their parachute to Nutmeg. It is an ex-military backpack type, like the one that brought Fred Jacobs safely back to earth last May. It would need to be inspected and re-packed before use.

I suggest that we offer it for sale or at auction within the club, with the proceeds to go to our scholarship fund.

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### A PLUG FOR NORTH ADAMS ENCAMPMENT

Submitted by Warren Dion

There are few accessible soaring sites that can equal North Adams. On any given day it's the odds-on winner over Springfield. I have flown there in ridge, thermal, wave and valley lift. With a moderate west wind the ridge (Prospect Mountain) is active. You can release at 1000 to 1100 ft. Above the airport, climb to the top and park there until one of its frequent thermals lures you away. In an east wind Greylock summit is soarable.

I completed my five-hour there, ending in gentle valley lift. Hartly Gardner did his five hour in a squally east wind on Greylock, and one wintery day his father and I cavorted in the wave but had to push her down to keep from freezing to death.

Our objections to North Adams, which seem to have been overcome, were mainly no camping on the field, lack of a shower, and an unwelcoming FBO. North Adams location favors week-end junkets. Here's the vote of an enthusiastic, though disenfranchised, old timer.

*Editors Note: I too have had many memorable flights at North Adams including my five hour. North Adams is a great place to soar!*

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### GROUND SCHOOL UPDATE

Submitted by Peter Scarpelli

Nutmeg Soaring will be offering two ground school workshops. One will be "The Bronze Badge" and the other "Cross Country". Pilots who have not completed their Bronze Badge should consider this opportunity to take the first one and review material necessary to improve their soaring knowledge and provide a focus for the season. Student pilots who have recently soloed may even find this a great target for the year. At the finish of the session, the Bronze Badge written will be offered.

The "Cross Country" workshop is appropriate for those who have their Bronze Badge and intend to complete a cross country flight this season. This workshop will be given in three sessions.

The Bronze Badge workshop and the first session of the cross country workshop will be held in separate rooms at the Bethany Town Hall, 9 A.M. sharp on Saturday, March 11. The second and third sessions of the cross country workshop will take place on March 25 and April 1 at the Bethany town hall.

The Those wishing to attend or wanting more info should contact Peter Sarpelli at 860-738-1154 or by email scarp@snet.net.

### MEMBERSHIP UPDATES

Richard Gray  
970 Hope St. - Unit 3J  
Stamford, CT 06907  
203-406-0886

Itschak Tidhar  
130 Marvelwood Dr.  
New Haven, CT 06515  
203-397-8199

John Buckman has a change of address:

John Buckman  
61 Woolson Rd.  
Lisbon, NH 03585 603-838-6023

### NEW MEMBER BIOGRAPHIES

J. Christopher Spell is a research scientist for the Bayer Corporation, is married and has a daughter Olivia. He holds his Private Pilot Glider ticket. Chris' other interests include jogging, white water rafting, astronomy and World War II history.

Roby D. Sadler is an accomplished flyer. He is a corporate pilot and holds an ATP and Single Engine Sea rating. He is married to wife Dawn and they have a sixteen year old daughter, Heather. Roby's other passions include boating and Corvettes.

### DUTY SCHEDULE FOR APRIL & MAY

<u>Date</u>	<u>Field Manager</u>	<u>Duty Pilot</u>	<u>Instructor</u>	<u>Pawnee</u>	<u>Super Cub</u>
Sun 4/16	T. Renz	P. Barackman	#####	#####	#####
Sat 4/22	R. Clifford	J. Chuddy	#####	#####	#####
Sun 4/23	J. Dezzutti	E. Draganovic	#####	#####	#####
Sat 4/29	C. Hanak	H. Garber	#####	#####	#####
Sun 4/30	J. Hilgert	L. Herman	#####	#####	#####
Sat 5/6	D. Jackson	J. Barret	#####	#####	#####
Sun 5/7	T. Johnston	C. Giesecke	#####	#####	#####
Sat 5/13	D. MacKenzie	K. Lawson	#####	#####	#####
Sun 5/14	E. Martin	D. O'Shea	#####	#####	#####
Sat 5/20	D. McKinlay	R. Mayer	#####	#####	#####
Sun 5/21	V. Paggen	P. Meny	#####	#####	#####
Sat 5/27	F. Painter	T. Pattison	#####	#####	#####
Sun 5/28	N. Samela	P. Quinn	#####	#####	#####

#### Notes:

\*\*\*\* Indicates Field Managers, Duty Pilots and Instructors are not scheduled on Wednesdays or holidays. Check Hotline for instructor availability.

##### Indicates no one yet assigned. If you are available please call the appropriate scheduler:

Duty Pilots Call: Lee Ramsdell at 860-355-8525

Instructors Call: Peter Scarpelli at 860-738-1154

Tow Pilots Call: Bryan Cotton at 203-261-2471

Field Managers and Duty Pilots are responsible for arranging a replacement if they cannot be there at their assigned times. For up to date assignments check our website: <http://nutmegsoaring.org>