

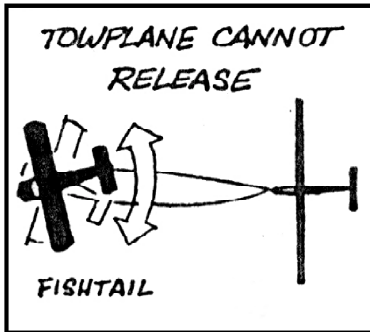
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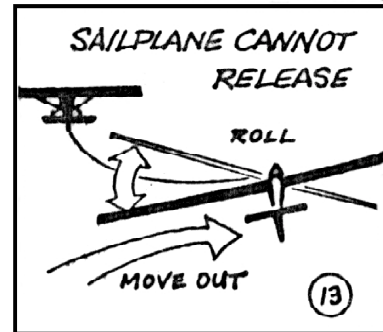
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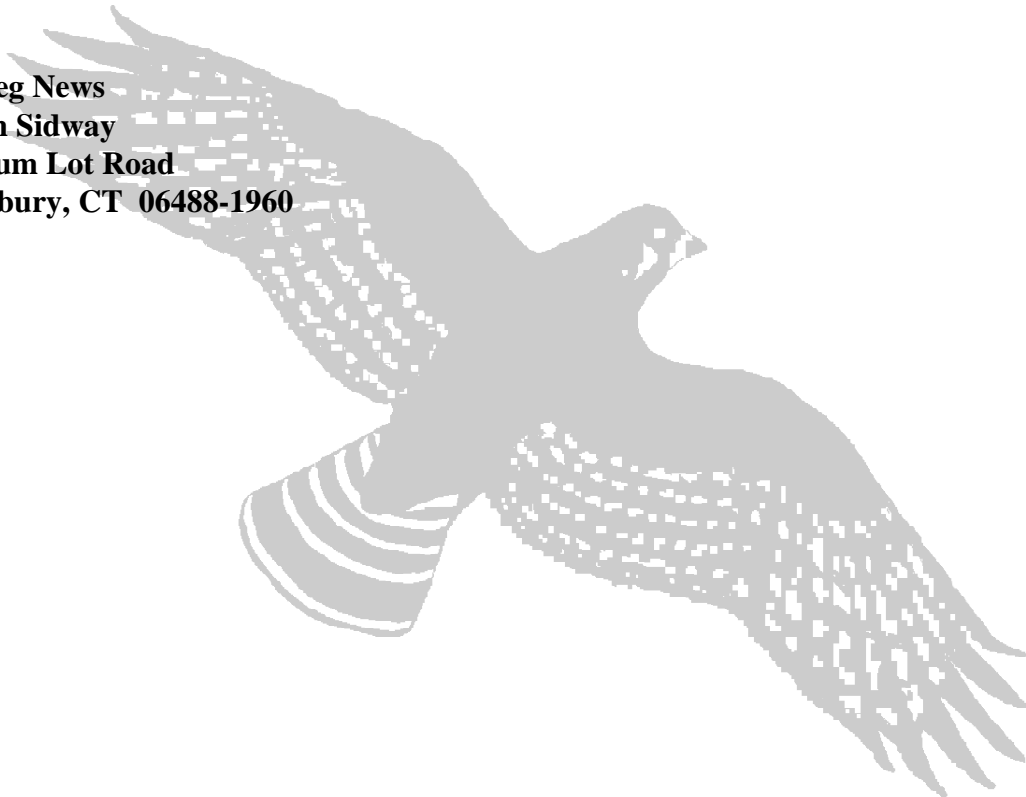
Jim Sidway  
211 Lum Lot Road  
Southbury, CT 06488-1960  
203.264.6170  
jsidway@cs.com



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**Nutmeg News**  
**% Jim Sidway**  
**211 Lum Lot Road**  
**Southbury, CT 06488-1960**



# Nutmeg News

Volume 41, Number 7

July 2000

Editor: Jim Sidway

## JUNE 2000 MEMBERSHIP MEETING MINUTES

Submitted by Doug Laitenin

**Nutmeg Membership Meeting:** June 10, 2000

**Officers Present:** L. Ramsdell, B. Kenyon, P. Krebs

**Number of Members Present:** 30

**Called to order:** 8:00 p.m.

Minutes were approved as printed in the June newsletter.

Lee thanked all that worked so hard making the clambake a success.

Lee reported that the new L-33 was delivered and thanked the members who came out to unload and assemble it. The FAA should be at the field next Wednesday to sign it off. Remember that to qualify to fly the L-33, you need to be current in the Grob and obtain a cockpit sign off.

The 1-26 (954) should be back in two weeks.

Lee reminded the membership that mid week soaring other than on Wednesday must be planned in advance with Lee or Linda and approved by Terry McClinch.

Remember to properly announce landings using **35** or **17** not north or south.

The North Adams encampment will be June 24<sup>th</sup> -July 9<sup>th</sup>. The Grob will be going up on June 24<sup>th</sup> and returning on July 4<sup>th</sup> if other arrangements are not made. One of the 2-33's will go up for the full two weeks. If anyone would like to take any other sailplanes, they need to see Lee or any board member for board approval and make all arrangements for getting it to and from the encampment. Private owners are not to stage on the taxiway. Please use the grass area near the flagpole. There is a \$5 per day tie down fee with a maximum of \$28. Mohawk Soaring will provide towing every day except the last two days. Every pilot must pay a temporary membership fee of \$28, which is good for one month for insurance purposes. The camping fee is set at \$5 per night per tent. The club will take one golf cart for towing.

Lee is talking to Terry McClinch about erecting a club hangar and possible lease arrangements.

The meeting adjourned at 8:30 p.m.

## Brief History of the Nutmeg Equipment Trailer

Submitted by Virgil Paggen

For nearly two decades, the place to hangout while waiting to fly has been around the equipment trailer. Ever wondered where from the trailer came? Here's a brief history and update on this important piece of club equipment.

The trailer was originally constructed by Ed Frappier of Bryan, Ohio as a mobile transporter for his wife's display case of pilot supplies, T-shirts, soaring books, and miscellaneous. The business name - "June Bug Flyers" - emblazoned on each side of the trailer along with a mischevious-looking flying bug.

Ed ran a machine shop, a small soaring operation, plus he supplied kit sailplane trailers. I'd built one of Ed's trailer kits as the storehouse/transporter for my Monerai, which is how I learned that the June Bug trailer was available. Coincidentally, Nutmeg was looking for a replacement for the original, decrepit and hard-to-tow baby-blue homemade wooden equipment trailer that desperately needed to be put out to pasture.

A deal was struck and we bought the new trailer around 1980. My wife, bless her, was volunteered to visit her sister in Erie, PA, and retrieve the trailer in the process. Both the visit and the retrieve were successful, then came the task of outfitting the trailer with interior shelves, an outside tray, a hinged rear door, and a radio shelf. Conveniently, a smalltime farmer had recently gone out of the sprouts business, and the aluminum trays he used to grow bean sprouts were for sale. A few of these were cut, bent, hammered and cursed into position, then secured with about umpteen hundred pop rivets. Fittings that guided and secured the display case in the trailer were salvaged to make supports for the interior shelves. Look carefully and you will find round aluminum reinforcing plates on interior support junctions; these are Monerai spar lightening holes cutouts.

Various acts of kindness and neglect have been bestowed on the trailer while stored each winter. An occasional fresh coat of paint spruced up its appearance, most often a springtime scrubbing and general cleanup was all it got.

Come February 2000, the trailer underwent a thorough 20-year checkup. Inspections revealed a severe case of insult, neglect and mayhem. Exposure had done in the tires, the rear stabilizers were bent and broken from towing before retracting, rivets had been worked loose or sheared, the trailer skin was dinged and dented from equipment being thrown into the trailer. The trailer had also been attacked once in Springfield, VT by an errant ASW-15 on a landing roll-out.

The trailer consumed two months of night and weekend effort to bring it to the state you now see it. New wiring, new paint, new stainless hardware, new tires adorn this flightless bird. Wheel bearings were repacked, wheel rims sanded and repainted. Front floorboards installed, stacking chairs added, parts and pieces organized, and a double-ended clipboard created. New sign-up forms were created by Bruce Stein.

Trailer tips:

1. When not in use, the safety chain is meant to be stored in a marked box inside the trailer. There's extra chain length to

accommodate different tow hitches; merely hook the chain at the length needed.

2. Carefully PLACE, don't throw equipment, rope reels, sailplane weights, etc. into the trailer. The impact loading is hard on the structure, dents the shell and cracks the paint. It's common sense to DISTRIBUTE the weights, preferably over the axle; rather than making a neat pile in one corner.
3. Excess weight on the external tray has given it the character of a swayback nag. Batteries, stones and elbows are not meant to be stored on the tray. For proper assembly, insert the left and right tray support arms as marked.
4. Trailer wiring is arranged to fit the "American Car" Nutmeg standard; only four of the six pins are used. In addition to a center pin, other pins are arranged at approximately the 1:00, 3:30, 6:00, 8:30 and 11:00 o'clock position. Pin assignments are 3:30 (ground), 6:00 (R.stop), 8:30 (L.stop), and center (tail/running) lights; the 11:00 and 1:00 pins are unused. Those with foreign cars (separate stop/turn signals) can either use a converter or simply wire your vehicle to use the center pin (tail/running lights) in place of the brake light. If stopped, just tell the officer that it's a club trailer that you didn't do the wiring.
5. Particularly important... Please install the three rear-door securing pins before trailering, especially when making a high-speed dash from one end of the field to the other. These pins are necessary to prevent racking of the trailer and galling of the rear door. The pins with their stainless washers store in a 4-holer attached just below the fire extinguisher; the fourth hole is for the rear door combination lock.
6. You will remember to always retract the stabilizer feet before towing, right ?
7. It's vexing to remove the rubber cement, decals, "For Sale" flyers, and miscellaneous bulletins that get plastered on the trailer, then ignored. If you need to post something, use the inside rear door, not the outside of the trailer shell.
8. Drill no holes in this trailer; it's got enough as is.
9. The trailer registration should be updated next time around; it still lists this as a homemade blue trailer, built in 1970. That's because the license was transferred from "old blue" to "new white." It's current color is True Value off-white ("XO-22"). The registration certificate is stored inside the trailer, under the clipboard clip attached to the front end of the pole-holder shelf. Stick your head inside the front door of the trailer, then look up and to the right. If it's not there, ask Lee.

I've done all I can at this point to bring the trailer up to "factory original." If everyone treasures and protects the trailer, it should last well into the next generation of Nutmeg Fliers.

## REPORT FROM REGION 1

Submitted by John Boyce

Photos @ <http://nutmegsoaring.org>

Nutmeg was represented by four pilots in the recent Region One Contest. Ron Clifford and John Boyce were in Sport Class; Wally Moran and Don Malin were in Standard. Also checking in was Donn Castonguay, up from Long Island on his motorbike to help us with crew duties. Of course, Dixie Moran, Betty Boyce, and the Clifford tribe were there.

Don Malin did very well, placing second. First place was within reach after he won one day, but then came the Day of Reckoning. Weak conditions and a fierce wind from the south kept Don and me from getting out on course, even with three attempts through the start gate. If either of us could have gotten away....?

We were able to fly four days out of the scheduled six, which is about average for New England. Three of those days were very good, the fourth was unmitigated misery, with about fifty-percent of those attempting the task landing out.

There was one bad accident when one pilot apparently did the stall/spin maneuver and wound up in the trees. The sailplane, a brand new Ventus 2 CM, was totaled, but the pilot escaped with broken ankles, bruises, and strained neck from being suspended in his harness. Fortunately, he came down in tall trees; had he hit on open ground...? He'll be up and walking in a month or two.

In spite of the accident, it was a great pleasure to see old friends and to test your soaring skills in one of the most beautiful soaring sites in the country. We hope Nutmeg will be better represented (in more than attendance) next year. We really should have seven or eight of our pilots there. Think about next June, usually the third week, and start making plans now. It's really great fun.

If you have any questions about how contests are done, call any of those of us who were there.

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## LARGEST GLIDER IN THE WORLD

Submitted by Peter Krebs

I just read in a German newspaper that a project to build the world's largest glider is under way in Germany.

The glider goes by the name of ETA with a wingspan of 103 feet or 30.90 meter! The plane is being designed as a two seater motor glider with a SOLO engine of 64 hp. The wings have a diameter of only 3.5 inches so just imagine how all the controls and flaps, ailerons and brakes have to be fitted in there. The fuselage measures 30 feet in length and originates from the ASH 25.

The design is by the engineering firm of Reiner Kickert in Braunschweig, home of the German Center for Air- and Spacecraft and the University of the same city who helped with the calculations and model trials. During tests a 33 feet long

part of a wing broke only after having been bent to 90 degrees!!!

Initiated and financed by the renowned German glider pilots: Gantenbrinck, Grosse, Krieger, Lodes, Mueller and the Italian Mantica, the plane is being built of carbon fiber right now in the south of Germany at the shops of Hansjoerg Streifeneder and Walter Binder.

Trials will be held at an airfield in eastern Germany with Gerhard Stich as the test pilot. Once certified by the European aviation authorities it is planned that the first ETA will be piloted by the World Champion H. W. Grosse who just turned 78!

(We should encourage Rudi Opitz to sign up for a flight to reach another world record, don't you agree???)

Pricing is not available but if you have to ask, the plane will be certainly too expensive for you.

The club depends on its members, please help out!

## \*\* ET CETERA \*\*

### NEW MEMBERS

David Piotrowski & Rebecca Piotrowski Full Members  
60 Mill Rd.  
Stamford, CT 0690 203-968-6327

John Dlhos ASM  
50 Hop Brook Rd.  
Brookfield, CT 06804 203-775-6128

Johnny P. Burke ASM  
6 Obtuse Rocks Road  
Brookfield, CT 06804 203-740-2294  
Stonyb@worldnet.att.net

Tom Skarupa ASM  
PO Box 81  
Collinsville, CT 06022 860-693-6778

### FUTURE MEMBER

John and Betty Boyce announce the arrival of their newest grandchild, Lisabeth Marie Ludeman (great first name), who was born about eight o'clock on June 10 (as they were driving home from the lobster bake).

## DUTY SCHEDULE FOR JULY & AUGUST

<u>Date</u>	<u>Field Manager</u>	<u>Duty Pilot</u>	<u>Instructor</u>	<u>Pawnee</u>	<u>Super Cub</u>
Sat 7/1	M. Odeen	D. Solomon	####	B. Cotton	####
Sun 7/2	T. Renz	P. Barackman	####	Ward	####
Wed 7/5	****	****	****	Mahoney	####
Sat 7/8	J. Hilgert	L. Herman	M. Opitz	####	####
Sun 7/9	C. Hanak	H. Garber	####	Daniels	Mahoney
Wed 7/12	****	****	****	Daniels	####
Sat 7/15	R. Clifford	M. Zaleta	####	Duckworth	Boyce
Sun 7/16	D. Jackson	J. Barret	N. Jackson	####	####
Wed 7/19	****	****	****	Mahoney	####
Sat 7/22	J. Sidway	C. Giesecke	J. Boyce	Duckworth	Trudnak
Sun 7/23	D. MacKenzie	K. Lawson	####	Post	Mahoney
Wed 7/26	****	****	****	Duckworth	####
Sat 7/29	E. Martin	D. O'Shea	####	Trudnak	Mahoney
Sun 7/30	D. McKinlay	R. Meyer	####	Flynn	Toussaint
Sat 8/5	V. Paggen	P. Meny	####	####	####
Sun 8/6	F. Painter	A. Okarmus	####	####	####
Sat 8/12	N. Samela	P. Quinn	####	####	####
Sun 8/13	J. Sutor	M. Hermann	####	####	####
Sat 8/19	B. Stein	A. Ames	####	####	####
Sun 8/20	T. Johnston	J. Spell	####	####	####

\*\*\*\* Field Managers, Duty Pilots and Instructors are not scheduled on Wednesdays or holidays. Check the **Hotline: 860-354-9646** for info on midweek soaring operations and instructor availability. **Field phone: 860-355-3253**

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

Duty Pilots Call: Chris Hoffmaster 203-744-4632 or choffmaster@innovativeusa.com

Instructors Call: Peter Scarpelli at 860-738-1154 or scarp@snet.net

Tow Pilots Call: Bryan Cotton at 203-261-2471 or bryancotton@yahoo.com

Field Managers and Duty Pilots are responsible for arranging a replacement if they cannot be there at their assigned times (do not call the scheduler). For up to date assignments check our web site: <http://nutmegsoaring.org>