

### Now Available on our Website

- ✓ Banquet 2001 photos!
- ✓ Events Calendar: This new section was added recently to keep members abreast of upcoming club and related events. It is presented in a monthly calendar format with links to the details of the events displayed on the day the event will take place. NOTE: you can easily add events to the calendar! Check it out!

For these features and MUCH more point your browser to:  
<http://nutmegsoaring.org>



### CALENDAR

**Board of Directors Meeting:** Friday, March 16 probably at Bruce Stein's place.

**Ground School:** Saturday, March 17, Bethany Town Hall. Details inside this issue.

**Safety Meeting:** Friday, March 23, 7:00 PM to 9:00 PM, Bethany Town hall. Details inside.

**BFR Ground School:** Following the Safety Meeting, 9:00 PM to 10:00 PM.

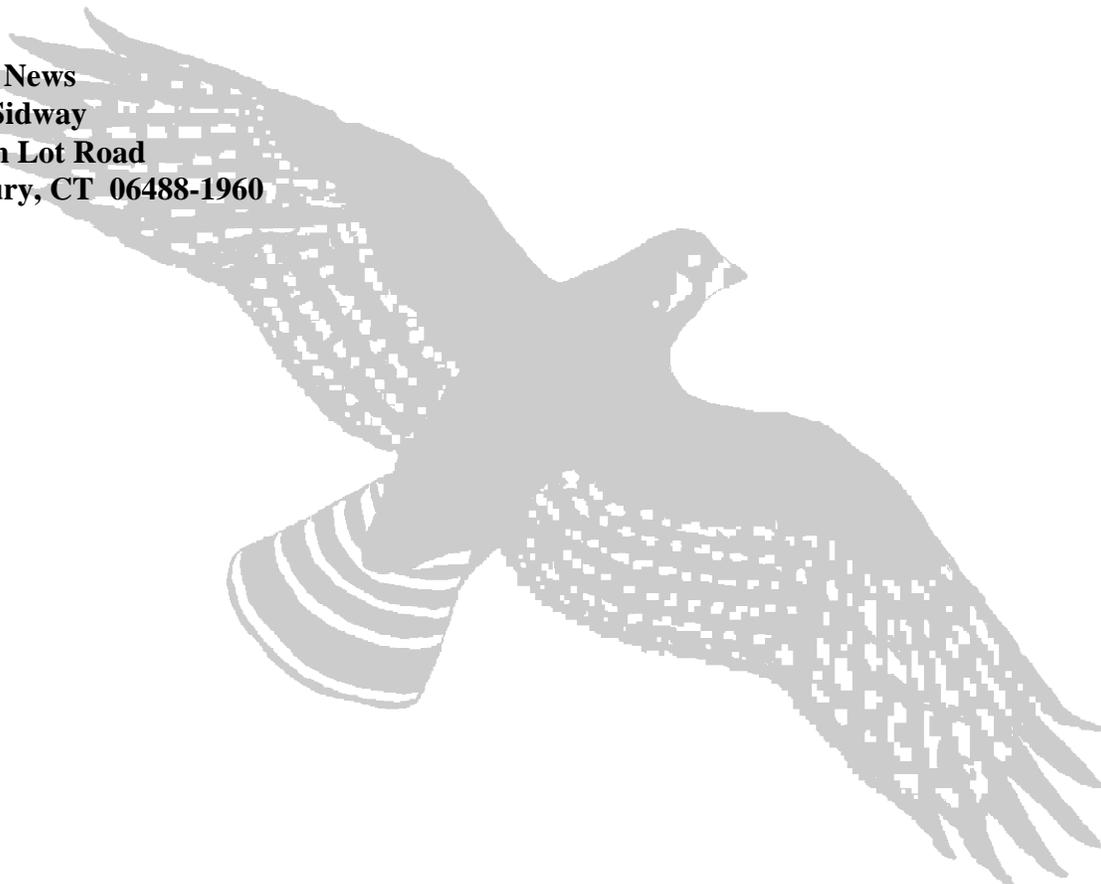
**Tow Pilots Meeting:** Wednesday, March 28, starting at 7:00 PM at the Capitol Aviation facility at Waterbury/Oxford Airport.

**Safety Meeting:** Friday, April 7, 7:00 PM to 9:00 PM, at the Miry Brook Firehouse near the Danbury Airport. Details inside.

**BFR Ground School:** Following the Safety Meeting, 9:00 PM to 10:00 PM.

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# Nutmeg News

Volume 42, Number 3

March 2001

Editor: Jim Sidway

## **JOHN BOYCE HONORED**

By Jim Sidway

John Boyce received Nutmeg Soaring Association's highest honor at the recent Annual Banquet. Cited for his many years of dedicated service to the club as an instructor, tow pilot, former officer and board member, and all around great guy, outgoing president Lee Ramsdell announced to the attendees that John would join Rudi Opitz in the elite ranks of Lifetime Honorary Member. Anyone aquatinted with John surely understands why he deserves such great recognition. I have known John through my association with the club since 1969 and can personally attest to his devotion and professionalism. Congratulations from us all!

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## **A NOTE OF THANKS**

From John Boyce

To all Nutmeggers,

I wish to thank Bill Kenyon, the Board members, and all of you for the recognition I received at the February dinner meeting.

It was a heartwarming experience for Betty and me, and to have joined Rudi in this very small group of members so honored made it all the more satisfying.

I would like to add that it has been a privilege and pleasure to have been associated with and to have served such a fine group of people as the members of the Nutmeg Soaring Association.

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## **ANNUAL BANQUET DELIGHTS ALL WHO ATTEND**

By Jim Sidway

Nutmeg's annual banquet meeting was held Saturday, February 17, 2000 at the Southbury Hilton Hotel. Approximately eighty Nutmeggers were in attendance along with some invited guests including Bob Bouchard, who does most of our glider repairs, and Patricia Barone, master of Wurtsboro's glider operations.

Everyone enjoyed a delicious spread of assorted hot and cold hors d'oeuvres before a delightful buffet with salmon, chicken and beef dishes to satisfy a variety of palates. The dessert buffet left no one consuming less than twice their normal daily caloric intake.

Initial master of ceremonies, outgoing president Lee Ramsdell, began the meeting portion of the evening by paying tribute to Tom Johnston, fellow Nutmegger who was lost to us in a tragic glider accident earlier this year. Next came the induction of John Boyce into the elite ranks of Lifetime Honorary Member of the Nutmeg Soaring Association.

The program went on to include a recap of many of the year's accomplishments. Most of those could be summed up in two words: Bruce Stein. It seems that Bruce was the reason for about half of the tows this past year (only a slight exaggeration). He also succeeded in satisfying the appetites of those who attended the North Adams encampment with a fine array of gourmet cuisine.

Instructor statistics for the 1999-2000 soaring season revealed that Wally Moran and John Boyce were responsible for providing half of the instructional flights with John doing almost a third himself. Tow pilot stats were not available at the time of the meeting.

Incoming president Bill Kenyon took to the podium and shared his vision of the future of the club. It is no surprise that safety was his top priority. Bill identified the members of his administration as well as those comprising some of the important committees that will influence how the club operates going forward.

To finish the evening on the lighter side, Jeff Driscoll and Chris McIntyre took to the podium to pay homage to those who had earned some rather unique (read: humorous) distinctions throughout the course of last year's soaring season. Only those two could work a plumber's helper into the program!

All in all it was a great evening and much fun was had by all. You can check out some super photos of the festivities courtesy of Don Malin in the Scrapbook section of our web site at <http://nutmegsoaring.org>.

*Editors Note: Please be advised that if you had made a reservation for the banquet the money you sent in was paid to the Hilton even if you did not attend and therefore no refunds are available in that event.*

## **SAFETY MEETINGS SCHEDULED**

Submitted by Jeff Driscoll

This year's Safety meetings are scheduled for Friday night, March 23 from 7 - 9 p.m. at Bethany Town Hall; and Saturday night April 7 from 7 - 9 p.m. at Miry Brook Firehouse near the Danbury airport.

Attendance at one of the meetings is mandatory. The cross country course will have a different agenda and therefore doesn't take the place of attendance at one of the Safety meetings.

The Safety meetings are planned to be informative and interactive, giving members a chance to discuss the issues and their relevance to our operations at Candlelight Farms. The new position of Field Safety Manager will be introduced and discussed in relation to Nutmeg's duty pilot responsibilities.

Each meeting will be followed by an optional BFR ground school from 9 - 10 p.m., and will be a good chance to bone up on the FAR's, our sectional map, etc.

The Miry Brook Firehouse is at 59 Miry Brook Road in Danbury. Check the Nutmeg web site at <http://nutmegsoaring.org> for directions.

## **SAFETY NOTE**

To all Nutmeg members, but especially those of us who have our own gliders and who assemble and disassemble them regularly:

Some time back Loren Lewis sent me an article on safety written by Mike Baxa, a former member who now flies with MITSA at Sterling, MA. Following is an excerpt from that article which has particular relevance for all of us as we get ready to start a new season. - John Boyce

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Private owners know their ships inside and out. They know every scratch, connection and believe they could assemble them blindfolded. For the first flight of the season you will see the private owners carefully

assembling as they reacquaint themselves with the process. They will double check everything and may even pull out their assembly checklist. By mid-season the routine is well established: i.e. one pulls onto the field, goes into high speed, and assembly is a race with the clock to hit the prime launch time. During this process, pilots help each other or enlist others when needed. There are usually other people in the vicinity watching, asking questions or wanting to be of help. In other words there are many distractions.

The private owner views the assembly process as a "necessary evil" and is relieved to be done with it. Yes, there is usually a quick positive control check looking for the expected confirmation that everything is okay, as it always is (?). However, far more time and attention is spent on that perfect tape job to assure that any .05 L/D improvement has been achieved. You all know where this is going, so let's get to the point. No one should ever takeoff with a control not connected, something ajar and jamming a control or an assembly oversight resulting in an accident. I apologize up front for preaching to the choir, but accidents involving control hookups have happened to the very best and most experienced in this sport. This is one area where we can all minimize our risk with just a little extra effort.

a) This season commit to yourself that you are going to make assembly time one your highest priorities. A starting point is to reread your ship's manual at the start of each season.

b) While pulling the trailer to the assembly area, tell yourself "I will not be rushed, so if it takes 20 minutes or an hour, it is going to be done right." If you are hurried, upset or anxious, you will be likely to forget something.

c) Use the same sequence each time you assemble. You might choose to tape the sequence on the inside of your trailer door.

d) Commit to using a check list every time you assemble as part of a separate inspection at the end.

e) Commit to a thorough and methodical positive control check. I like to shake the stick and spoiler handle. Automatic control hookups/safety pins or not, if something is going to pop off, let it be on the ground.

f) If interrupted, simply state "sorry, I am right in the process of assembly, let me talk with you when I am

done." If you must leave the ship during the assembly process, first finish the specific task you were working on and leave a reminder on where you left off.

g) Finish by looking for tools and rags left in the ship. Always secure any loose items.

Finally, every one of us should view the time of assembly as a "sacred time" for the private owner and keep his distractions to a minimum. Yes, he needs our help with the wings and process, but we can quietly hang around waiting for his request for assistance. A private owner is, as he should be, very appreciative of any help and will be reluctant to offend you, if you walk up and start chatting, so keep all the above in mind. He needs his attention on the ship.

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### **SOARING COURSES OFFERED**

Submitted by Peter Scarpelli

This year, Nutmeg Soaring will be providing two ground school soaring workshops to members interested in attending. Both will occur simultaneously on the same day at the Bethany town hall in Bethany Connecticut on March 17, 2000 at 9 A. M.. The event will probably last about four or five hours with a short break for lunch. (If you attend, plan to bring a sandwich or you may order one there.)

Course #1 will be a new one to the club this year. It's title is "Performance Flying" and is designed for the beginning to intermediate flyer interested in improving their local flights. The focus of the course is to cover material related

to improving one's general flying ability when soaring in the vicinity of the airport as relates to efficient thermalling, inter-thermal flight, and understanding effective patterns. The outcome is to create personal individual goals for the coming flying season to move one's soaring to the next level. It is open to all who wish to attend.

Course #2 will be "Cross Country Soaring" and is intended to help the more advanced flyer to have an effective approach to attempting their first cross country flight. Materials related to understanding weather, glider performance, inter-thermal flight, and off field landing will be covered. An emphasis will be made on flying the 1-26 on a flight from Candlelite to Plymouth airport. Persons wishing to attend this should have completed their Bronze Badge or have made a minimum of two or three duration flights which have lasted more that two hours.

For more information, contact Peter Scarpelli by phone (860)-738-1154 or email [scarp@snet.net](mailto:scarp@snet.net). Please pre-register so that we have an idea on how many will be attending.

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*FLY SAFELY*