

Now Available on our Website

- ✓ Check out the "new look" for 2001!
- ✓ Lobster Bake sign up.
- ✓ Events Calendar: This new section was added recently to keep members abreast of upcoming club and related events.
- ✓ Duty Schedule for the full 2001 soaring season.

For these features and MUCH more point your browser to:

<http://nutmegsoaring.org>

CALENDAR

Last Chance Safety Meeting: Sunday, May 6, 9:00 - 11:00 AM, at Candlelight Farms Airport. Details inside.

Board of Directors Meeting: Friday, May 11, 7:30 PM. Check web site Events Calendar to confirm location (tentatively at Bruce Stein's place).

Annual Lobster Bake: Scheduled for Saturday, May 20th with a rain date of Sunday, May 21st. Details inside.

Summer Encampment: Tentatively scheduled for June 28 through July 8 at Springfield, VT. More details inside

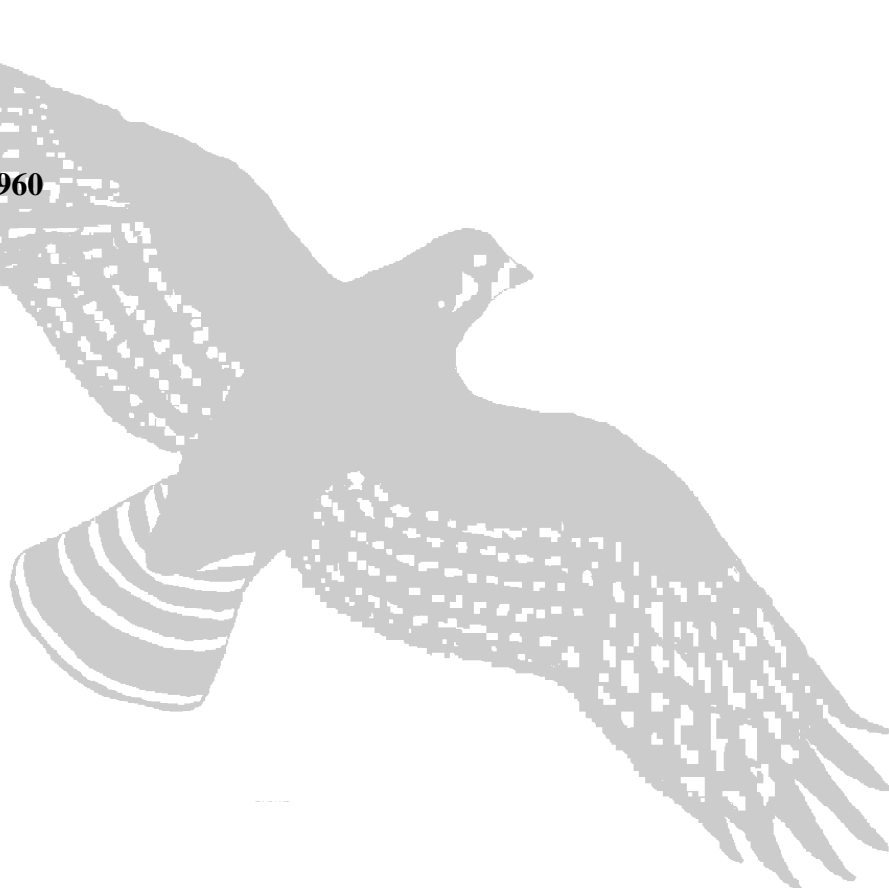


Fly Safely!

A friendly reminder that no member is above assisting with line operations at the field. Don't just sit there while a small number of people do the work. If you see the need for a signal person at the towplane end or hook up person at the glider end get off your butt and help (please)!

Nutmeg News is the official publication of the Nutmeg Soaring Association, Inc. Edited by Jim Sidway, 211 Lum Lot Road, Southbury, CT 06488-1960 203.264.6170 jsidway@earthlink.net

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Nutmeg News

Volume 42, Number 5

May 2001

Editor: Jim Sidway

MEMBERSHIP MEETING MINUTES

Date: April 20, 2001 **Called to order:** 07:40 p.m.

Directors/Officers present: Kenyon, Stein, Krebs

Number of members present: 20

1. Kenyon reported that Terry requests a new updated Airport Usage Agreement, indemnity and release for private owners. He handed out the forms which have to be filled in, signed, notarized and mailed to Terry. Copy of insurance certificate should be sent as well. Paperwork should be with Terry by weekend 4/28.

2. North gate entrance has a new lock. Combination is 5187. Please remember number since old Nutmeg lock is no longer there.

3. We got permission to start flying operations as of 4/21. More work is needed to be done on that date to finish setting up / washing the club gliders and continue working on the shed extension. Kenyon thanked those members who turned out for a full work day on 4/20.

Many thanks to all the people who helped with put-together (Friday April 20) and general opening-day tasks Saturday. Much of the Schweizer fastening hardware was replaced with new hardware from the Dave Jackson Magic Schweizer Parts Box, thanks to 2 full days of Jim Phoenix's effort. So when you next de-rig and rig (like for Encampment), please take special care of the hardware - it is exactly what the Schweizer manuals call for. Incidentally, both plastic bags of hardware from last fall's derigging of the 2-33's have disappeared. Tell us if you know where they are.

A skilled crew under (literally) Lee Ramsdell has done the loaves-and-fishes act on the shed, making room for the 3rd golf cart. Thanks to Bruce Stein and Virgil Pagen for the file cabinets.

4. Those members who did not attend either safety meeting have a last opportunity to do so because Driscoll graciously will hold another one on 5/6 at the airport.

5. Kenyon explained the new position of Field Safety Manager. It was discussed at length how to avoid no-shows for that job and the ones for duty and assistant duty pilots. It was agreed to try the following: Field Safety Manager will remind "his" duty and assistant duty pilots and somebody is sought to make weekly reminder calls independently.

6. Bob O'Brien, an ex member now living in Hawaii, donated \$200 to the club. It was voted that this money will be used for the purchase of a picnic table and gas grill.

Please let us know where we can acquire a table and gas grill inexpensively; and a little 'Bob O'Brien' plaque for the table.

7. Two new members attended and were welcomed by Kenyon.

8. As a trial, the club will make available glider 954 for two-hour flights for bronze badge holders. This glider will have a GPS which was donated to the club.

9. Kenyon made an appeal to find volunteers to help with the next cookout at the field, 5/19. At the same time he thanked Betty and John Boyce for providing and preparing nibbles and beverages for the membership meeting. Kenyon suggested that other members chip in to alleviate the burden on the Boyces.

10. When Steve Aeschlimann annualized the club gliders last fall, he made up a list of necessary things to do to improve our club gliders

and we need volunteers to do that work. A schedule will be established to ensure the work will be done for the next inspections.

11. Krebs reported that finances so far look all right. The vast majority of full members have paid their assessments. Only a few are missing and have been contacted by him. A larger number of associates have not paid up yet and calls will go out to them in the near future.

12. Midweek soaring: default day is Wednesday, with tow-pilot coordination by Linda DeMarco. If Tuesday looks better, the decision needs to be made by Sunday night, and tow-pilot scheduling will be catch-as-catch-can.

13. Self insurance was discussed at length but we will stay fully insured as we are. We might check into taking the hull insurance off one or two gliders of lesser value depending on possible premium savings.

14. Kenyon reported briefly on the tow-pilots meeting March 28, and reminded everyone that a towplane with glider in tow has the right of way over a glider flying by itself. Gliders on long downwind should be especially alert for towplanes.

15. Encampment: Scheduled for 6/28 to 7/8; intensive discussion ensued about pros and cons between North Adams and Springfield and if parallel operations at Candlelight are advisable. It was voted not to operate Candlelight simultaneously and to go to Springfield since it seems to provide better conditions for instruction and higher frequency of flights. Kenyon will make sure that Springfield is contacted soon to confirm availability. Results will be published in the newsletter.

Our friends at Springfield have now been contacted, and will welcome us. For the uninitiated, Encampment means flying out of a host airport (Hartness Airport in North Springfield, VT) in Nutmeg gliders; most members camp at the airport in tents, and usually enjoy a lot of camaraderie in impromptu cookouts, runway walks, swimming, etc. Flying at a different airport is an important step for a developing glider pilot, and soaring in different territory is a great change and learning opportunity. Springfield has 2 long black-topped runways plus a lot of wide landable grass aprons, and has very little power plane traffic. We expect that Nutmeg instructors would be available at Encampment in the morning only (they are likely to want to fly their own ships in the afternoon). Everything is less formal at Encampment: instructors aren't formally scheduled, and glider time is usually allocated by agreement among the pilots rather than by the Candlelight 1-hour rule. Since instructors don't instruct in the afternoons, Encampment makes more sense for soloed students than for non-soloed students - so get soloed before encampment if you can. Aero towing at Encampment would be primarily by Celtic Air's Pawnee, with additional towing by Nutmeg at heavy times. At Candlelight, no instructors would be scheduled, and no FSM/Duty pilot. Nutmeg gliders get to Encampment by being trailered by Nutmeggers who want to fly them there. We can use the 'Bulletin' feature on the web-site to figure out who is going to trailer which glider up to Springfield, and who will trailer it back, and when. Peter Meny and Jim Sidway indicated they would do some trailering.

16. Various: Carl Dunham is not allowing anymore that gliders are assembled near the refurbished heliport nor is glider washing

permitted there. Camping and picnic activities need prior information/consent. Apparently he mentioned that he will improve the actual poor condition of the access road to the parking lot.

19. Draganovic gave a stimulating and inspiring talk about cross country training and offered a plan for a bimonthly competition called FIY (Fly It Yourself). Details were discussed and a write-up and rules will be available at the equipment trailer.

Meeting adjourned at 09:45 p.m.

ADDITIONAL NOTES

Field Safety Manager/Duty Pilot/Assistant Duty Pilot assignments:

1. Please contact each other by phone *before* the day you are scheduled for duty.
2. Chris Hoffmaster has very generously volunteered to phone to make sure that you haven't forgotten. When he calls you, please be appreciative of his effort.

Instructor scheduling:

Nan Jackson very generously volunteered to schedule instructors. Bob Thulin has very generously volunteered to phone instructors to make sure that they haven't forgotten. Ditto as above.

Flight Reviews: If you are going to need a Flight Review, please let Nan Jackson know at least a month ahead of time so instructor time can be used efficiently.

Dumpster: We have a key to Terry's dumpster, and have been encouraged to use it. Keys are in the trailer

Portapotty. You probably figured this out already, but the real portapotty is right next to the shed; the portapotty on the east side of the field is old, not maintained, and not very pleasant.

New Nutmeg brochure: Thanks to Dave McKenzie for the new version.

Preview of next winter's towplane maintenance.

It is believed that next winter, the Pawnee will need to be re-covered, probably about \$15,0000; Chuck Webber, who has done the Pawnee work for the last few years, recommends a utility rebuild for about \$30,000 (i.e., fix things that need to be fixed while the fabric is off). If you have opinions, please let me know. If we get the facts early, we will be able to make a good decision for next winter.

Current projects: Please use some of your spare time at the field to contribute to the following:

Organizing the shed. We will have a large box in the shed for items which some of us think should be thrown out. Check out this box: if there is an item there that you think should be saved, put a sticker with a note on it. Tow pilots: check the towplane pieces there.

Painting the addition to the shed.

The 5-drawer file cabinet in the shed, donated by Virgil Paggen: we need to lock it to keep the aircraft logbooks secure, but we have only one key for it, and Virgil says key blanks aren't available (my local hardware store doesn't have them). Any ideas?

Audio variometer in the Grob. There is one report that the audio variometer does not work right. Please report your experience to somebody (probably Bill Kenyon). Also, the Grob would benefit from a shock cord or elastic to pull the aft canopy-retaining rope inwards when the canopy is closed - otherwise the aft canopy closes on the rope and the frame distorts.

Next Board of Directors meeting: Friday, May 11. Tentative agenda is available.

ANNUAL LOBSTER BAKE SCHEDULED

This year's Lobster Bake will be held on Saturday, May 19th with a rain date of Sunday, May 20th. Lobsters will be about \$20, chicken a little less. There's a price break at 50 lobsters, so bring (paying) guests. There will be a sign up sheet at the field and on the club web site at: [http:// NutmegSoaring.org](http://NutmegSoaring.org). Please sign up soon to facilitate planning. This is a great social event with great people and great food. Don't miss it! Please note that help is needed for setup, serving and cleanup. Please contact Lee Ramsdell at 203-426-5051 to volunteer.

LAST CHANCE SAFETY MEETING

Submitted by Jeff Driscoll

There will be a final Safety meeting for those that haven't attended one of the two previous Safety meetings. It will be held at Candlelight Farms airport near the Nutmeg trailer, from 9 a.m. to 11 a.m. Sunday morning May 6. In case of rain, we'll find a dry place to hold it at the field.

Those that have not attended one of the three meetings are restricted from flight operations with Nutmeg without the Operations Committee approval. A call or email to confirm your plans to attend would be appreciated. Phone: 203-255-8641 or e-mail: jdriscoll@imagingolutions.com

OFF TO A FLYING START!

Submitted by John Boyce

After the heroic efforts of Jim PHX and his dedicated crew on Friday, we were greeted by rain on the Saturday morning following. Any surprise there? No, just a typical April Saturday in Connecticut. Did that stop us? No, it didn't.

By midmorning we had an operation going with 12S and the Pawnee. By mid-afternoon, we were joined by 24H, the Grob, 7B (the Hoffmaster/Webb PIK 20) on its first local flight (Hoffmaster commanding) and Bob Duckworth with the Cub, ferried up from Danbury.

The weather had cleared enough before noon to start flying, and it actually became soarable for a brief period late in the afternoon. We launched twenty-six flights altogether, and more importantly, we got four instructors current: Boyce, Dragonovic, Jackson, and Opitz.

Everyone got to fly at least once, with the last flight, the Grob, landing about ten after seven. By eight forty-five everything was wrapped up and put away. We all went home tired but happy.

SOARING SAFARI

Submitted by Bill Kenyon

An intrepid crew -- John Boyce, Nan and Dave Jackson, Randol Webb, Don McKinley, Todd Smith, Mark Hermann, Bill Kenyon -- drove 680 miles to arrive in Elkin, NC, Saturday March 31. They got in a good day of soaring on Monday - John Boyce got to over 10,000 feet in wave at the end of the day ('... 8, then 9 knots of smooth lift ...'). Raining the following day, drove 6 hours to Chilhowee, TN. Bad weather, no flying for 3 days; McKinley, Kenyon, Hermann and Smith bailed out Saturday, while John Boyce, Randol Webb and Nan and Dave had good flying at Chilhowee on Sunday. Cut to Mifflin

County Airport, PA: tow pilot extraordinaire Butch Thompson has just completed a winter-long overhaul of his Christen Husky the day before Bill Kenyon arrives (on Sunday). Bill gives Butch the opportunity to pay off his giant-sized overhaul bill by taking tows on overcast days, claiming he is practicing landing his new HPH Glasfluegel 304CZ. Bill moves out of the motel (into the hangar) so he can pay his giant-sized tow bill. Monday is good soaring at Mifflin, Friday and Saturday are better. Friday is windy; Butch shuts down towing for a while because of crosswinds; and those aloft are happy to have lift so they won't have to land in the crosswind. Saturday Randol Webb makes repeated practice 10-mile screaming final glides back to the airport from all points of the compass (Randol is a firm believer in compasses). The best lift, with wonderful cloud streets, comes at about 5 PM. Summary comment from John Boyce: "Worst weather in 13 years of safaris. Next year will therefore be wonderful."

NEW MEMBER BIOS

Jim Maitland was recently brought up from the ranks of Associate member to Full member status. Jim, who works in the field of finance, is married and enjoys downhill skiing in the off season.

New Associate member Gary Geffner is retired from the retail sector and has his student power ticket in addition to his student glider license. Gary has been flying at Wurtsboro over the winter. His other interests include his two sons, skiing, boating and model aircraft.

Matthew Neal is one of our new Scholarship members. He is a middle school student who has been flying in one form or another since he was a wee lad. He's flown in biplanes, Cessnas, Pipers, Mooneys and the list goes on. His other interests include playing trumpet, fencing, and old movies. He is also a Civil Air Patrol Cadet.

Welcome to Nutmeg one and all!

DUTY SCHEDULE FOR MAY & JUNE 2001

<u>Date</u>	<u>Manager</u>	<u>Duty Pilot</u>	<u>Assistant</u>	<u>Instructor</u>	<u>Pawnee</u>	<u>Super Cub</u>
Sat 5/5	P. Krebs	L. Abend	E. Monoski	J. Boyce	R. Webb	M. Flynn
Sun 5/6	R. Thulin	A. Okarmus	####	J. Driscoll	J. Mahoney	R. Post
Wed 5/9	****	****	****	****	R. Daniels	****
Sat 5/12	D. MacKenzie	H. Garber	J. Chuddy	J. Boyce	R. Duckworth	B. Cotton
Sun 5/13	P. Meny	M. Hermann	H. Kambo	####	J. Mahoney	C. Schiller
Wed 5/16	****	****	****	****	C. Schiller	****
Sat 5/19	B. Cox	J. Hilgert	G. Buzas	C. McIntyre	R. Duckworth	M. Trudnak
Sun 5/20	B. Gibson	T. Huber	D. Solomon	E. Dragonovic	R. Ward	R. Post
Wed 5/23	****	****	****	****	M. Flynn	****
Sat 5/26	C. Hoffmaster	R. Mayer	L. Zaleta	T. Witkin	R. Duckworth	M. Trudnak
Sun 5/27	M. Dickinson	D. Piotrowski	S. Baroodi	W. Moran	K. Toussaint	R. Webb
Wed 5/30	****	****	****	****	C. Schiller	****
Sat 6/2	P. Scarpelli	J. Reder	S. Tauber	####	####	####
Sun 6/3	L. Demarco	T. Smith	S. Chuddy	####	####	####
Sat 6/9	M. Goldfarb	R. Wachstein	####	####	####	####
Sun 6/10	R. Szigeti	E. Martin	####	C. McIntyre	####	####
Sat 6/16	B. Stein	R. Piotrowski	G. Carapetyan	E. Dragonovic	####	####
Sun 6/17	V. Paggen	W. Rogg	M. Monoski	####	####	####
Sat 6/23	D. Jackson	R. Clifford	J. Schrepferman	N. Jackson	####	####
Sun 6/24	D. Laitenen	F. Painter	####	####	####	####

Notes:

**** Indicates Field Safety Managers, Duty Pilots, Assistant Duty Pilots and Instructors are not scheduled on Wednesdays or holidays. Check Hotline at 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:

Instructors Call: Nan Jackson at 203-259-2935 or annerjackson@cs.com

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

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

COMING SOON

Esteban Draganovic is in the process of organizing what will be known as the FIY (Fly it Yourself) Competition for Nutmeg members. The purpose of FIY will be to promote and encourage cross country flight by 'home bound' pilots. There will be local tasks ranging up to 30 plus miles designed such that one will never be more than five miles from Candlelight. The tasks will be flown on the 'honor system' and scored based on time and distance. Details available soon on the web site and at the field.

I overheard a conversation...

Submitted by K. Esteban Draganovic

At the end of one flying day, while the tow planes were being secured at the tie down, I overheard one tow pilot sharing with the other a thought that gave me reason for concern. One of the pilots was saying that the day had been difficult, since for a number of tows he did not have a wing signal person, and since the visibility through the rear view mirror is limited the job proved to be very demanding. This was especially true because the operation was to the South and as we know the space for launch is at premium on that runway. But what really concerned me was the last part of this pilot's comment. He shared with the other pilot that in those instances when he had a person signaling at the wing tip, on various occasions he was not sure what the wing person was trying to communicate. Specifically in one instance the signals were some agitation of arms that our tow pilot could not decipher whether it meant, "get off the runway", or "stop", or "there is traffic landing on your cockpit roof".

At the beginning of every flying season, and with new people enthusiastically helping the operation, there is always a possibility for some lapse of memory remembering the complete suite of ground signals. The ground signals are reproduced below for review.

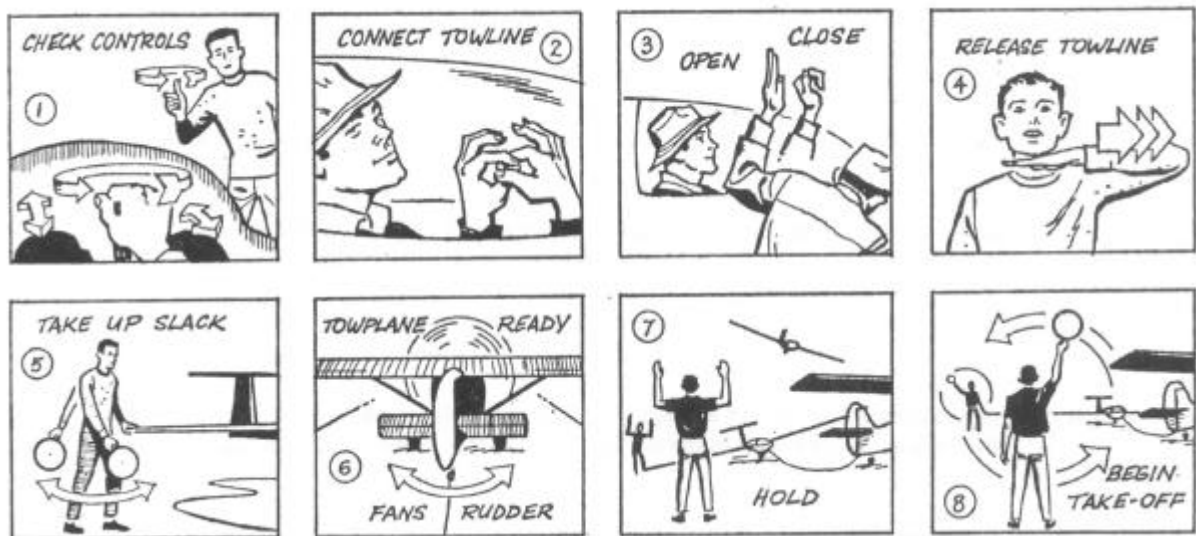
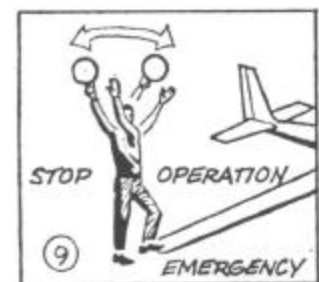


Fig. 1 Standard American Ground Signals

The collection of signals above suggests the use of a "Paddle" to enhance the visibility of the hand motions. There is another collection of signals recommended by the SSA that can be applied without the aide of "Paddles", shown in Fig. 2. Also note the Emergency signal at right (inset 9) indicating a "swaying" motion of the arms to indicate an emergency situation. An alternative motion is suggested in the Soaring Handbook more similar to the universal arm motion indicating distress.



It is important to also remember that the person running the wing and the person signaling the tow plane at its wing tip have very important safety functions in addition to aiding in the launch of a sailplane. The person running the wing should also ascertain that there is no conflicting traffic as well as all other aspects of the launch safety before

signaling the start (Round motion). One aspect that is especially important and can only be seen by the wing runner is the fact that the rope at the sailplane hook up is safe. There are sailplanes with CG hooks that are prone to rope entanglements around the wheel rendering the glider unable to release. Even more important, for the person signaling at the tow plane wing tip is to verify that the tow hook is safely armed and that the rope is not wrapped around the tail wheel. A serious accident could result from a simple oversight of the condition of the tow hook at the tow plane tail. It is also important for both positions to insure that there are no knots on the towrope.

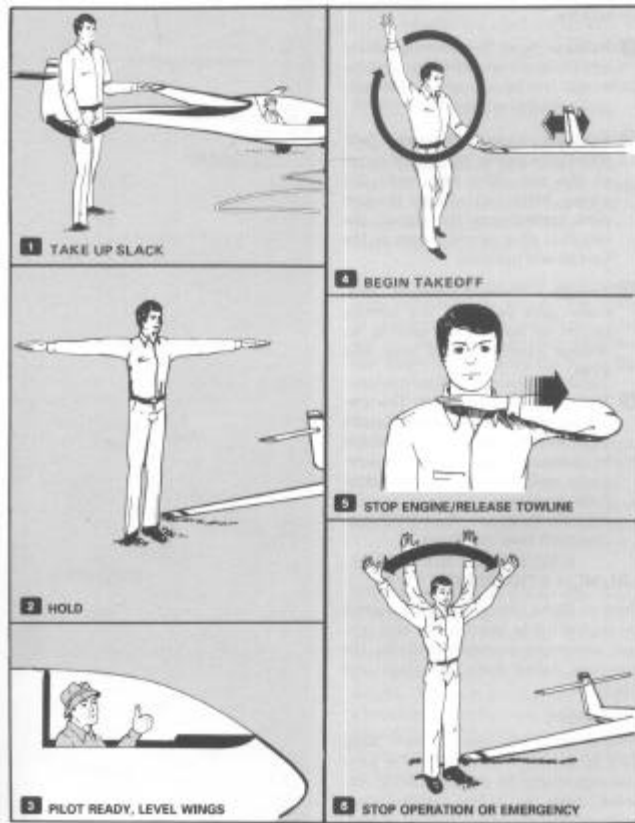


Fig. 2 SSA Standard Ground Signals



*Bad Tow plane Hook Condition
Notice arming lever slanted to left*



Good Tow plane Hook Condition



Good Tow plane Rope Condition



Bad Tow plane Rope Condition