

Now Available on our Website

- ✓ Check out the "new look" for 2001!
- ✓ Lost and Found: valuable items found!
- ✓ Events Calendar: This new section was added 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

General Membership Meeting: Friday, June 8, 7:30 at Bethany Town Hall - Discussion of the future home of Nutmeg Soaring. **Please attend!**

Traveling south on CT Rte 8, take exit 26, then south on Rte 63 to Bethany firehouse (on the left). At the firehouse, turn right onto Peck Road. The Town Hall is about .1 mile further on the right.

Traveling north on Rte 8; take exit 22 in Seymour, then east on Rte 67 to Rte 63. Left at the firehouse.

Summer Encampment: June 28 through July 8 at Springfield, VT. Complete details inside.

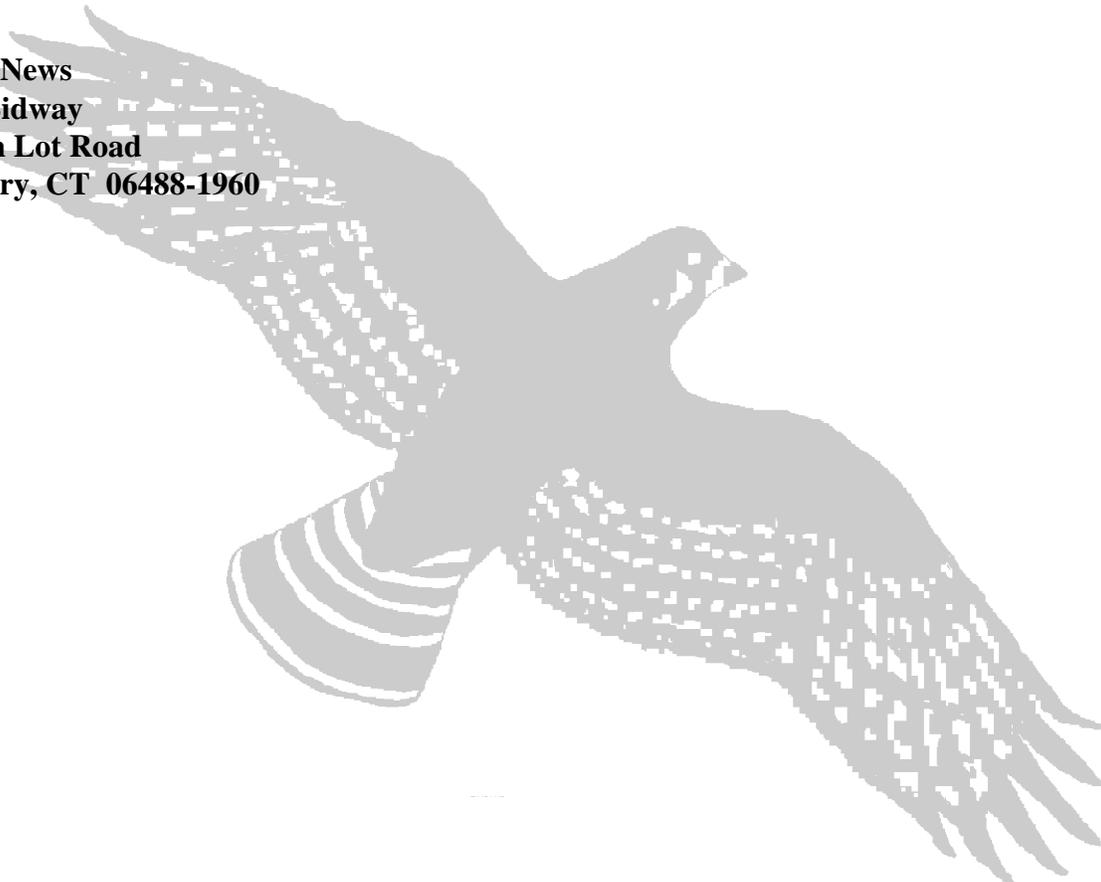


Fly Safely!

Remember that as a club Nutmeg Soaring depends on the volunteer actions of it's members to operate efficiently. Please plan your day at the field such that you participate in some meaningful way. Don't just show up, sign up, fly and leave. Worse yet, don't show up, sign up, disappear, reappear in time to fly and then leave. If you can't arrive early enough to fill the fuel truck or preflight a glider or stay late enough to tie down a ship then at least take a turn working the line while you wait to fly. Thanks.

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 6

June 2001

Editor: Jim Sidway

FROM THE PRESIDENT

Submitted by Bill Kenyon

Airport Search

You all know by now that Nutmeg Soaring will not be able to operate at Candlelight Airport after the end of 2001. We need all the help and input you can provide to find another place to operate. The obvious candidate airports are:

Waterbury/Plymouth, CT. Grass, very lightly used, 2000' runway (i.e., much shorter than Candlelight). Hilltop location leads to downwash at approach end, and there are very few rope-break landout sites. It's the closest airport to Nutmeg's geographical center. Bill Kenyon.

Stormville, NY. Flea markets 12 times a year on the runway. Esteban Draganovic

Mountain Meadow, CT. Airport very busy with power traffic. Taxiing power traffic goes through the glider launch line.

Canterbury, CT. Grass, halfway between Candlelight and Waterbury/Oxford. Chris MacIntyre

North Canaan, CT. Grass. Virgil Paggen.

Great Barrington, MA. Far away from many members. John Boyce.

Freehold, NY. Grass. Near Albany, 1500 ft runway, for sale for \$250,000. Rudy Szigeti overflew it.

Wurtsboro, NY. Commercial operation.

Airhaven, NY (it's about 10 miles west of Sky Acres, a mile or two east of the Hudson River.)

The persons' names given above are the people who are working to gather information. If you have information to contribute, or opinions, contact them or me. If you think an airport with no person's name listed should be pursued, let me know. If you know of airport-shaped land that could be bought cheaply, let us know that too.

Waterbury/Plymouth is attractive for several reasons. However, we need to develop realistic alternatives to Waterbury/Plymouth in case it is too expensive for us to lease. Also, Waterbury's owners may sell it at any time; candidate buyers are the Boy Scouts (who have 600 acres adjacent to the east) and a builder. Ron Clifford has been working for some years to have the State of Connecticut contribute funds toward purchase of the Waterbury/Plymouth Airport.

If you have a rich uncle (wife, grandfather, anything) who would like to own an airport partially or totally, please tell us that too.

We will have a Board of Directors meeting Friday, June 1, and will invite members who have past knowledge of the other airports. The next scheduled General Meeting is Friday, June 8, 7:30 at Bethany Town Hall, where I am sure we will have a lively discussion.

Encampment

Dates: Thursday, June 28 - Sunday, July 8. There is no activity scheduled at Candlelight for these dates.

Location: Hartness State Airport, North Springfield, VT. Go north on Interstate 91 to exit 7; west on 11 through Springfield; 106 west, then follow 106 as it turns north at the Abby Lynn Motel. Go about 1 mile

north on 106 to a small sign for the airport well hidden behind tree branches on your right, and turn right. Take another right and you are there.

Accommodation: tenting at the airport, \$5/night. Alternatives: Abby Lynn Motel (0 stars), or Cavendish Point Motel in Ludlow/Proctorsville.

Tie-downs: \$5/night, max. \$25. We might be looking for additional money to pay the cost of Portapotty and LP gas for the Nutmeg shower.

Towing: Primarily by Celtic Air's Pawnee: Rope Break and Pattern Tow=\$15; 2K=\$20; 2.5K=\$25; 3k=\$30. Overload towing by Nutmeg's Pawnee. NESA (New England Soaring Association) is the resident club; alternate towing of NESA and Nutmeg gliders. Be good guests.

Field Safety Manager/Duty Pilot/Assistant Duty Pilot

Some people have commented that the new role for the Field Safety Managers makes a lot of sense, and really improves our safety quotient.

If you are Field Safety Manager, don't get too involved in the launch operation, or you won't be able to pay enough attention to overall safety. To some extent, you should feel as if you are not doing anything -- except watching *very very closely*. When it's your turn as FSM, review in your mind which people you felt were doing a good job as FSM, and emulate what they did.

Some changes are being made to the operating rules, under the leadership of Jeff Driscoll. A soloed student now needs to discuss his flight plan with the instructor before the student's takeoff, and the instructor will sign it off on the wait list. Another change is to have soloing students remain upwind of the airport. The FSM should therefore be aware of the winds aloft, and of weather moving in.

If you are Duty Pilot, a major part of your job is to get gliders into the air as quickly, efficiently and smoothly as possible.

If you are Assistant Duty Pilot, work out with the Duty Pilot a split in responsibilities. You might take turns on particular Duty Pilot tasks, like logging flights, or setting the launch order. Ideally, every Assistant Duty Pilot should quickly gain enough experience to be a Duty Pilot.

All 3 positions are important to safety and efficiency; please take these assignments seriously.

Instructor and tow-pilot scheduling

Sometimes (like May 12), the 'system' doesn't work, and there is no instructor or tow pilot. This has happened at least once to everybody who has been in the club for some length of time, and I know from my own experience that it's very frustrating. I have 3 pieces of advice:

- The 'system' depends on volunteers who have other demands on their time, and sometimes it does not work on its own - it needs your help.

- Develop a personal relationship with instructors, so you feel comfortable calling them up the night before, particularly if you have a special need. One of the best ways to get good attention from an instructor is to make clear that you appreciate his efforts.

- By the time students get their glider license, they usually have a lot more glider hours than the FAA requires. This suggests that the critical element is not instructional flights, but flying experience. So if there's no instructor around (or if it'll be hours till you get another flight with him), consider asking some friendly-looking pilot if you can fly with him in a two-place. You might learn something -- watch how he flies the pattern. Or you might have a good time. Or both.

New stuff

The Bob O'Brien gas grill is in operation, and Frank Molnar has served hot dogs at least twice.

A new audio vario (Borgelt B-40) was purchased and is operational in Grob 009 (Phoenix, Stein). The Cub received a new antenna (Phoenix), and I could hear it clearly all the way from North Canaan.

How High for Final Glide?

Submitted by Nan Jackson

It catches us all by surprise. There is a 30 knot headwind up at altitude as we fly back to the airport. The effects of this are particularly surprising if we are in a 2-33 for the first time after flying the Grob 103 or Blanik L-33 regularly. Going from 37:1 in the Grob to 23:1 in the 2-33 is more than an exercise in numbers, the difference in glide ratio means that you are on the ground almost twice as fast, and probably not where you planned. Why is this? Why should a headwind make you come down faster, since it doesn't increase your rate of sink?

At least indirectly, a headwind does affect your rate of sink. As you may remember, you should add half the headwind to your best glide speed to obtain the most efficient airspeed on your final glide and the faster you fly, the higher your sink rate. This is true in any glider, but the performance of trainers and other lower performance gliders deteriorates more quickly with added speed.

In addition, on a windy day the weather is likely to be turbulent, and you probably will hit areas of strong sink. Not only does sink decrease your ability to cover distance, but best glider performance in sink requires that you fly faster (to get out of the sink faster, obviously), thereby further shortening the distance you can expect cover from your altitude. Therefore, if you add together the negative effects of a strong headwind and sink, the difference you see in the performance of the 2-33 in these demanding conditions can really be astonishing.

The "speed-to-fly" concept is very important when flying toward any goal, including, perhaps most importantly, the only airport in sight. As most of you know, the term refers to the most efficient airspeed to use, given the sink rate of the glider at various speeds and the sink rate of the air mass. The speed you ought to fly for various rates of sink you might see on your vario can be determined from the "polar" performance curve of a particular glider. A headwind basically moves the most efficient performance point on the polar curve to a higher speed and thereby increases the glider sink rate. If you check the performance curves in the 2-33 manual you will see that as the desired speed for the 2-33, solo, rises from 45 mph to 60 the L/D decreases to 18:1, and the sink rate rises from 180 feet per minute to 260 fpm. The sink rate of higher performance gliders doesn't deteriorate nearly as much at higher speeds and so these gliders are more immune to the surprises a headwind can deal to trainers such as our Schweitzers.

Glider Polars and Speed-To-Fly Made Easy by Bob Wander explains how the speeds to fly are derived from the polar curves of a glider in easy to understand form. It shows how a polar is constructed from a series of points representing sink rates at different airspeeds. It includes graphs that show how minimum sink and best glide speeds are

obtained, and depicts the effects of sink and wind speed. I recommend reading this booklet, and then trying to figure out the necessary altitude to fly back to the airport from 5 miles out, with a 30 mph headwind. Then add in sink!!

Board of Directors Meeting

May 11, 2001 Called to order: 7:35 PM Adjourned at 10:30 PM

Present: Kenyon, Ramsdell, Stein, Driscoll, Hanak, Marty Opitz, Krebs (recording); Guests: Webb, DeMarco, Phoenix, McIntyre

Minutes of meeting 3/16/01 approved.

Chris Hanak was proposed and approved to be a Director replacing O'Shea.

Krebs reported that the **financial condition** so far seems to be OK but cautioned that we are still very early in the new season.

Phoenix made a detailed report about **towplane situation**. While the future of the Cub (fabric cover, high retail value, but limited towing capability) will be dealt with at a later date, a long discussion centered on the Pawnee. It needs extensive maintenance (recovering) following this season which including likely repairs could certainly and considering different professional estimates run at \$ 30,000 or more.. This amount contrasts with a market value of a used Pawnee of \$ 28,000. Advantage of our Pawnee is the relatively new engine and its known history. Discussion ensued about the suitability of a fabric covered plane which is not hangared. Contrasted with metal planes like Cessna 182 it is unclear what the better solution might be mainly in light of a still unknown future of Nutmeg as to having or not a hangar. The necessary work on the Pawnee puts an added stress on our finances as well. One solution might be to sell the Pawnee and buy a metal plane, e.g. Agwagon, Cessna 182 or similar. This item has so many ramifications that an expert committee was formed consisting of Webb, Phoenix, Stein and Moran (consulting) to study the problem and propose solutions.

Phoenix detailed some **tech items we need to buy** and since covered by budget he was authorized to go ahead.

Mahoney (ex tow pilot) got his (associate) assessment refunded.

Oil disposal: Since Lindstedt does not accept the used oil anymore a new solution is under study and should be operational shortly. Stein offered to provide special barrels if needed.

Trailer maintenance: Condition (tires, bearings, electrical, rust) and paperwork is deficient in particular for two trailers. The budget should cover materials etc. but volunteers are needed to do the hands-on work.. This might have an influence on the transfer of ships to the summer encampment!

Radios: Most recent problems seem to have originated with weak batteries or faulty antennas. The budget covers a new radio, to replace the Delcom in the Blanik and allow the Delcom to be used as a spare. Kenyon will purchase the new radio.

Audio Vario: A Borgelt vario will be purchased for the Grob, and the Grob's present audio vario will go to a 1-26. Purchase will be done by Kenyon.

Summer encampment: Kenyon reported about his detailed contacts with Springfield operator as to tow fees, cost of camping, tie-downs, portapotty and LP gas for shower. It is important to note that we will have to respect the local (NESA) customs/rules while as guests at the field.

Field Safety Manager / Duty Pilot: First experiences during the start of this season were discussed. Refinements and more diligence seems to be necessary (stay all day for example). Hanak gives an orange vest to the club to be used by the FSM for more visibility.

Flying altitude west of field We have to call attention to the fact that we are operating in an airway and though in the past commercial planes were asked by FAA to use western boundary when flying south we can not count on that and will have to use extra caution everywhere. Recent experience has shown that we can encounter commercial traffic even right on top of the field! Marty Opitz pointed out that in the past, glider gaggles west of Candlelight resulted in airline complaints to the FAA.

Status of Candlelight Airport: No news as to hangar plan.

The suitability of requiring a “pledge of allegiance” by the scholarship students was discussed but not yet resolved.

Various: The **priority and sequence of planes in the landing pattern** was mentioned. The **Sadler membership** needs resolution (Ramsdell will talk to him). The **bylaw** situation (current version?) is still under study by Krebs who got a version from DeMarco which might be the “real” one. **Lobster bake** is confirmed for 5/19 (5/20 rain date). It is recommended to make contact with Murphy who on 5/15 will undergo a complicated medical procedure at Danbury Hospital. Likewise Robinson is very ill at Norwalk Hospital and a phone call to his home might be indicated.

GOLD WEATHER - B PILOT...

Submitted by Dave Piotrowski

Wednesday soaring....as a relatively new member of Nutmeg, the idea of somehow getting off work to go flying midweek was something I hadn't really considered last summer during my initial year of membership. However this year, Rebecca and I are the proud new owners of #525, purchased last fall from Jim Phoenix, so the after having planned on flying Sunday last weekend, and getting shut-down because of airport construction, I really had the bug. I was watching my schedule carefully at work, thinking it might just be possible. Jim was prodding me to take the day off and fly. We were both watching the weather, and it looked promising.

I didn't make my final decision until Wednesday morning. The soundings analysis on the Nutmeg website said cloud bases around 10,000 feet. While this made me optimistic, I didn't really think I would be climbing in thermals to that height. Randall Webb had explained to me while working on our ships at the field on Sunday how to use dew point to forecast cloud base height, and that was also saying cloud bases in the 9-10,000 foot range.

But hey, I'm a rookie...I'll be flying a 1-26...none of those forecasts apply to me. I'll take my tows and find myself back on the ground in the usual time frame. After all, I'm a low-time pilot and THIS IS CONNECTICUT, not Arizona!

I'll give you the moral of this story right now: Even a blind squirrel finds an acorn once in a while, and we do have BIG soaring days in Connecticut!

As I arrived at the field at 1:00, I was surprised how many people were there. The club 1-26's were both out and ready to go, the 2-33 was being flown, and private glass ships were being assembled. Terry was at the airport and had all his toys out being prepared to fly on what was a beautiful day. I pre-flighted 525 and got it down in line. Things got

delayed for a bit as Terry and staff took off in the Stearman and the Cub, but finally it was time for my first flight of the year at Candlelight. I took a 3K tow and stayed up for 50 minutes. The conditions seemed decent, but I was more focused on getting a feel for 525 and how it flew. I had gotten current on a soaring vacation two weeks prior, but had flown Grobs, so it was my first flight at Candlelight and the first flight in 525 for the year having taken just one very short hop on the last day of last season after having bought the glider.

After landing, Don O'Shea came to pick me up with the cart, and asked if I wanted to get in line again. I responded that I wasn't sure and that I'd think about it while we walked along (it was 3:00 by this point, so I was feeling like it was late I guess). Don, then very subtly recommended I think about this because as we walked, there was one club member at 11,000 feet and he thought someone else had been at 13! OK I said, I'll go again!

The next flight, I was a more focused pilot. The afternoon tow pilot, was taking me through lift which tempted me to release, but I decided to stay on to 3,600. The tow pilot was really doing a great job, because as we hit my release altitude, my vario was pegging out! I released and continued my clearing turn back into the best thermal I've ever been in. I kept circling from release right on up to 10,200 feet!

I that point I had to laugh at myself.. with only a B badge to my name and no land-out experience I wasn't about to head off for Plymouth Waterbury - I had been hoping to build my skills this year and attempt that flight sometime this summer. I guess I still thought I would be back on the ground in a few minutes! I wasn't supposed to be above 10,000 feet on my second flight of the year! My climb had taken me four miles southeast of the field (which was the furthest I had ever been away from it) so I decide to just glide somewhere for a change. I headed northwest back to the field and then due west to some clouds four miles on the other side of the field. Let me tell you, in my short flying career, I had NEVER gone eight miles anywhere in a straight line! After eight miles I was still well above 7,000 feet! At 4 miles west of the field, some sink triggered that get “get your butt back to the field” instinct, which I tried to ignore while making sure I was reading my altimeter accurately. I headed north for another cloud, which turned out to be two miles away. In retrospect, I was naively searching for the lift directly under those two clouds, even though my first climb had told me the winds were blowing the thermals to southeast, meaning I should have searched for the lift to the west of both of those clouds not underneath them, but hey, rookies make rookie mistakes.

At this point, I'm about 4.4 miles northwest of the field, so I flew due east towards the gravel pit area. After searching around the pit, I caught another nice thermal to 9'000 or so. I got to see an American Airlines commuter plane from a lot closer than I would have liked. He was heading south on the east side of the river and gravel pit. My recollection is that he was at 7'000 feet or so. At 9'000' it was hazy, so while still in good lift I decided to abort my climb. I opened the spoilers and descended back down into clear air.

At this point, the sun was getting lower, and to tell the truth, I kept thinking this had to end...I would have to fall to earth soon. This may sound silly, but I didn't really know how long it would take to get down. Even just flying around I was finding enough pockets of lift that it felt I would stay up indefinitely. I was worried that if I climbed back up to 9 again I would be coming down in the dark! Over the radio, I thought I heard Linda calling for an aero retrieve. It turns out she was relaying a message for Bruce Stein, who had gone to Great Barrington and landed to record his Silver C. You'll notice that my story thus far

hasn't included sightings of other gliders..that's because every reasonably skilled pilot had taken off and gone far, far away!

525 and I were feeling much more comfortable with each other at this point, so I was enjoying practicing with her and at the same time really scouting out the country side. My flight gave me really good looks at all our marked landout fields, and the perspective of that much altitude really helped me build a better knowledge base of our terrain. (I've never been on any powered flights around the area, and my highest altitude last summer was about 4,500'.)

I spent a lot of time just taking in the terrain, and identifying landmarks. As I let my self slowly descend to 5,000', I noted that I felt "low"!!! I knew the possibility was there for a two hour duration, but for some reason I felt compelled to just enjoy myself and head back. Total flight time was 1.5 hours. It wasn't long after I landed that everyone else started returning from their own fabulous day. John Boyce asked me if I had a barograph with me...I had gained 6'600 feet from release, easily enough for a Silver Altitude, Gold altitude (9,843') was possible from a 2K release (if the rumor was true that people had gotten to 13K...from 10'200 feet Silver distance would have been easily exceeded in a straight glide @ 20:1, at 10:1 in a straight glide I could have gone almost all the way to Plymouth Waterbury! I'm sure 5 hour durations were possible as well.

Since I've already shared the moral of the story, here are the more specific lessons I learned from this excellent early season soaring day:

1. Always have a goal for your flights.....and get to the airport with enough time to assess the conditions and come up with a goal suitable to the day's conditions. I was just kind of casually hoping to have a good day.....had I focused more on what was actually happening, I could have notched several different badge elements, which are part of my longer term goals.
2. Carry a barograph! If there are clouds in the sky, throw one in your ship and turn it on. Going back and landing to put one in the glider once you've realized you're in the midst of an awesome day is not an option, so just make it a habit.
3. Constantly watch the weather. You can use and have a lot of confidence in the technology available via the Internet etc. If more than one of these analysis tools tells you might be able to climb to 10,000' you might want to believe it and be prepared to really take advantage of it.

All the experienced pilots were commenting on what an exceptional day it had been during the after-flight debriefings...most having the opinion we wouldn't be seeing another day like that anytime soon...I hope they're wrong, I'll be better prepared next time!

WE ARE ALL MORTAL...

Submitted by Peter Krebs

I chose this unconventional title to grab the attention of our fellow Nutmeggers. Here is why: While our club grows older forever and at the same time gathers tradition the same can not be said of us mortal members! Even with the advances of modern medicine we become more mature, older and weaker. Once we pass the (in)famous age limit of 65 we are near or at retirement looking longingly back to the past years and decades asking ourselves what the remaining lifetime will have in stock for us.

Probably most of us are convinced that an important part of our lives was influenced and formed by our sport, so much so that we are looking forward to enjoy this special social environment for as long as

possible and in good health. But to be clear: even in the best of circumstances these years will at some point run out – a fact we have to face, like it or not.

Thinking about this inevitability certainly leads to the decision to write a will in order to establish the distribution of assets accumulated during a whole lifetime. Selection of the beneficiaries and who gets what are typical parts of such a "last will". Part of the decision process leading to the final determinations includes reflections about the good and maybe not so good times and about the joys experienced. What has been accomplished and who or what played an important role in our life?

Those of you who have read up to this point are probably "old Nutmeggers" who have already thought about these matters and have a close emotional link to our sport and our club. Wouldn't it be a logical extension of such thoughts to further contribute to **Nutmeg Soaring**, an association which has to remain attractive for generations of pilots to come? Obviously, we all have paid our annual dues and therefore "fulfilled our obligations". But maybe our thanks for a lifetime of good memories and healthy companionship could include a special last and unique contribution?

Such a financial contribution could take the form of establishing programs and projects that are near to our heart or that we did not have the economic wherewithal to profit from e.g. additional gliders, a club house, a trailer etc. Why not fund a youth soaring subsidy to bring more young people into our club and soaring in general? Why not dedicate with your name an annual prize for the most accomplished Nutmeg pilot of the year? And while we are at it, maybe somebody made a real killing in the market or won the lottery so why not buy our own airport and give it to the club for permanent use. Just imagine if generations to come would call in: Frank Miller Airport, glider xxx on downwind.....Many other possibilities are feasible for the well intentioned and thankful Nutmegger. I think that my thoughts are worthwhile pursuing even when I touch on an aspect of our lives we often do not want to face. The fact remains we all are mortals and should have a proactive answer to JFK's famous question: **Don't ask what society can do for you, but what you can do for society!** Why don't we replace society with **NUTMEG SOARING???**

*** ET CETERA ***

New Member Bio: John R. "Randy" Altemus recently joined us as an associate member. Randy is married to wife Pamela and has two daughters, Lisa and Barbara. He has earned his living as a yacht broker since 1973. Randy comes to Nutmeg with over 1,000 hours of total flight time including 56+ hours in gliders. He holds a private glider rating (A, B, & C Badges, too) and a commercial SEL ticket as well. The list of aircraft he has flown is too long to publish! Randy has also done some towing in the past. His other main interest? Sailing (who would have guessed?). Welcome to Nutmeg, Randy!

For Sale: Grob 102 Astir CS, 1050 TT, retractable, 38:1, Terra 760D, MNAV, great gelcoat, new canopy and rudder cables, enclosed trailer, self-rigger. Bill Kenyon, 203-438-5536; kenyon5@attglobal.net. CT.

**PLAN YOUR FLIGHT
KNOW WHERE YOU ARE AT ALL TIMES
KNOW WHAT THE ALTERNATIVES ARE IF THINGS DON'T GO AS
PLANNED!**

WHO'S WHO AT NUTMEG SOARING - JUNE 2001

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