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- ✓ Check out the "new look" for 2001!
- ✓ Lost and Found: valuable items found!
- ✓ 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

General Membership Meeting: - September 14, Bethany Town Hall. Discussion of the future 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.

Board of Directors meeting: August 17, 2001.

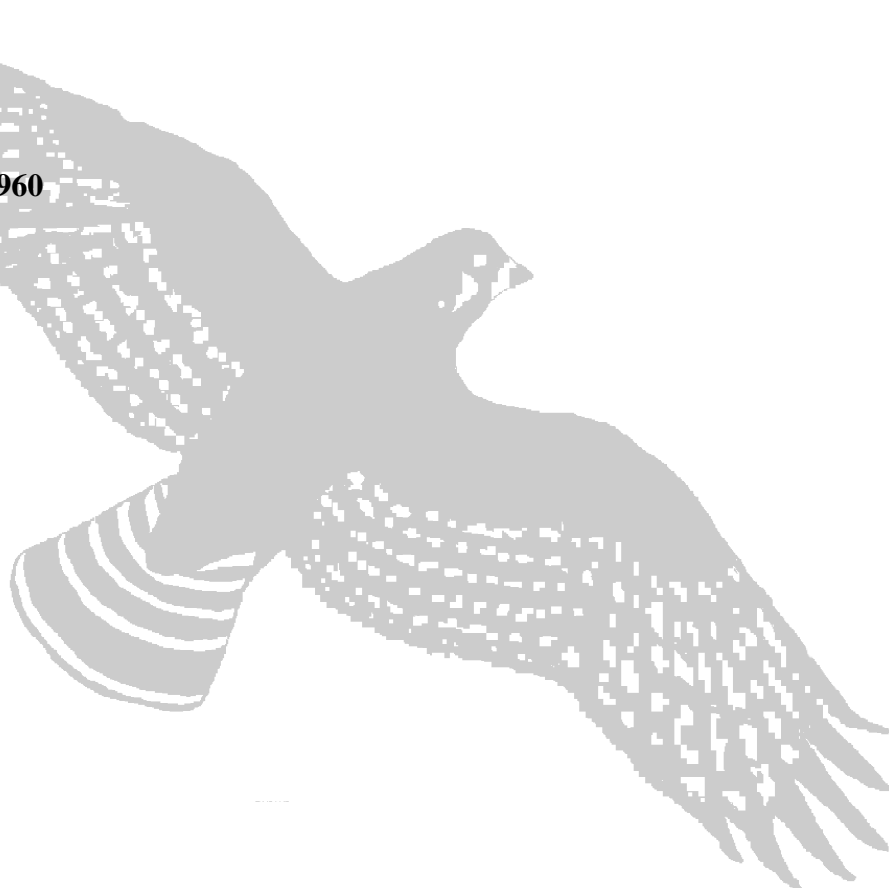


Fly Safely!

As the signal person at the tow plane end of the launch operation remember that when the glider pilot indicates readiness to begin the tow you should do a final check of the pattern and the field to be sure it is safe to take off. It is easy to get in the habit of giving the go ahead simply upon seeing the glider rudder wagging and forget to check the sky and runway. As the tow pilot you should wait for the signal person's go ahead and not simply proceed on the glider pilot's rudder wagging.

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

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Editor: Jim Sidway

JUNE GENERAL MEMBERSHIP MEETING MINUTES

June 8, 2001 - Bethany Town Hall

Officers present: Bill Kenyon, Peter Krebs.

Members present: 22

Called to order: 7:45 PM

Minutes of April 20, 2001 were read and approved.

Discussion of 907: The Board of Directors have researched this, and recommended not to submit an insurance claim on 1-26 N33907, for fear that our insurer would stop insuring us. John Boyce moved to submit an insurance claim. A general discussion followed; the vote did not pass, so no claim will be made.

The duties of Field Safety Manager and Duty Pilot were discussed. Dave MacKenzie inquired whether it was always necessary to ask the pilot whether a Positive Control Check had been performed. Randol Webb pointed out that the general aim of the new division of responsibilities is to raise the level of safety consciousness. The base station radio has not been working well.

Pawnee recovering and repairs were discussed. Jim Phoenix and others have gathered information. It appears that Chuck Webber's estimate of \$15,000 just to recover (wings and fuselage) and \$30,000 to recover and make necessary repairs while the fabric is off are realistic estimates; other contractors have come in with higher estimates. In view of the uncertainty about the 2002 season, it is likely that we will do wings one year, fuselage the next year, even though this involves some extra cost to remove/reinstall the wings twice.

Encampment was discussed. It was suggested to take a golf-cart to Springfield in a pickup truck to help meet NESA's request to minimize runway incursions.

Airport search was discussed. The Board of Directors recommended to offer Ken Kilcourse of Waterbury/Plymouth up to \$12,500 a year for the use of Waterbury/Plymouth on a monthly passed. Marty Opitz moved to have the Board of Directors proceed on this course; motion passed.

Meeting adjourned 10:25 PM.

NEWS FROM GERMANY

Submitted by Peter Krebs

Alexander Schleicher would be 100 years old this year!

As a commemoration there will be a small special exhibition at the German Gliding Museum on the Wasserkuppe in the Rhoen mountains in central Germany.

Please remember that Schleicher founded the oldest and still operating glider plant in Poppenhausen/Rhoen. That region was known as the "poor house" of Germany. Schleicher was instrumental in the design and production of gliders in Germany since the 1920s (as our honorary member Rudi Opitz can confirm). Among the major producers he was the first to try and perfect the fiberglass molding production method in larger numbers.

Schleicher had the ability to find and integrate the best construction minds of his time at his plant: Alexander Lippisch, Hans Jacobs, Heini Dittmar, Edmund Schneider, Rudolf Kaiser and Gerhard Waibel.

During his lifetime Schleicher's plant produced a total of more than 3,500 gliders encompassing simple gliders for instruction to high performance sailplanes.

The German Gliding Museum on Wasserkuppe is located about two to three hours by car north of Frankfurt Airport and is open to the public daily from 09:00 am to 05:00 PM. It has on display the largest collection of Schleicher planes.

30 YEARS LATER

Submitted by Jim Sidway

Actually 31 if I count from my first attempt at a Silver Badge leg. That first attempt was for the five hour duration. It was in a 1-26 on July 27, 1970 during an encampment at Manchester, VT. I know that time tends to distort one's memory but I do recall trying to milk that flight for all it was worth. My pattern entry was delayed below the accepted norm (but a safe altitude none the less, I'm sure). The results: four hours fifty and five minutes. And I was able to gain 3100 feet which put me just shy of the Silver altitude gain. Oh, well.

Jump ahead one year to the day to July 27, 1971 at North Adams, MA. Once again in a 1-26 and the conditions were superb: wave, ridge and thermals. This time I clocked five hours and fifteen minutes. No doubt about having made it that time. One leg down, two to go.

My first attempt at Silver distance was on April 30, 1972, the day after I turned seventeen, again at the controls of a 1-26. My recollection of landing out is of an event free touch down in a recently mown hay field and stopping just steps away from the farm house. The occupants rushed out to greet me thinking it pretty cool that someone had landed a glider in their back yard. I don't know how many of the 50 kilometers I had traveled, obviously not enough, but I had been able to climb over 4000 ft in order to earn my Silver altitude gain leg.

My next log book record of an attempt at the distance leg was on August 8, 1976 during a Springfield encampment. I didn't even leave the airport area that time. I remember one other

attempt that resulted in landing out on a sloping embankment along a road (cross hill, not up hill). I had to put it down with my wings ten degrees or so from horizontal but did so without incident. The 1-26 is one easy glider to fly.

Fast forward to the year 2000. I attended Peter Scarpelli's cross country training that included classroom theory and a field trip to various sites suitable for landing out in the vicinity of Candlelight Farms. Also included as part of the training was a ride in Malcom Dickinson's Piper in which we traversed the route from Candlelight Farms to Waterbury/Plymouth in order to gain familiarity with the course. I was psyched to try flying cross country again. There were many days that summer when I was one of three or four other pilots, all having the same goal, who arrived early enough at the field to claim the coveted right to attempt a badge flight. It became a contest to see who could get there the earliest. One day I arrived at 7:30 AM to find myself third on the list! Everyone was fair and gracious and we all got our chance to attempt our badge flights on several occasions. But mother nature was not going to cooperate. There were many attempts and many land outs. I, however, never felt confident enough to leave the immediate area of Candlelight Farms. Needless to say I was disappointed come the end of the season.

Early this year I e-mailed Peter Scarpelli that I was going to get my Silver Distance this season. He responded by saying he would hold me to that claim. I was committed. I was late in getting my spring check out and beginning to get nervous. I had heard about the incredible Wednesday where everyone had been able to get above 10,000 feet. There had been several other Wednesdays when I looked longingly at the apparent perfect cross country conditions from my office window. On Saturday, June 9, I went to the field to fly for an hour before having to return home to prepare for dinner guests. I had one of the my best flights ever at Candlelight. Cloud base was over 6,000 feet and the cus were stretched out as far as the eye could see. I figured I'd just let my best chance of the year slip by. I would come back the next day, however, with high hopes.

Well, it turned out Sunday was a repeat of Saturday. Only one problem, however, the 1-26 had already been claimed for a badge flight. It got to be close to noon and nobody had signed up for the Blanik. I asked permission of the ranking authorities at the field if I could take it for a Silver distance attempt to Great Barrington. I got the thumbs up. I was in the air shortly after 12:30 and things were already booming. After releasing at 3,000 MSL and immediately diving 200 feet to notch the barograph I climbed to 6,000 feet in no time. It was time to head north. Actually, I had decided to first head west planning to fly along Route 22 in New York as there are any number of suitable fields for landing out should the need arise. I was still near 6K over Pawling so I headed north up the valley. I was committed at this point and the invisible cord that seemed to want to pull me back towards Candlelight lost its grip on me.

Several miles en route I decided to head a bit east to a large cu that appeared to be building. Indeed it was and I was back

above 6,000 feet in fairly short order. I was now over the wilds of the Connecticut countryside north of Cornwall Bridge. I spotted the next cu I expected would sustain my effort and headed toward it. There was a great deal of sink along the way and before reaching my planned destination I was below 3,000 feet. Given the relatively unfriendly nature of the local terrain I thought it best to scout for a good place to land out. Sure enough the woods gave way to some cultivated farmland and amongst the crops were some very recently mown hayfields. After picking the one I would use should I have to I began to search for lift again.

I spotted a darker patch of ground I thought would be a good source of a thermal and headed toward it. Sure enough I caught a bump and began to circle. This time it took a while but I was able to climb above 6K again. At that altitude I recognized Twin Lakes just to the north and spotted the runway at North Canaan just where I remembered it should be. Now it was no trouble to maintain sufficient altitude and upon reaching 6K again over North Canaan I could see the airport at Great Barrington so off I went. I arrived at GBR at about 5,000 feet and the lift was so good I couldn't help but do some more soaring (I was in this for the distance, not the speed). Eventually I figured I'd better get myself on the ground so I could arrange for an aero tow home. I had to fight my way down but soon I was on the ground.

The folks at GBR were very accommodating providing transportation to the office after I landed and running the wing when I departed. After several attempts to reach someone on the field phone, arrangements had been made for John Boyce to fly up in the Cub to tow me home. The flight back was much quicker than the flight up and the conditions were still fine after I released with Candlelight in sight. I spent another half an hour thermalling then headed in. And thus ended my thirty year quest to finish my Silver Badge. Even Arlene Colson, The Badge Lady at SSA, picked up on the fact I had finally done it after three decades had passed. She sent me a very nice personal letter congratulating me on my accomplishment. It just goes to show, it's never too late to finish what you started.

MEMBER NOTICES

Don Malin, our web master, has created an automated notification system to alert safety managers, duty pilots, assistants, instructors, and tow pilots via e-mail of upcoming duty assignments. It is, therefore, imperative that you remember to update your biographical information on the web site at <http://nutmegsoaring.org> whenever your address, phone number or, especially, e-mail address changes. This will ensure that you receive timely notification of important issues such as short notice meetings that may be called to address the future of the club. Your cooperation is appreciated.

Don't forget you can subscribe to the electronic version of the Nutmeg News by going to your Member Information page in the Membership Directory section at <http://nutmegsoaring.org>.

***** ET CETERA *******SOLOS**

2 first solos on one day!! Mike Monoski and Paul Quinn soloed on July 29, both doing an excellent job. Congratulations to them and to Scott Baroody who soloed the previous week. All were awarded their A Badge for their good work.

OTHER RECENT ACCOMPLISHMENTS

Aaron Okarmus earned his Private Pilot Power license recently.

Ed Monoski completed his Glider Commercial and the A & B Badge.

Allen Buttrick earned his C Badge.

Congratulations one and all!

IMPORTANT NUMBERS

Field Phone - 860-354-9646

Hotline Phone - 860-355-3523 (midweek soaring info)

DUTY SCHEDULE FOR AUGUST & SEPTEMBER 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 8/18	M. Goldfarb	J. Hilgert	D. Solomon	J. Boyce	M. Trudnak	####
Sun 8/19	R. Szigeti	R. Mayer	S. Baroody	####	M. Clarke	####
Wed 8/22	****	****	****	****	R. Duckworth	****
Sat 8/25	C. Hoffmaster	T. Huber	J. Maitland	B. Stein	R. Duckworth	C. Schiller
Sun 8/26	D. Laitenen	D. Piotrowski	L. Zaleta	J. Driscoll	C. McIntyre	B. Cotton
Wed 8/29	****	****	****	****	R. Daniels	****
Sat 9/1	C. Hanak	H. Garber	S. Chuddy	####	####	####
Sun 9/2	J. Sidway	R. Wachstein	####	W. Moran	####	####
Sat 9/8	P. Scarpelli	E. Martin	####	E. Draganovic	####	####
Sun 9/9	L. DeMarco	R. Piotrowski	####	####	####	####
Sat 9/15	P. Krebs	W. Rogg	####	####	####	####
Sun 9/16	R. Thulin	R. Clifford	####	####	####	####
Sat 9/22	D. MacKenzie	F. Painter	####	####	####	####
Sun 9/23	P. Meny	K. Lawson	####	####	####	####
Sat 9/29	B. Cox	R. Gray	####	####	####	####
Sun 9/30	B. Gibson	L. Herman	####	####	C. McIntyre	####

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>