

### Now Available on our Website

- ✓ Check out the new Nutmeg/Freehold logo!
- ✓ Freehold Photos: View images taken by Jeff Driscoll to get a feel for what Freehold has to offer. New photos of Freehold approach! Yes, there is wave at Freehold!
- ✓ Classifieds: Stuff for sale.
- ✓ Scrapbook: Banquet 2002 photos, Mifflen photos, more!

For these features and MUCH more point your browser to:

<http://nutmegsoaring.org>



### CALENDAR

**Spring Barbeque:** Saturday, May 4, late afternoon at the field. Burgers, dogs, beer and wine provided (cost to be divided by attendees). Attendees asked to bring side dishes and desserts. Contact Carol Ward @ 845-534-3279 or [caroljward52@hotmail.com](mailto:caroljward52@hotmail.com) to sign up. Spouses and families encouraged to attend. We will invite Freehold power pilots to join us.

**General Membership Meeting:** Friday, April 12, 7:30 PM at the Bethany town hall.

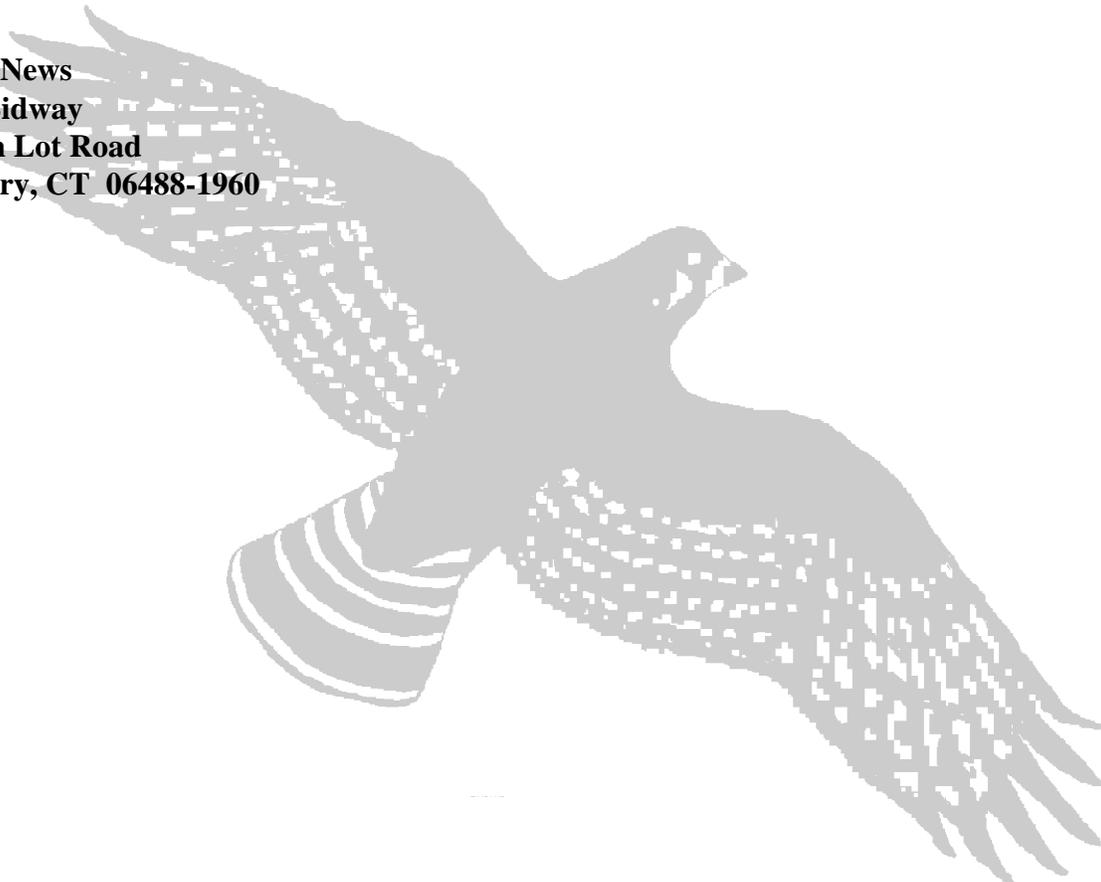
Directions to Bethany Town Hall:

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 North. Left at the firehouse. Right into Town Hall parking lot.

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](mailto:jsidway@earthlink.net)

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# Nutmeg News

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Editor: Jim Sidway

## THE ART & SCIENCE OF GROWING NUTMEG MEMBERSHIP

Submitted by Jeff Driscoll

The SSA has made a science of helping chapters grow their membership and offers considerable help and guidance. After reading their "Growbook", it is apparent that the two main ingredients for success are "The Warm Welcome" and making information about the club readily available to visitors.

We are all interested in the growth and financial strength of the club, and we need all members to participate in the art of the simple, straightforward tasks of making visitors feel welcome and help them get the introductory information.

### Phase I: The Warm Welcome to Visitors: 10-15 minutes

Don't worry, you won't miss the best thermals of the day or lose your place in the launch line. This is a 15 minute (max.) investment of your time. Here's how:

- Be friendly and welcome the visitors to Freehold Airport.
- Ask why they stopped by. They may be interested in "scenic power plane rides", directions, or glider flying.
- If interested in gliders, don't direct them to someone else, talk to them for a few minutes about Nutmeg and soaring, 10-15 minutes.
- Get them a Nutmeg brochure (tri-fold) and SSA brochure (tri-fold).
- Suggest they stay and watch our operations for a while.

See how easy it is. You're not tied up for an extended time, and the visitors feel that somebody cares about them. They can review the literature and hang out.

### Phase II: They're Interested in How to Get a Flight

- Now you meet someone who expresses interest in flying as a potential member. Get them a Trial Membership packet (located in the office and in the trailer).
- The Trial Membership envelope will contain:
  - ✓ A Trial Membership description page.
  - ✓ An application form.
  - ✓ A Trial Membership Card.
  - ✓ A "Soaring in America" booklet.
  - ✓ Nutmeg and SSA brochures.
- Suggest they look over the materials that explain how it works and that they fill out the application form.
- Collect a check for \$100 (\$130 if they taking their first flight that day) and fill out and sign the Trial Membership card. Don't fill in the start date until their first flight.
- Take them out to the flight line and get their name on the list.

**It's not difficult to help grow Nutmeg! Let's all do our part to make it fun.**

## NUTMEG SOARING ASSOCIATION: TRIAL MEMBERSHIP

Submitted by Jeff Driscoll

Nutmeg Soaring is a club dedicated to the art and science of flying sailplanes (gliders), rather than a commercial glider operation. As such, we do not sell glider rides for those simply interested in a one-time flight experience.

We are, however, actively interested in helping potential new members experience the "joy of soaring". Our goal is to build and maintain an active and safe flying organization with people from New York, Massachusetts and Connecticut, and New Jersey. To that end, we offer a Trial Membership aimed at encouraging those interested in learning more about Nutmeg and the sport we love.

A Trial Membership covers a period of two weekends starting with your first introductory flight. The cost of \$100 covers your temporary membership, but is fully applicable towards your first year's membership dues should you decide to join as a full member. In addition, you pay for each aero tow taken during your two-weekend membership at the same rate as Full Members: \$30 for a tow to 3,000ft.

Trial Memberships can be purchased for others who you believe may be interested in learning how to fly sailplanes. Their membership period will start with their first flight.

The flights will be in one of Nutmeg's three trainers with an FAA licensed glider pilot and dual controls. Introductory flights last about 15-30 minutes, giving you the opportunity to experience the thrill of silent and graceful sailplane flight.

We encourage you to spend time at our facilities at Freehold Airport in order to get to know our members and experience our daily routine. Freehold Airport's office provides a friendly place to hang out, with picnic tables and a large covered porch. A Nutmeg tradition is the noon hot-dog, cooked on the Nutmeg gas grill.

Club operations depend on mutual help – for launching, retrieving, towing, supervising operations, maintenance of aircraft and airport facilities, etc. Most Nutmeg members value the resulting camaraderie just as highly as the flying activities. This club is well suited to people who have initiative and like to be active and helpful.

If you are interested in a Trial Membership, please ask for the Trial Membership packet, which contains an application form, membership card, "Soaring in America" booklet, Nutmeg brochure and Soaring Society of America (SSA) brochure. We'll help you get started with us and take you out to the flight line when you're ready for your introductory flight. Enjoy, and welcome to Nutmeg Soaring!

## THE DEVIL IS IN THE DISTRACTION

Submitted by Wallace J. Moran

Is it possible that one tiny burned out light bulb could bring down a sophisticated wide body jetliner? Surely there are redundant systems to keep such a thing from happening.

The flight crew of the Lockheed 1011 Tri Star was in the process of an otherwise routine night time arrival. During approach, the captain commanded the first officer to extend the landing gear. As the first officer complied, the crew could hear the familiar and customary rumble of air as the large wheels and associated hardware began to make its way to the down and locked position. Little did they know that they were about to be involved in a tragic accident that would be cited as the classic example of how a small distraction can cause a major disaster.

This night the crew noted that the green light for the nose gear did not come on as expected. They elected to abandon the landing to afford an opportunity to trouble shoot this problem. Air traffic control directed them away from the airport to a low traffic area over the Florida everglades. Anyone who has ever flown over the everglades at night can attest that this is the quintessential black hole.

The crew soon determined that the only problem with the landing gear was that the indicating bulb was burned out. While **all three** crew members were distracted with changing the bulb, the altitude hold function of the autopilot was inadvertently disengaged. Regrettably, none of the crew members noticed that the big jet had started a slow descent toward the swamp. Thus a small and insignificant problem caused a distraction that resulted in disaster.

The devil of distraction lurks ready to cause more accidents for airliners, power pilots and yes, even glider pilots. It is there waiting to turn a minor transgression of discipline into a disaster. The devil of distraction cares not if you are highly experienced or a student pilot. In fact it preys upon those who feel confident enough to cut a few corners.

What can we do to keep the devil of distraction from causing us problems?

Let's just eliminate all distractions – is that going to happen in our life? I don't think so. We must recognize that there will always be distractions in our assembly, pre flight, and flying. So we must develop defense measures to keep these distractions from creating serious problems.

What are some defensive measures we can use?

### FLY THE AIRPLANE FIRST:

We recently had a needless loss of life due to pilot distraction caused by an open canopy on takeoff. The pilot became so obsessed with the open canopy that he lost control of an otherwise perfectly flyable glider.

Be aware that while you are fiddling with your GPS, latching a loose canopy, swatting flies, or otherwise occupied with

something other than basic aircraft control, you are a candidate for the devil to start his evil work. Any of these events should turn on a big bright caution light in your mind that says: Fly the airplane first, do not let this distraction take too much of your attention.

### USE CHECKLISTS:

Develop and use a critical assembly check list as recommended by the SSA.

Develop and use a pre take off check list.

We are all human beings and as such subject to missing items. The check list is your insurance policy against distraction and forgetfulness. We have experienced several tragic accidents that could have been prevented by a critical assembly and pre take off checklist.

If you are interrupted during the completion of either check list, **recognize that you have just become a candidate for a distraction accident.** Start again at the beginning of the check list and complete it in entirety without interruption.

### DO NOT DISTRACT OTHER PILOTS:

Socializing is a wonderful part of our sport, but not when a pilot is working with an airplane. When we stop to chat with a pilot who is assembling his ship, we have just become part of the problem. Creating non essential conversation with a pilot who is in his ship and preparing for take off provides the first link in a chain of events that could lead to an accident.

Do not talk on the radio except for aviation safety matters, use of the radio for non essential conversation distracts others and blocks the frequency for true safety purposes.

### BE ALERT:

Develop a proactive attitude toward distractions while on the airport. Be alert for gliders with the tail dolly installed, canopy not latched, children or animals on the runway.

Do not be bashful to remind others when you observe someone contributing to a distraction. They undoubtedly did not intend to create a hazard and a polite reminder surely will prevent a reoccurrence.

The responsibility to avoid accidents and prevent distractions belongs to all of us, student pilots, and high timers alike. If we allow the devil of distraction to get into our operation, we will pay the consequences. By always using these defensive measures, we have the power to keep him at bay.

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## NUTMEG SOARING MAKES HEADLINES

Freehold - Thursday, April 11 will mark Nutmeg's debut in the local weekly paper, the Greenville Press. The Publisher visited the field on Sunday and took a number of pictures, and their reporter talked with me a few days later for the story. If you're in Freehold during the next week, pick up a few copies.

# FREEHOLD CONSTRUCTION

