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CALENDAR

General Membership Meeting: Saturday, August 31, 6:00 PM at Freehold Airport. Picnic dinner included. Culinary donations appreciated.

Mini-Encampment: Friday, August 30 to Sunday, September 8 – flying all week.

Every Day: Fly Safely!



Words of Wisdom?

Always remember you fly an airplane with your head, not your hands.

Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi. Dead pilots are often found in the wreckage with their hand around the microphone.

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

Nutmeg News
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To our e-subscribers

Nutmeg News

Volume 43, Number 7

August 2002

Editor: Jim Sidway

PRESIDENT'S MESSAGE

Submitted by Bill Kenyon

Please welcome the following new members:

Dave and Stephanie Rossetter
John Buraceski
Lincoln Stoller

Coming events:

Next General Meeting: Saturday, August 31, 6:00 p.m. – at Freehold Airport, with hamburgers & hot dogs – Labor Day weekend (culinary help appreciated) Mini-encampment – Friday, August 30 to Sunday, September 8 – flying all week.

Probable Mifflin County or Mt. Washington trip – to be scheduled, probably October 4-12 for Mifflin County. We have done a Mifflin County trip in October for the last 4 years or so – the big attraction is the ridge flying of Pennsylvania. For the relatively new glider pilot, this is an opportunity to learn ridge flying. A Mt. Washington trip is for flying wave.

\$20,000 from New York State Government for Freehold?

Bill Alfeld, President of the Freehold Aviation Association, reported last Sunday that the \$20,000 grant that Clem applied for a couple of years ago is now available. Clem and Bill are now proceeding to actually get the money, and organize the work. In Clem's original proposal, the \$20,000 was to pay a contractor only to oil and stone the apron, taxiway, and a runway widened to 40 feet; the preparation work for widening would have been done by Freehold Airport personnel. Our present plan is to oil and stone the original runway width (25 feet), with preparation work to be done by Nutmeg along with other (potential) airport users, including the Fr.A.A.

Runways, corn, alfalfa, etc.:

The 75-foot strip that used to be corn was disked by Carl Kohrs, and seeded in mid-June. During late June encampment, Nutmeggers took some 10 gas-truck loads of rocks out of the 75-foot strip. Carl's plan was to roll the 75-foot strip just ahead of a nice forecast rainy day, and he brought in a roller to be ready. That has been followed by several weeks of no (or next to no) rain, so the weather has not been cooperating. You will recall that in late April, we agreed with Carl that his effort in disking, seeding, etc., the 75-foot strip would pay his rent for the corn and alfalfa for the rest of this year.

Now is the time to put thought into how we want to use the airport real estate next year. The 75-foot strip being converted from corn to turf will add a lot of grass acreage and therefore increase the mowing load (figure 75 feet x 2000 feet – about 3 acres more). Right now we have 2 members who are into mowing – is there anyone out there who doesn't know who they

are? -- but we shouldn't be surprised if these valuable individuals burn out. On the east end, we need to convert some of the alfalfa to turf in order to widen the narrow corridor we have now for takeoffs on 30. Converting the alfalfa into turf won't be as hard as turning corn into turf, but converting and, even more so, maintenance are both work. As to the west end, we really need a way to taxi gliders to the west end of the overrun, but this depends on our working something out with Ken Thompson, our nurseryman neighbor, who owns the land west of the trench line.

Encampment:

Encampment was a low-key affair, with a tow pilot available every day (Bob Duckworth did a great job of working the phone). The best flying day was the middle Saturday. New member John Buraceski joined in the middle weekend of encampment: his timing was superb, as he got 2-3 flights every day, and had soloed by the end of the week, under the guidance of first, Randol Webb, and then Jeff Driscoll. We must have made a good first impression on John's parents, as they left John in our care all week.

Golf carts and trailer sites:

Golf carts are getting very popular now that the creek side trailer sites have been populated. The golf carts are for glider operations – top priority is for retrieving gliders that have landed, but the golf carts are also needed for ground-towing gliders in preparation for flight operation, and for putting the gliders away after flight operations. On a typical day, glider operations (specifically, ground towing) might start before 9 A.M., and go on until 6:30 P.M. It seems to me that any golf cart being used for other purposes would be subject to a polite 'Mind if I take the golf cart for glider operations?'. Lee Ramsdell is planning to have a meeting of the trailer folks to discuss how to keep to a reasonable minimum the amount of golf cart and auto traffic to and from the trailer sites.

Duty trailer: Back it out? Back it in?

The duty trailer has been damaged from being driven forward out of the shed on the west side of the barn – the roof of the trailer hits the structure. Please BACK the duty trailer into the shed from the road side, so the next person to drive it out won't be drawn into temptation.

Duty Pilots – back in style:

The Board of Directors decided to re-institute Duty Pilots on weekends. The Duty Pilot will have these duties: making sure operations are safe and efficient logging flights. Compared with our previous years at Candlelight, the Duty Pilot will not be expected to set up the operations (e.g., laying out tow ropes, etc.) – pilots expecting to fly should do this. The key ingredient to 'Efficient operations' is determining launch order:

'Joe, you launch after Ed, and Mary will go after you'. The Duty Pilot assignments will be kept on the web-site as in past years. Duty Pilots are allowed to take a short flight if they can find someone willing to fill in for them.

Weekday Soaring Newsgroup:

New member Lincoln Stoller has created an e-mail newsgroup, to facilitate arranging weekday soaring. Most of our new members live not too far from Freehold; and tow pilots are usually available. The NUTMEGSOARING.ORG bulletin board has instructions on how to put yourself put on the e-mail list Or, if you are an out-of-the-closet technophobe, contact Lincoln at ls@4thquarter.com. I expect to be available most Fridays and some Mondays for weekday soaring.

Ed: see related article

Cross-country soaring:

A couple of Nutmeg pilots have compiled some information about neighboring airports; it has been sent by email to the following individuals: Don Malin, Jim Sidway, Bruce Stein, John Boyce, Peter Scarpelli, Chris McIntyre, Jeff Driscoll, Todd Smith, Esteban Draganovic, and Wally Moran. If you want to be added to (or deleted from) this list, let me know.

Combination locks:

Combination locks have been changed: trailer (both front and rear) are 203; shed is 1203; 1000-gallon gas tank is 634 (airport exchange).

Lost: Bow saw, about 3 feet long, with a blue handle.

COPILOT SYNDROME

Submitted by Peter Krebs and Peter Meny

That was the description Chris McIntyre used when we explained our recent land-out near Freehold.

On a promising Friday afternoon Peter Meny was kind enough to invite me to fly with him in the back seat of our trusty Grob. Having done our checklist we took off on Runway 30. A good tow to 3000 ft near the twin peaks west of the field resulted in releasing in a promising thermal under a nicely building black cloud. Peter, as pilot in command, worked the thermal beautifully up to approx. 4500 ft when we were getting a little too near the bottom of the cloud base.

We decided to cruise along the ridge-crest towards the south on the lookout for other visible promising clouds. The cruise took somewhat longer than expected but as we got under the next cloud, Peter asked me if I would like to work it this time. We were at an altitude of approx. 3000 ft AGL and while trying to gain altitude we were talking about the great scenery and this wonderful flight. I didn't find much lift, tried another building cloud further south, all the while having a good time together in the Grob.

The next thing I remember was seeing Route 23 (the one from Windham to Hudson) on my left hand side looking east. This elicited a slightly concerned comment to Peter M.: "I can't see the airport, can you?" Peter looked around and couldn't see Freehold either, but we had the junction of Route 23 and 32 in sight, but north of us. Only then we realized that we were way downwind and at this point maybe down to 2500 ft AGL.

Peter left me in command while heading towards Route 32 on an imaginary line guiding us to Freehold. Instead of using a little lift here and there, by now we were both concentrating on picking out fields for a land-out. We disregarded two landable ones east of Route 32 because we still had some altitude left, and - looking towards the invisible Freehold - we picked a corn/alfalfa field west of Route 32 pointing north, which was upwind, and therefore the right direction for a landing.

At first, the field looked somewhat smallish (anxiety!) and we both decided to use the cornfield part instead of the alfalfa for our landing attempt. Reason being that the corn was still very low and the furrows pointed north, while the alfalfa looked pretty high and it was tough to figure out what was under it. Peter checked for power lines and fences and used the radio to call in our intentions to Freehold. I flew the Grob pretty steeply over the wooded threshold in order to give us maximum space. We put the glider down without incident and later measured that the rollout from touchdown to full stop was a mere 120 ft. – and the field was huge!

Our radio calls were received, the Cub made visual contact with us and in due course several members made the trip with the trailer into the field where several neighbors had already congregated to see what had happened. Peter and I kicked ourselves for in fact trusting each other while having a good time and drifting too far downwind. Still, we are sure we made the right decision and pocketed another experience.

Moral: The pilot in command should always be sure about the glider's location even when a copilot/passenger temporarily flies the aircraft. AND : Stay upwind!!!

Comments from Peter Meny: I agree with the first part of Peter's moral. As pilot in command it was my responsibility to be aware of our position at all times and to be certain that we were within safe gliding distance of the airport. Flying downwind is not by itself a problem as long as you are within safe gliding distance of the airport. I failed to keep track of our distance from the airport and as a result we were unable to make it back.

Although it was embarrassing to land out in the Grob, I was happy about our decision-making once it was clear that Freehold was not an option. Previous ground schools and reading Tom Knauff's book on landing out helped me and Peter K. to select a field that allowed us to make a safe landing. I was also very appreciative of the ground crew that showed up so quickly to help us take apart the glider and put it back together the next day. Other than my bruised ego the only other

casualty was a broken mailbox (due to a trailer strike) that enraged a local resident. Frank Molnar could write a story about that!

MINUTES: JUNE 2002 BOD MEETING

Date: June 14, 2002, Bethany Called to order: 6:00 PM

Present – Bill Kenyon, Bruce Stein, Chris Hanak, Randol Webb, Peter Krebs, Doug Laitinen (recording)

Budget and expenditures: Chris Hanak said that expenditures on winter tow plane repairs were about \$5000 over budget -- \$7000 for Pawnee, and \$10,000 for Cub. We have more returning Nutmeg members than expected, and 4 new full members (Kim Goldin, Ken Gatz, Mike Ampela, and Gus Hogle). Kenyon requested that Chris/Peter inform the Board of Directors and instructors when new members join.

Tow plane bills – the Board agreed that the tow plane bills will be paid as submitted.

Upgrading tow plane radios. Esteban Draganovic had submitted a proposal to replace radios in tow planes. The Board approved expenditure of \$1500 for the Cub, to purchase and install a new radio; this should be a quality radio. Replacement of the radio in the Pawnee will be left to the future.

Purchase of Quickbooks software – the Board approved \$150.

Donation to Freehold Volunteer Fire Department -- the Board approved a \$25 donation.

Encampment – is June 22 – July 7. For nonmembers who camp (e.g., friends visiting from Springfield, VT), a \$5/night camping fee will be charged, in addition to the Temporary Member fee of \$10/day (\$40 max.). Nutmeg members – including Associates -- camp free.

Tow tickets. The membership had voted on April 16 to do tow tickets. The general feeling now among the BOD is against tow tickets – one reason is the handling required in the sale of tow tickets to members. The proposed approach is: 1) No (or minimum) cash. Chris Hanak would rather have a check a day later than cash at the field; he is well set up to automatically send invoices by e-mail. For trial members, we need to accept cash; cash should be put in an envelope and sealed, with the payer's name on the outside. 2) Deposit accounts. Members are asked to put money in an account, which will be debited as tows are taken.

New slate of officers for 2003-2004?. The present slate of officers is willing to serve through 2003. It is felt that continuity of officers would help our effort at Freehold. It was agreed to have a search committee, who will 1) check that there aren't any better alternatives to having the present slate serve in 2003, and 2) give some thought to a slate for 2004; having the present slate serve one more year is not covered by the bylaws as they stand. Jeff Driscoll and Linda deMarco were proposed (and subsequently accepted) as the search committee.

LLC meeting – Bruce Stein proposes to have a meeting of Freehold Airport LLC shareholders in July, the exact date is not specified.

Dog Bite – there was a discussion of the dog-bite incident on Sunday, June 9. It was felt that dog rules are required. Freehold Airport LLC has assets that might be at risk in a lawsuit (specifically, Freehold Airport), and should require Nutmeg to have a set of rules for dogs/dog owners. Randol Webb had circulated a set of rules, which were reasonable.

Adjourned: 7:35 PM.

MINUTES: JUNE 2002 MEMBERSHIP MEETING

Date: Friday, June 14, 2002 Called to order: 7:50 PM.

Officers present – Bill Kenyon, Bruce Stein, Peter Krebs.

Minutes were accepted as published, and as corrected by Peter Krebs – that at the April 16 meeting, the membership had voted to have the Board of Directors implement tow tickets.

Bill Kenyon presented the following from the Board of Directors meeting:

- tow plane expenses: \$7000 for Pawnee, \$10000 for Cub: were approved for payment.
- approved \$1500 to purchase and install a new radio in the Cub.
- encampment June 22 – July 7
- search committee – the present slate of officers is willing to serve through 2003. The search committee will look for a reasonable alternative and, if it does not find one, will look for a potential slate for 2004. Jeff Driscoll and Linda deMarco (later) accepted to be the search committee.

Kenyon explained that the Board of Directors is proposing that, rather than tow tickets, the following system be used:

1. No cash. Chris Hanak would prefer a check in the mail a day later, than cash at the field. When cash is received, we don't have a way to know who paid it.
2. Prepaid debit accounts. Members should deposit money in an account, which will be debited as tows are taken. Chris is well set up to automatically send invoices/bills by e-mail.

Reasons for not adopting tow tickets are 1) the handling required by officers or whoever would be selling tow tickets; 2) the need to pass them to the tow pilot 3) difficulty in keeping track of how much tow-charge liability the club has outstanding; 4) difficulty in adjusting tow fees. Tow pilots are now asked to record on their tow sheet the name of the glider pilot – this is important information. John Boyce pointed out that since radios occasionally don't work, the tow pilot can't always get this information. Randol Webb pointed out that the associated radio transmissions clutter 122.8, which is a heavily-used frequency. We don't have solutions to all these problems.

Dates and Place for General Meetings:

The Bylaws call for the General Meetings (and Board of Directors meetings) to be held on Friday evenings. This interferes with Freehold weekend flying: some members go up to Freehold Friday evening, while others, who go up to Freehold early Saturday, don't like to have a late Friday evening. After some discussion, it was proposed and approved by vote to hold the mid-season General Meetings at Freehold on Saturday evening, with hot dogs or hamburgers. The next General Meeting will be in September. Kenyon said that the BOD would start working on appropriate changes to the Bylaws.

Hangars:

Some of the Freehold power pilots – notably Dave Brockway – have a strong desire to build hangars at Freehold. These individuals have been told that it is up to them to make a proposal, including type of hangar, location, and financial arrangements – and that a proposal might or might not be approved. Tony Huber, Mike Trudnak, and Dave and Nan Jackson have hangar leases at other airports, and have useful information to contribute.

All-turf-runways vs. Blacktop:

Kenyon said that an important strategic decision is whether to head for all-turf runways (get rid of the blacktop), or to maintain the blacktop. A short-term decision to be made is whether to pursue the \$20,000 that had been allocated by the New York State Government to oil and stone Freehold's runway. A number of comments were made by members:

- it will probably cost a lot of money to remove the blacktop and replace it by turf. It may be expensive to dispose of the blacktop because it is an environmental hazard. (McKinlay)
- having all turf would give a lot of flexibility in allocating 'runways' to takeoff, landing, and taxiing.
- having all turf would have an effect on the types of power planes that use/live at Freehold – no Bonanza's. But some power plane insurance policies do not cover landing on turf runways.

No decision was taken.

John Boyce pointed out that on hot humid summer days launching on runway 12, it would be necessary or highly desirable to launch two-place gliders from the far west end of the west overrun area.

Dog Rules:

Kenyon reported on the dog bite incident of June 9; Freehold Airport LLC believes that Nutmeg should have a set of dog rules. Several individuals (Chris Hanak, Jim Sidway, Mike Trudnak) felt that there was considerable liability to Nutmeg and Freehold Airport LLC. The incident of June 9 should be thoroughly documented. Club dog owners will be consulted in setting forth a set of rules.

Frank Molnar asked about disposition of the \$280 which in principle would have been refunded to him if he left the club. (Frank became a member some years ago, when the initiation fee was refundable – it no longer is). It was moved and approved to allocate the \$280 to pay the tow fees of scholarship students at the upcoming encampment.

Frank Molnar asked if the banquet location would be the same as in previous years (Southbury). After some discussion, it was agreed to do so.

Glider Operations:

Randol Webb discussed glider operations for runways 12 and 30. When taking off on 12, a Grob-sized empty space will be left just to the east of the duty trailer. This space is to be used for any glider which has been positioned for launch but must be taken off the turf to clear it for an incoming aircraft. When launching on 30, launching from the extreme east end (next to the pickerel pond) seems to be working acceptably well.

Kenyon said that the income from the farming operations did not seem to balance the improved glider safety that could be achieved by using the farmed areas. However, the arrangement with the farmer (Carl Kohrs) has been agreed on for the remainder of 2002.

Adjourned: 9:50 PM.

MINUTES: JULY 2002 BOD MEETING

Date: July 24, 2002 at Ridgefield, CT Convened: 7:40 P.M.

Present: Bill Kenyon, Bruce Stein, Chris Hanak, Marty Opitz, Lee Ramsdell, Linda DeMarco, Peter Krebs, Doug Laitinen (recording)

After an extensive discussion about recording and payment of **tow charges**, it was decided: Reinstatement of **duty pilot** with sole responsibility for safety and complete log sheets. Duty pilot is allowed to fly during his duty day if he procures temporary replacement. To facilitate flight logging, club will provide dedicated clipboards and colored log sheets. Duty pilot has to assure that sheets are sent in to Hanak in pre-addressed envelopes (no cash or checks, PLEASE). Pilots to send payment separately to Hanak, who will keep members informed by email about their account balances. Reminder: We are quite up to date on payments but likely missed some flights = revenue. Stein will organize the duty pilot mission. All tow pilots are requested again to provide detailed information on completed tows to Hanak at the end of the day.

The **financial status** was discussed: By mid July we had realized about 50% of budgeted tows, which is a positive. Given the substantial Freehold expenses which are coming up, the fulfillment of the budget could be a close affair. Much will depend on flight activity during the remainder of the season and possible maintenance/repair expenses. As to assessments, we are already ahead of budget, and as of last count, Nutmeg had 63 Full, Honorary or Family members plus 22 Associates and

not counting the 3 scholarships. Hanak reported about the very few gas and tie-down sales and asked for names and addresses of people renting tie-downs and using our gas. (We are way below our estimates for "other income" from Freehold). For safety and control reasons, a combination padlock will be used at our gas tank (Kenyon). Opitz suggested that we review and maybe increase rents for hangar space used by non-Nutmeggers.

Weekday soaring activity was discussed. A special email list might be used for finding interested parties both to fly and to tow. Fridays would be an obvious choice, and additional days depending on weather and pilot availability. If Clem would be able to fly Nutmeg towplanes for Nutmeg compensation (zero), that would help the midweek soaring.

Clem was voted in as a nonpaying associate member.

Runways: The future of the remaining corn and alfalfa fields was discussed. More space might be needed for safety reasons, but the leveling of extra space might be a problem/cost factor.

Cross-country soaring: An article will be put into the newsletter as to suggested flights, required equipment, usable airports/land out areas.

New Hangars: In general, it was reiterated that any new hangar should be part of a master plan, and that rents/other conditions should be competitive with the local market.

Golf cart usage: It is requested AGAIN that the golf carts should be used for camping/trailer area only before and after flight hours.

Free tows: Instructor and tow pilot check flights are free of charge and should be noted as such on the log. For tow instruction flights, flights should be paid i.e. need to tow a paying glider.

Various:

The new radio installed in the Cub works great, a big thank you to Esteban Draganovic.

Krebs talked about the updating of the member list on the website and will work on it with Betty Boyce and Don Malin.

It is suggested that when the Pawnee is stored in the hangar, the canopy cover should be on: often Clem pushes the plane outside during the day and the cockpit should be protected from the sun.

Next general membership meeting (normally September) should be held at Freehold and as a first suggestion, the Saturday late afternoon of the Labor Day weekend was discussed but not yet decided upon (August 31st).

It was suggested to possibly have an encampment at Freehold in connection with the Labor Day weekend.

It is undecided if Nutmeg participates at the soaring meet at Mifflin, and it is suggested that Wally should be contacted to make arrangements.

A Mount Washington wave trip could be of interest. Suggested that Todd Smith might take a lead on this project.

Newsletter articles: Jim's deadline is early August and it is hoped that by then, contributions about cross country/land out, camping matters, and tow payments/duty pilot will be available. In addition, minutes of the BOD and General Membership June meetings will be passed on for publication (Krebs).

There is still no final date for the FALLC meeting, and Stein is trying to get the best possible turnout and will advise the shareholders.

Meeting adjourned 11:20 PM

REGION 1: 2002

Submitted by John Boyce

The smallest entry list in recent memory (going back some thirty years) came to Sugarbush for the 2002 Region 1 contest, only twenty contestants. Nutmeg was represented in Sports Class by the team of Moran/Boyce and Bruce Stein. Former Nutmegger Ron Clifford was also there.

As usual, the best weather was the day or two before the contest, and by the time we got started, it was, well, challenging, not to put too fine a point on it. The task for Sports was basically up and down the valley, with a dogleg over to Montpelier. Most of us made it around at least part of the task, but Boyce and Stein both landed out at Morrisville/Stowe and took aero tows home. Bruce at least made the first turn point, but I landed on the way up there. Not a very good start.

The next two days were exercises in frustration, with a recall after about half the fleet was in the air and another cancellation on the grid. Poor visibility and weak lift raised safety questions which were answered by calling it off before something bad happened. Then there were two days of scratching up and down the ridge, with nearly all finishing, but slow.

The weather gods finally smiled on us on the last day, Saturday. Our task was over to Mt. Washington and back by way of Caledonia County, with pilot option after Caledonia. Conditions were great to start, with cloud bases to 8500 in the Mt. Washington area. Heading back west was a different story, as the beautiful, evenly spaced cu's that took us east were drying up behind us as we went. Everyone made it around, though.

Final results were Ted Haller first, Moran/Boyce second, Stein fifth. I think Ron was third.

Incidentally, this was the first contest in which the Sports Class was sent to Mt. Washington. We approached the task with some apprehension, but conditions warranted the call.

We all had a really great time, and I hope that next year there will be at least seven or eight Nutmeg pilots entered. It's a

terrific place to fly, with enough challenge to make it interesting and set your heart to pounding from time to time.

POLITE? NOT QUITE!

Submitted by Wally Moran

Editors Note: This article by Wally was run in a previous issue of the Nutmeg News. It was decided, given its relevance to our new home, to reprint it. The airwaves on 122.8 are jammed so please take heed.

The tow has been great, steady airspeed, no sun in the eyes, shallow banks and now the bonus a thermal as you reach release altitude. What a great tow pilot, the least you can do is express your appreciation with a **“Thanks for a great tow”** on the radio. Of course, the tow pilot being quite proud of the tow himself feels obliged to respond to such a cheerful expression by replying **“Have a good flight”**. To do any less, would hardly be polite - or would it?

The radio frequency we use a Freehold airport 122.8 is called a CTAF. Common Traffic Advisory Frequency. The key word here is common. Common with what?? Common with a lot of other airports. A look at the sectional chart shows several airports in our area that use 122.8 as the CTAF. Aircraft at all these airports are sharing the same frequency. This shared frequency concept works fairly well due to the fact that VHF is a line of sight system. That is, our transmission distance is generally limited by how far we can see. The lower we are the less our transmission range. The reason several nearby airports can use a common frequency with out congestion is that most radio calls are made at traffic pattern altitude, usually below 1000 feet.

Guess what happens when we make a transmission from tow release altitude of 3000 feet? Our polite little exchange is heard at scores of surrounding airports. Not only do they get tired of hearing us, but more importantly, we could and do block other aircraft at those airports who are reporting their position in the traffic pattern.

For the above reason, we need to do all possible to keep the chatter down on the CTAF especially when we are above pattern altitude. With that in mind, lets review the calls and how they should be made.

Hook Up: “05Z this is 24H radio check”. That is normally all that is needed. There is no need to say “tow to 3000 feet please”. Our normal tows are to 3000 feet and in any event, the tow pilot should tow you (in lift) until you release, what ever the altitude. If you plan a pattern tow or boxing the wake, this is the time to tell him that. Try to make your radio check call before the tow plane lines up in front of the glider, often communication is difficult in that position.

Entering downwind leg: “Freehold traffic, glider entering right downwind, landing 30/12 Freehold”. The aeronautical information manual recommends a call turning base leg and

final as well but since glider pilots have their hand on the spoiler handle at this point we normally only report downwind.

Radio calls on 122.8 made above traffic pattern altitude are very annoying to our fellow pilots and if necessary, should be made on 123.3 or 123.5.

The purpose of the CTAF is to provide traffic information to other pilots. In keeping the frequency available for that purpose we are improving safety. If you feel an overwhelming need to thank the tow pilot, just walk over to the towplane and do it in person.

NUTMEG E-MAIL LIST

By Lincoln Stoller

I've set up a Nutmeg email list. Its first purpose is to coordinate midweek soaring by alerting Nutmeg members to when others are planning to be at the airport. Beyond that it can serve any purpose at all.

If you are a Nutmeg member, then please follow the instructions below to subscribe to the email list.

The email list works like other email lists: you send a message to the central address (which is Nutmeg@4thquarter.com) and the message gets rebroadcast within the hour to everyone who has joined the list.

To join the list you need to send a message to a special address using the following SPECIAL FORMAT:

Send an email to: 4QRequests@4thquarter.com

Put the following words in the subject: subscribe Nutmeg

Leave the body of the message blank, it will be ignored. You will receive a confirmation and, once you have subscribed, you will be able to send email to the list. You will then begin to receive any email sent to the list by anyone on the list.

Note that until you join the list by "subscribing" you won't get mail from it, and you won't be able to send mail to it. You can also take yourself off the list at any time. If you have trouble, contact me. I can manually put you on or take you off the list.

HOW TO USE THE LIST:

If you have a question, suggestion, or if you want yourself included in any ongoing plans, then you can use the list by sending an email to Nutmeg@4thquarter.com (You must first subscribe!)

Write a summary of your question in the subject area.

Ask your question in the body of the message.

Then send your email. Your message will be sent to list subscribers within the hour. Each participant will read your message when he or she collects their email, which might be the next hour, the next day, or possibly the next week!

The list server broadcasts email to your email address, not to your computer directly. You only receive the list's mail when you collect your regular email.

If you want to know what has been said on the list, if there are any new announcements, or if anyone has answered your question, then YOU MUST connect to the Internet and collect your email.

Also, message are sent to you as they are "posted" to the list as separate e-mails. They are not consolidated, collated or otherwise organized. However, you can subscribe to the daily "digest" version if you want. The digest is a compilation of all the days messages. It is sent once each day to those who specifically subscribe to the digest version. Contact me if you're interested in receiving the digest.

SUGGESTIONS:

I suggest that you create a Nutmeg@4thquarter.com address in your email address book. This is the address to which you send email that you want broadcast to list members. You can name the address "Nutmeg NUG". NUG is for Network User's Group, this being the traditional acronym for an email list.

You should set up what is called an "email filter" in your email program. You do this by creating a separate folder for Nutmeg email. Then tell your email program to place all email that you receive from Nutmeg@4thquarter.com in this folder. The special folder and the instruction to place Nutmeg messages in this folder constitute the "filter".

Doing this will enable you to sort past messages by date, author, or subject. This will make it MUCH easier to view email from the list and to locate past messages.

DISCLAIMER

Lists are interactive electronic bulletin boards. They can generate and sustain rumors and inaccuracies are common. No one gains special authority by posting email to the list. And while I happen to have access to the subscription list, and the software that runs the list is licensed to me, I have no special authority over the content that's posted to the list.

If you need a specific or a certain answer, then make sure you contact the right person.

If you have any questions, please feel free to email me directly, or call me at my home at (845) 657-2345.

Ed: This is an excellent way to coordinate midweek soaring and communicate with fellow Nutmeggers in general. Get connected!

NEW ONLINE DISCUSSION FORUM

By Don Malin (reprinted from our Web Site)

I've finally gotten around to creating a new discussion forum that will hopefully be easier to use than the old one and much

more functional. This is the place where we should be posting information about topics like midweek soaring arrangements, airport conditions, things that need to be done or whatever. To view or post messages, click the 'Discussion Forum' link on the site's left hand menu under 'Club Matters'.

PLEASE DON'T BE SHY!!! A discussion forum is a great way to foster communications within our club so take advantage and start using it right away.

IT'S YOUR HOUSE: KEEP IT CLEAN

Submitted by Jim Sidway

I was able to get to Freehold the weekend of August 3rd, the first time in many weeks due to work and family obligations. I arrived late Saturday evening and, after more than nine hours in the car that day decided to 'freshen up' in our new comfort facilities. I was a little perturbed at the condition of the bathroom I chose to use. I didn't expect to have to clean it in order to use it.

Weeks ago I equipped both bathrooms with sponges and spray cleaner and there is a pair of rubber gloves for the squeamish that can be found in one or the other vanities. I know how easy it is to come in from a day on the line and be quite dirty. By all means wash up, that's what the bathrooms are for. But have some respect for those that will use the facilities after you're done (if not for yourself): clean the sink, faucet and mirror. And there are also toilet bowl brushes and cleaner available; use them, too, as necessary. Thank you for your consideration.

***** ET CETERA *****

New Members:

Lincoln Stoller comes to Nutmeg with his Private Glider ticket and experience in SGS 2-33, 1-26, 1-34 as well as Grob Twin Astir aircraft. Lincoln is married to wife Jennifer and has a son, Kiran. He is a business owner in the computer software field. When not soaring his interests include non-western cultures, science, and music. He also has an extensive background in mountaineering. Lincoln is also responsible for setting up the Nutmeg e-mail list (see related article). Welcome to Nutmeg, Lincoln.

Also joining as Associate Members and the ranks of Nutmeg tow pilots are Joe Mirando, Sean Neal (father of

Accomplishments:

Wally Moran reports that new members Mike Ampela and Kim Golden have soloed and Mike has earned a A & B badge. Congratulations Gentlemen!