

Duty Schedule

Sat.	9/21	D. McKinlay
Sun.	9/22	M. Monoski
Sat.	9/28	J. Buraceski
Sun.	9/29	D. Baroody
Sat.	10/5	J. Burke
Sun.	10/6	A. Ames
Sat.	10/12	R. Mayer
Sun.	10/13	R. Thulin
Sat.	10/19	W. Rogg
Sun.	10/20	M. Hermann
Sat.	10/26	L. Herman
Sun.	10/27	S. Rossetter

CALENDAR

Mifflin County Trip – October 5-13 Details inside.

Winterize and General Meeting – Saturday, November 9, at Freehold More details in the October Nutmeg News

Every Day: Fly Safely!



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

PRESIDENT'S MESSAGE

Submitted by Bill Kenyon

Upcoming Events

Mifflin County Trip – October 5-13: This is an opportunity to do the ridge flying which is the big feature of Pennsylvania soaring. We're still looking for someone to auto-tow the Grob there – the Grob is the only club glider which has the performance to comfortably get back the 3 miles upwind to the airport from the ridge. The Grob + trailer weighs around 2000 lb, and has a mind of its own. Local motels are the Super Eight and the Clarion in Burnham, PA (just next to Lewistown). The Mifflin County Airport is about 30 miles south of State College, just off Highway 322, and about 5 miles north of Lewistown. This year, the airport is charging glider parking and camping fees (\$3 and \$5/day). In the past, we've been able to use the County Roads Maintenance Building for showers, and we expect to be able to do so this year.

Winterize and General Meeting – Saturday, November 9, at Freehold: Hotdogs and hamburgers will be served on the usual basis of spontaneous food preparation. Note that Clem Hoover will be leaving for Mexico on November 16.

Instructor Availability

Several Nutmeg instructors plan to go to Mifflin County Oct. 5-13; as a result they will not be available at Freehold. Marty Opitz will probably be available at Freehold one or both of these weekends, but you might want to check with him.

On the other hand, several Nutmeg instructors -- most of those going to Mifflin -- will probably be standing around Freehold a lot, looking for opportunities to instruct, Oct 21 and the following weekends (because they plan to drop their own gliders off at M&H Soaring for repair).

Community Relations

Contributions to Freehold Beautification Project:

Following John Boyce's proposal, please contribute to the Freehold Beautification Project. Suggested amount: \$20. Please send a check, made out to Nutmeg Soaring and annotated 'Freehold Beautification' to Nutmeg Soaring, P.O. Box 508, Sherman, CT 06784; we'll make out one big check to Freehold Beautification, listing the names of all the contributors. (If you have a positive balance in your account, you can just ask Chris to debit it). This is a great opportunity to contribute to the community and to get recognition for it.

Noise Complaints: See minutes of August 31 Genrl. Meeting.

Airport Improvement

Runway - \$20,000 grant for runway repairs from State of New York: Clem Hoover and Bill Alfeld (president of the Freehold Aviation Association) are still working on this. Bill

Alfeld has informed me that the State Department of Transportation is in the process of writing a letter specifying that the funds are available. I visited Greene County Legislator Ken Dudley (the proprietor of Tiptop Furniture, in Freehold) to assure him the money was important to us. The State of New York will not disburse the funds until the work has been done; Ken Dudley is aware that no-one on the Freehold Airport side wants to stick his neck out for \$20,000, and is thinking of a local bank loan as the solution to this problem.

Feel free to discuss exactly what preparation needs to be done for the runway repair, and what the actual treatment should be. In general, it will be an oil-and-stone treatment, but probably with sand as the top element; the main work is expected to be done late this year, but probably an additional oil-and-sand layer will be applied at the beginning of next season. (Thanks to Marty Opitz and Frank Molnar for attacking the grass growing in/on/thru the blacktop).

Your input is also requested on the 75-foot widening of the south turf. The effort to turn the 75-foot strip into turf has not yet been successful, due partly to the lack of rain for 6 weeks or so after it was seeded in mid-June. The weeds now there were mowed on September 3. There is a general desire to remove the large-scale hills and valleys, which we probably won't be able to achieve. A more down-to-earth (ha!) need is to get rid of the many rocks; this seems to me to be the only serious obstacle to seeding and rolling it, and getting grass that can be mowed in a normal way.

Roof painting: At the General Meeting of August 31, Clem pointed out that the hangar and barn roofs need to be repainted. An eager and energetic group of volunteers painted the hangar roof the following Monday (the sky was overcast) (Ampela, Boyce, Laitinen, Stein, Kenyon). The steeply-pitched roof on the barn remains to be done; Clem has lent a parachute harness and rope for use as a safety line.

New taxiway to the west end of the runway: Bruce Stein, Lee Ramsdell and Bill Kenyon met with Ken Thompson, the owner of Story's Nursery, on September 8, to discuss:

1. Our tentative plan to re-grade the transition from turf to blacktop at the east end of the overrun (when taking off from the overrun on 12). The tow-plane gets a big jolt when it settles back onto the blacktop after being launched from the turf. The overrun, of course, belongs to Ken, but is balanced by the Freehold Airport land along the road front that Ken uses. Ken's response: 'You don't even have to ask me about that'. (But don't take him literally; we need to be a good neighbor and stay in touch). Note to Grob pilots; we have been staging the Grob at the 15th tree from the east end of Ken's trees, to make things easier on the tow-plane.

2. We proposed to Ken that we would like to use his land on the creekside of his cultivated area south of the overrun, to

back-taxi aircraft to the far west end; in return, we offered Ken the use of some of the corn land for him to grow trees. Ken's response was that his plan is to fully populate the cultivated area with trees over the next few years; he is not interested right now in the corn land, since it is farther away and therefore harder to irrigate. However, he said we could start using the area on the creek side of the cultivated area to back-taxi whenever we liked. Lee Ramsdell mowed it later the same day. Ken also gave us permission to remove some of the trees at the west end. For those of you who haven't been involved in these discussions, two key factors in Ken's choice of where to plant trees are whether the soil has no rocks (good) or rocks (bad); and whether the land is high (floods won't cause significant damage) or low.

Wouldn't You Like to be President?

The present slate of officers, etc. has offered to serve for the year 2003, which is one year beyond their term of office as prescribed by the bylaws. If you have an alternative slate to propose, talk to a member of the Search Committee – Jeff Driscoll, and Linda deMarco. Elections take place at the January meeting, the second General Meeting from now.

Marketing Nutmeg

We are on budget for 2002 for the number of members, old and new. This winter, we need to write some articles to get the word out, so new members will join us in 2003. Articles might be in Albany newspapers, Soaring, Modern Maturity, or ...???. Please take photographs that can be used in articles; and if you are willing to write articles, or help to place them, please let us know.

Catskills as a Place with Lots of Lift

Friday, Saturday and Sunday (September 6, 7, 8) were days with very little lift due to a strong inversion, which was widespread. The result was that most glider flights were very smooth sled rides. Nevertheless, some Nutmeg pilots managed respectable flight times, including Linda deMarco on Saturday, and Jim Sidway and Bill Kenyon on Sunday. The key feature that all these pilots used were topographical features of the Catskills (i.e., the high bits). As an example, the south side of Thomas Cole Mountain (the next ridge south of Windham High Peak) was generating usable thermals on Sunday afternoon up to 5500 feet msl, probably due to the fact that its steep slopes face the sun at a favorable angle, and the fact that the slopes are rather well sheltered from the wind, which was not strong. If you have had similar positive experiences, please share them with others so we can learn to get the most from the Catskills. Note to inexperienced pilots: don't go off to Thomas Cole without proper preparation.

There is an informal e-mail back-channel for communicating information about airports, and about flying experiences. The following people are on the e-mail distribution list: Bob Cox, Chris McIntyre, Don Malin, Esteban Draganovic, Jeff Driscoll, Jim Sidway, John Boyce, Lee Ramsdell, Linda DeMarco, Peter Scarpelli, Randol Webb, Rudy Sbzigeti, Todd smith, Wally

Moran, Clem Hoovler, Bruce Stein, Lincoln Stoller. Let me know if you want the full e-mail list so you can make your own contributions.

Tow Plane Winter Work

The plan is to have Clem Hoovler do the winter work on Cub and Pawnee. Towpilots (or others) who have ideas about what needs to be done to the towplanes should talk to Randol or Clem, or (preferably) put their suggestions in e-mail.

Oxyacetylene Tanks

Rudy Szigeti has proposed that we refill Clem's tanks, since we now have frequent need of them to repair lawn mower, tractor, etc. Randol Webb has gathered information about re-certifying tanks (\$20 each for hydrostatic testing), cost of renting tanks (\$58 per year per tank), etc. We would be happy to hear from others with information to contribute.

MINUTES GENERAL MEMBERSHIP MEETING

Date: Saturday, August 31, 2002

Convened: 6:20 PM.

Officers present: Bill Kenyon, Bruce Stein, Peter Krebs;
Members present: 25

Minutes of June meeting were accepted as published.

Krebs reported on club's financial situation: Overall, we are on track compared to the budget. Although income is somewhat above budget, some expenses notably tow plane maintenance and plane insurance are over budget. If tow activity continues, income and expenses probably even out over the full year. Income from Freehold operations, i.e. from tie downs and gas sales are way below expectations. Hanak will propose a better tracking system for tie down sales and gas sales. Everybody was asked to not only note the gas consumption on reporting sheet in Admin. building, but note last 3 digits of gas tank meter as well.

Nutmeg's 2001 tax return was filed before the extended due date of 8/15/02.

Pilots were reminded that we should have a minimum of three tows per day in order to make efficient use of the tow plane. This typically refers to midweek soaring activity.

Kenyon highlighted the various contributions of many members at Freehold and reminded everybody that all should chip in to carry the additional workload given our extended properties/responsibilities.

Upcoming events: Mini-encampment at Freehold, 8/31/2002 through 9/8/2002: it appears that we have tow pilots and instructors for most or all of these days.

Mifflin County Soaring Trip scheduled for 10/4/2002 to 10/15/2002. Grob and Blanik ships will be trailered while tows will be provided locally as in the past. It is intended to maintain the regular flight operations at Freehold but it is more than likely no instructors will be available during that period (Marty Opitz later said he would likely be available).

Kenyon further asked Clem Hoovler to do the winter maintenance work on the Pawnee and the Piper Cub. Clem agreed to it.

The balloon festival at Greeneville was well attended. Randol Webb and Chris Hoffmaster, very generously provided their glider for display there. No new members were recruited as yet during the event.

Two noise complaints were lodged by neighbors. Everybody is asked to treat any complainants in the following way: 1. Be sympathetic and listen. 2. Our basic attitude – we want to be a good neighbor while we fly gliders. We can adjust our tow paths to a certain extent. 3. Get the name and address of the person with the noise problem; and the times when noise is of most of concern to him. 4. Forward this information to Kenyon. With the name and address of the person, we can follow up later and see how we are doing – stay in communication.

John Boyce reported on the Town of Freehold beautification project. Members are encouraged to send donations in the amount of \$15 - 20 each to Nutmeg Soaring; Chris Hanak will cut a single large check sending it to the Beautification fund thereby making another goodwill gesture to our new neighbors.

Kenyon reported that Moran has been appointed pilot examiner for Albany and Bradley, congratulations!

Ramsdell who has coordinated the extensive work on the camping/trailer area handed out a sheet with suggestions to make the camping operations efficient, safe and environmentally friendly. An important point was that no vegetation should be cut on the creek bank in order to protect against erosion which might otherwise occur during flooding in early spring.

Webb reported on operational items: Safety dictates that all gliders should be removed as quickly as possible from the runway. Taking off on 12: Gliders should take off from the farthest end of the overrun, so that possible emergency situations (rope break) can be dealt with in a safe manner. Take off on 30 is working pretty well, everybody is asked to leave themselves sufficient room on the left side so that wings can clear the brush at the creek safely. Tow pilots are requested to land near the left edge of the paved runway when coming in on 12.

Kenyon recommended to the lower time pilots to consider taking rides with some of our more experienced pilots in order to gain additional expertise and profit from their vast experience.

Kenyon addressed the \$20,000 state money which seems to have been appropriated for repavement of the runway. Clem will make new contact with the assemblyman in order to find out more details of when and how the money can be expected. Clem is willing to coordinate with the Nutmeg leadership to

have preparation work done on the existing payment when needed and practicable.

Kenyon mentioned several alternatives for redistributing land between Freehold and the nursery. Contact will be made to possibly offer the nursery a piece of the existing cornfield in exchange for using the whole overrun for runway 12, i.e. passing the young trees from their present position to the cornfield. Further, the farmer is willing to again grade the 75' wide piece of the former cornfield and replant grass since the last attempt basically failed because of un-cooperative weather conditions. Everybody agreed it would be helpful as well to widen the runway at the end of 30, thereby narrowing the now existing alfalfa field. (Ken Thompson subsequently agreed to let us use the land creekside of his cultivated area for taxiing, but has only a long-range interest in the corn land.)

Clem strongly suggested that the roof of the hangar be repainted before winter sets in. The budget would allow for the purchase of the paint and the work has to be scheduled so that the membership can fully participate in that task. (The flat part of the roof was subsequently painted; the steep part has yet to be painted).

Krebs reported on the member list: the list on the web is totally up to date right now and totals 89 members (57 full and private owners, 2 honorary, 4 family, 3 scholarships, and 23 associates).

The November meeting should be held at Freehold preferably 11/9/2002 in combination with take-apart day during the same weekend (Clem leaves for vacation on 11/16/2002).

*** ET CETERA ***

Matt Neal is considering buying an incomplete HP14 glider, and completing it (the wing covering needs to be completed – sheet aluminum work). If you have relevant experience or skill, please get in touch with him.

Congratulations to **Mike Ampela**, who passed his glider Practical Test with Wally Moran on September 8, and is now a certificated glider pilot. Mike lives in Albany and is head of his own engineering research company. He has his power private and instrument ratings.

Bob Ward who is now an official Nutmeg Instructor. He passed his instructor recertification with Wally Moran a few weeks ago

Gregg Squires has been at Freehold to tow with the Supercub the last several Fridays – so think seriously about flying Fridays. Gregg is also halfway through his Pawnee transition.

Thanks to **Bob Cox** for being available to tow so many days during the mini-encampment at Freehold Aug 31 – Sept. 8.

Lincoln Stoller has completed his A & B badges.

New member **Gus Hoglund** lives in Coxsackie with his wife Donna. He works in sales and marketing. Gus has his Private rating - airplane single engine with over 850 hrs.