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### CALENDAR

**Greenville Balloon Festival** -- August 15, 16, 17  
2003 - Details inside.

**Membership Meeting: Saturday, August 23 around  
6:00 PM** - Informal pre-meeting meal - details inside.

**Flying at Mifflin County Airport, PA.** Oct 4-12.  
Details inside.



### FREEHOLD AIRPORT PHONE NUMBERS

Field Phone: 518-634-7346 - have this with you when you fly!!

Office Phone (Clem's Office): 518-634-7626

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**Southbury, CT 06488-1960**

# Nutmeg News

Volume 44, Number 6

August 2003

Editor: Jim Sidway

## PRESIDENT'S MESSAGE

Submitted by Bill Kenyon

## UPCOMING EVENTS

**Greenville Balloon Festival** -- August 15, 16, 17 at Balsam Shade, about 2 miles north of Greenville, NY, on NY 32. See <http://www.greenville-ny.com/countdown.html>. Last year Randol Webb very kindly provided the PIK for display. This year, we'll probably have just a table; perhaps we will also tow a glider over at some specific time in the program. Your ideas are welcome.

**Nutmeg General Meeting** - Saturday, August 23, around 6 PM, at Freehold. Informal food.

**Flying at Mifflin County Airport, PA.** Oct. 4-12. The Grob and (maybe) the Blanik will be available to be towed down to Pennsylvania, to fly the amazing and stupendous ridges there. Club instructors will be available for a ridge-flying checkout, unless they have picked that day to try for a 500-km badge flight.

## SAFETY

We have had two insurance claims in the last 3 months. The danger is that additional claims in the near future may cause the insurance company to cancel our insurance. This happened to another club, and they found that replacement insurance would cost 3 times as much; they ended up building up a self-insurance fund, and that wasn't cheap either. So please be extremely prudent with club aircraft. It's like getting speeding tickets – now you have to drive more slowly.

## SIGHTSEEING GLIDER RIDES

At the June General Meeting, the membership voted to have the Board of Directors start a sightseeing ride operation. There are a few key questions that are holding this up: whether there is a waiver of FAA drug testing requirements for glider clubs; and whether the tow-pilot must be commercially rated. It is clear that the glider pilot must be commercially rated (this is a requirement in our insurance policy).

## BUILDING HANGARS

At the June General Meeting, the membership voted to have the Board of Directors further investigate the building of hangars at Freehold Airport, and report back. No details have been worked out, but will likely look like this: any airport shareholder will be eligible to build one of these (identical, except perhaps for width) hangars, under lease terms similar to those at other airports – build at your own expense, pay annual land-use rent to the airport, plus taxes and electricity; after 20 or 30 years, ownership of the hangar reverts to the airport. Lee

Ramsdell has been pursuing questions about building permits and taxation with Greenville Town personnel, and thinks that the situation looks good.

## BLANIK REPAIR

Lincoln Stoller has auto-towed the Blanik up to a repair facility in London, Ontario. The big question is whether the spar was damaged, and this can only be determined by removing the buckled wing panel. This repair facility has demonstrated eagerness, and it is our understanding that they will start on this repair immediately.

## INSTRUCTOR SIGN-OFFS

The sign-up sheet has been modified to make it clearer that an instructor sign-off is required for *every* student solo flight, and for every cross-country flight in club aircraft.

## TOW PLANES & THE HORSE FARM

We received a noise complaint from Mr. Jerry Burns, who owns the horse farm on the south side of the Catskill Creek. I visited Mrs. Burns (Mr. Burns had gone to the emergency room) the same day, and discussed towplanes with her. We subsequently received a letter from an attorney representing Mr. Burns and the injuries he apparently suffered, and are dealing with that.

Tow pilots should make reasonable efforts not to generate a lot of noise or shadows over the horse farm. In particular, on Saturday morning, Mrs. Burns does horse classes for young girls in their arena (the large metal-roofed building about 300 yards south of Catskill Creek) and care should be taken to minimize noise there.

## FLYING

Your president feels that one of his important duties is to set an example by making good soaring flights. A few weeks ago, he flew to Fulton County Airport (in Johnstown, northwest of Albany), then to Mount Snow VT, then back to Freehold, for a total distance (according to Peter Scarpelli) of about 190 miles – somewhat short of Peter's flight a few weeks ago.

## AIRPORTS

Alexander's Farm Airport exists – I checked it out from the ground. It is located in East Schodack, New York, very roughly 15 miles east of South Albany Airport. Its strategic importance is as a stepping stone to points east, like Great Barrington and North Adams. There are low wires on the east end (where the road is), and it looked nicely mowed and taken care of.

## ALBANY AIRSPACE

Peter Scarpelli and other club pilots point out that there is a lot of heavy airplane traffic around Albany. Peter was 8 miles

north of Freehold (not very far away) at 5000 feet when a twin turbojet flew towards Albany about 1500 feet below him.

Albany approach control frequencies are announced on the Albany ATIS, at 124.05 as marked on your sectional. ALB's western approach control frequency, as the ATIS will tell you, is 118.05. If you get close to Albany airspace, I suggest you tune to 118.05.

Mike Ampela has some contacts in the ALB air traffic controller, and is setting up a meeting with them.

Below is the content of an e-mail from Donn Castonguay, who is an Air Traffic Controller for the New York City area, in response to some questions from me about ALB. Many of you know Donn, as he was a Nutmeg member for the last few years, and we hope he will be again.

30 Jul. 03

Hi Bill,

Greetings, sounds like you guys are doing well staying high, that string of airports toward Albany is serving you well. When I had visited ALB approach, I was thinking most of the activity would be around the Catskills...

I had a group of exchanges with Wally last spring about radar services and I will try to send them to you from work, they may be of some use.

ALB's preferred operations are to RWY 01 or 19 because of the ILS, noise abatement, and runway length. The Duanesberg - South Albany quadrant is out of the way, though they will certainly have aircraft transiting the area, climbing and descending.

The controllers at ALB would like to know where you are, so they can call traffic to aircraft under their control. The radar will likely provide only intermittent returns from a glider, and the systems that remove ground clutter from the returns may not interpret a glider's flight path as an aircraft. Without a radar return ( position, vector, altitude ) controllers will have trouble calling traffic to you, however, they can use any of that information to call traffic to powered aircraft. Raising the awareness of the transiting power guys is really what it's all about.

The radio exchange might sound like this -

- " ALB approach, glider 46009... " ( this let's them know there's a new customer )  
 " glider 46009, ALB approach, ALB altimeter 2992, go ahead "  
 - " glider 46009 orbiting 5 miles northwest of Duanesberg, 4500 climbing vfr, just wanted to let you know we're here "  
 " glider 46009, ALB, roger, say intentions ( this is where it'll get interesting, may start an exchange about what they can or can't do for you )  
 - " glider 46009, gonna orbit here climbing to 6500 then head for South Albany, landing Freehold "

Then you may hear them call traffic to somebody else, glider activity, a lot of times you can figure out the traffic you need to look for using their traffic calls.

I strongly recommend a field trip to the tower and approach, can see talk to them about what they're looking at and hearing. I'm not sure whether you'll be able to go into the control room ( I believe our current security level excludes non - FAA visitors ) but theirs may be different, or they may be able to take you into their simulator, and show you what they look at.

The Manager's name is David Manore, ( 518 ) 862 - 0743. I believe he has a new specialist who handles airspace, quality assurance, and other stuff in the office. Most likely this specialist is who you'll talk to. The controller's union, NATCA, has a lot to offer from the controller side, the rep's name is Mitch Herrick ( 518 ) 452 - 8719.

The tower may interest you also, they can actually see the Windham ridge from their perch. There is a National Guard transport helicopter squadron at ALB, nice guys to be friends with if you ever think you might need search and rescue, knock on wood. I was thinking you might pick up a few members from those guys, usually they are pilots on the outside as well.

There is a ski-equipped C130 squadron at SCH, which does a lot of training in the ALB area. They actually take a bunch of airplanes to Antarctica every winter (summer there). Keep an eye out for them, especially if you are up west of ALB. They should be flying skis and a bunch of orange paint.

I hope this is some help, I get the postings from the weekday bulletin board, and I'll try to stop by sometime...

Regards, Donn C.

## NEW MEMBERS

Dave Page has joined Nutmeg. He is also a member of Mohawk Soaring (North Adams), and was a member of the Freehold Aviation Association. He holds a CFI-G rating, and is an experienced tow-pilot.

## 2-33's, 1-26

The nose clip in 24H was replaced by an intrepid crew of Matt Neal and Bill Kenyon, helped by Clem Hoover. The only reason the crew was intrepid was that they didn't realize how hard it would be. Fortunately Matt Neal has a much smaller, younger body and was able to get down and dirty on the cockpit floor.

We also have a new 2-33 tire on order, to replace the one which is cracked. Robin McNamara has received the new seat belts for the 2-33's (\$180 times 4), and has received a quote for a new 2-33 interior – about \$900.

It is widely agreed that the 1-26 radio is inadequate. Esteban Draganovic reports that the price for a new Becker is about \$1200.

**SAFETY THOUGHT - THE COMMUNICATION LINK**

Submitted by: anonymous

At the Region 1 contest (Sugarbush), I had a close call. A solid cloud cover had killed the lift, and I left the ridge (The Hungries), headed for a landing at Stowe Airport 2 miles away, 200 feet above glide slope to it (plus the 1000 feet I allow for pattern entry). The overcast covered everything— except for 3 fields, 2 miles south of Stowe airport, in full sun. I diverted to the fields, expecting to find lift there. I made two circles over them, and found bubbles but no consistent lift. Now I was about 200 feet below glide slope to the airport, 2 miles out. I turned toward the airport, thinking that I was a little too low and too far away. Suddenly I heard the Stowe tow plane announce a tow takeoff. My adrenaline level shot up (further): I got on the radio right away, and said “Stowe Airport, sailplane on a diagonal to final, 1 mile out, 400 agl.” On short final, I could see the tow plane connected to the glider sitting on the runway. Just as I passed over the tow plane, I heard the full-throttle acceleration of its engine as it started its takeoff roll. I got on the radio and said ‘hold it.’ Fortunately, everything worked out. In retrospect, I made at least two mistakes: first, I got too low over the sunny fields, and jammed myself up for time and altitude in making my landing. Second, I didn’t keep the communication link going between me and the tow pilot. Since the tow pilot didn’t respond to my pattern call, I should have asked him whether he would hold his position while I landed. At the very least, I should have announced myself again when on short final. Either way, I shouldn’t have allowed the communication link to break.

Now consider the time at Freehold, a few weeks ago, when we had 2 gliders on the downwind leg at the same time, flying very close to each other. Fortunately, everything worked out and they both landed safely. My suggestion is: ***Don’t you do it that way!*** Set up your communication link to the other gliders ***before*** any of you reaches pattern entry altitude, and agree on when and in what order you will each enter the pattern. Get on the radio (turn up the volume, if you had it down). Be willing to enter the pattern at a somewhat higher altitude than you normally do, if that makes it easier to set up a clear sequence. And be willing to give up trying to turn that little bubble of lift into a possible climb-out, because that just makes it hard for the other gliders to predict what you will do.

If you don’t make a plan and stick to it, somebody, maybe you, will likely find himself in an uncomfortable position. Here’s an example. You’re in a low-performance glider like a 2-33 or 1-26. You found a bubble of lift but it didn’t pan out, so now you’re 100 or 200 low for pattern entry. Just as you decide that you had better enter the pattern, a high-performance glider (somewhat higher than you) calls his pattern, and turns to enter the downwind leg. It crosses your mind that the pattern he makes might be a large, time-consuming one. What would you do?

**NEWLY LICENSED**

Mike Monoski underwent his practical test with Wally Moran at Freehold Airport, and is now a certificated glider pilot. Congratulations to Mike.

**DUTY PILOTS**

You know that a good Duty Pilot makes an enormous difference to operations – efficiency, safety, and other things too. Take notice of who does a good job, and use him as a yardstick for how good you are, and a measure of how important the duty-pilot job is. Rudy Szigeti did a superb job as duty pilot a few weeks ago.

**MINUTES - JULY MEMBERSHIP MEETING**

**General Membership Meeting:** July 5, 2003 @ Freehold Airport

**Directors/Officers present:** Kenyon, Stein, Ramsdell, Webb, Ampela, Krebs

**Number of members present:** Approx. 22 full and associate members

**Called to order:** 7:00 p.m.      **Adjourned:** 9:15 p.m.

The **minutes** of the last membership meeting (05/03/2003) were approved as published in the July N. News.

**Blanik damage** was reported by Kenyon: Stoller landed out 07/05 and damaged right wing because of ground loop. What action to be taken is not yet decided.

**Commercial glider rides:** Money needs to be made to cover potential income shortfall in 2003 (less members, fewer tows, higher RE taxes). Following extended discussion the board was empowered to further pursue the possibility/conditions of commercial rides (\$100 for one 2-33 flight). If the board finds that such an offer is practical/allowed/cost effective these flights can be instituted as a club offer to the public. This is in addition to Trial Memberships and both offers carry the potential to gain future new members.

**Operations:** Webb explained the recent decision to turn to the right after landing on runway 30. Some discussion ensued and it was decided to try this procedure for some time. Obviously landings should be spaced so that sufficient clearance time is provided for the different gliders.

**Hangars:** Although Nutmeg has no immediate interest in building/buying new hangars for our own use because of monetary constraints, several members expressed such interest for private use. There seems to be sufficient space near the DOT area for up to 9 standard hangars. Kenyon explained that interested parties might lease the ground from Nutmeg (as airport operator) and pay for the buildings, taxes, insurance utilities etc. After for example 30 years the hangar(s) would automatically become property of Nutmeg (FALLC?). After extended discussion the board was authorized to develop and

come back with more details enabling the membership to vote on such a plan.

**Miscellaneous:** Kenyon informed that **Ampela** is now a director taking the place of Hanack who resigned from the club. **Camper owners** were asked again to only use electric carts for traveling to and from the campsites. Kenyon asked the club to make some appearance (info table?) at this years **Greenville Balloon Festival** mid August. He informed that the State representative Hooker has been contacted with an ambitious \$1 Million six year **airport improvement proposal**. Hoovler asked those members helping with **mowing the grass** to take better care of the machinery. Krebs reported that associate member **Carapetyan** died in a glider accident in California (condolences were sent). **Membership** totaled at last count 80 including all classes of members. A big thank you went to the members and their relatives who arranged for a great **dinner buffet** at this meeting.

### MEET OUR NEW MEMBERS

**Aileen Lennon** is a new scholarship member this year. At 16 years of age she is a student at Curtis High School in Staten Island, NY where she is a member of the ROTC. She comes to Nutmeg with no previous flying experience but seems to have a knack in the cockpit of the 2-33. Her other interests include science, astronomy, music, swimming, and horseback riding. She hopes to be a Navy pilot and would like to attend the Naval Academy.

**Gordon Lester** makes his living as an Engineering Test Pilot and Chief Engineer at Sikorsky. He holds Airplane SE & Helicopter CFI ratings. He has been flying for 33+ years and has accumulated over 6800 hours, 80% in helicopters and 20% in airplanes. He has flown as test pilot for Russian made helos including live fire tests of Mi-24 Attack machines. He has enjoyed camping at Freehold with his wife Sharon and his two daughters Sharodon (12) and Savannah (11). Gordon says he looks forward to 'the peace and quiet of soaring' (*Ed: I'm sure he means in comparison to his work, not his family*).

The **Bagnall Family, Jeff, Patty, Tom (16) and Will (15)** hail from just across the river in Hudson, NY where they own a family business, Sweeps Vacuums ([www.vacuums.com](http://www.vacuums.com)). Mom and Dad have joined Nutmeg to get their first flying experience while Tom and Will each have a small amount of power time. *Ed: I would like to personally thank the Bagnalls for the donation of a Miele vacuum cleaner that I have personally used to 'sweep' the bunk house with on two occasions.*

**Robin McNamara** - lives in Stamford, CT and comes into Nutmeg as a full member and a Freehold, LLC shareholder. She works as a Mom for her employer, Isabelle. Robin's husband, Cam, can be seen with an eye to the sky at night as he is an avid amateur astronomer (he will gladly let you peek through his telescope). Robin was a member of a glider club in Canada, and

used to own an aircraft maintenance company. Did you hear that, Randol?

**Anderson Bell** lives in Yorktown Hts., NY and is a pilot for Spirit Aviation. He joined Nutmeg having 1650 hours of power time but 0 in gliders. After an interesting first flight he has progressed rapidly with the transition to gliders. In addition, he says he makes a decent cup of coffee.

**David Page** has a short hop to Freehold from Albany. Dave has Airplane SEL, Airplane Instrument, and CFI Glider ratings. He is also a member of Mohawk Soaring Club in North Adams, Mass. and has 142 glider flights and 516 hours of power time. Dave is self-employed as an electronics consultant (embedded systems), and Nutmeg will surely keep him busy.

**Ben Rossetter** is the son of David Rossetter joins Nutmeg as a family member. Ben is a student at Hamilton College in Clinton, NY where he has yet to declare a major because he really enjoys many different subjects. His main hobbies reside out of doors, as he loves to hike, backpack, fish, and alpine ski. He is also an avid road bike racer, ski racer, and soccer player. Last summer, his dad took him up in a glider in Driggs, Idaho, just outside of Jackson Hole, WY. They soared over the majestic Teton Mountains, and it was then that he regained and interest in flying

**Welcome to Nutmeg, one and all!**

### \*\*\* ET CETERA \*\*\*

Partners **Tony Huber, Mike Ampela and Jim Sidway** recently traveled to Caesar Creek, Ohio to pick up a beautiful PIK 20D that they purchased together. So if you see two of these guys pacing anxiously at the flight line you will know where the other one is!

**To all recently joined members:** did you know you can receive your edition of the Nutmeg News via the Internet? By signing up for electronic delivery you will be able to read the latest news at least two days sooner than with snail mail delivery. To sign up go to your Member Information page in the Membership Directory at <http://nutmegsoaring.org> and check the Electronic Newsletter check box. Note: If you are prompted to enter the Pawnee Call Sign and Trailer Lock Combination they are '81Z' and '1203' respectively (minus the quotes).

### BLAST FROM THE PAST

Fifteen years ago in the Nutmeg News, June 1983:

"My basic attitude toward checklists has always been that they are used only by sissies, idle-brained dullards, or absent-minded clods. Having over the years taken off with barograph off, water in "Cockpit Flood" position, spoilers unconnected, tow cable on a non-releasable trailer hook, and canopy unlatched, I've come to the reluctant conclusion that I fit into one or more

of the aforementioned categories and now promote the use of these devices (i.e.: checklists---ed).

One problem with glider flying is the irregularity of it all. Various locations, different crew persons, different ships, to say nothing of distractions and pre-takeoff hassles, all provide fertile ground for omission of an important, if not hazardous, step in rigging and flight preparation. The obvious solution is a check list that is read off each and every time you get ready to zoom into the blue.

Sit down and type up a small card with the particular systems on your bird that might have a bearing on your longevity should they be forgotten. Here are mine, for starters:

Controls checked  
Speed brakes checked, locked  
Gear locked  
Water connected  
Radio checked

Altimeter set  
Tailwheel off  
Barograph on

On the same note, don't trust to memory the gear lowering ceremony. Use some sort of gadget, electrical or otherwise, to remind you. My device is a spring clamp on the spoiler handle which is removed after the gear is lowered.

Besides reducing wear and tear on your beautiful bird, and maybe even your body, if you forget something crucial, a checklist will help reduce the red-faced condition attendant to flights with tailwheel on, etc. Use one, and chances are that sooner or later the effort will be well worth it."

All the above is quoted from an article Karl Striedieck wrote some years ago. The only question it raises in my mind is "Why on earth would anybody NOT use a checklist before every takeoff?"

### DUTY SCHEDULE

<u>DATE</u>	<u>DUTY PILOT</u>	<u>INSTRUCTOR</u>	<u>PAWNEE</u>	<u>CUB</u>
Saturday 8/9	D. Barody	J. Boyce	T. Huber	R. Cox
Sunday 8/10	W. Rogg		J. Boyce	T. Smith
Saturday 8/16	L. Herman	W. Moran	T. Huber	J.Boyce
Sunday 8/17	K. Goldin	J. Boyce	T. Smith	W. Moran
Saturday 8/23	D. Barody		J. Boyce	
Sunday 8/24	C. Hoffmaster	J. Boyce		
Saturday 8/30	L. Mayer	J. Boyce	R. Ward	
Sunday 8/31	D. McKinlay		J. Boyce	D. Rossetter
Saturday 9/6	D. Jackson			
Sunday 9/7	P. Quinn			
Saturday 9/13	M. Neal			
Sunday 9/14	L. Stoller			
Saturday 9/20	P. Scarpelli			
Sunday 9/21	J. Sidway			
Saturday 9/27	OPEN			
Sunday 9/28	L. DeMarco			
Saturday 10/4	J. Burke			
Sunday 10/5	R. McNamara			
Saturday 10/11	N. Jackson			
Sunday 10/12	D. Laitinen			
Saturday 10/18	F. Molnar			
Sunday 10/19	OPEN			
Saturday 10/25	OPEN			
Sunday 10/26	D. Rossetter			

Please remember if you are scheduled as Duty Pilot it is your responsibility to perform on the scheduled date or find a replacement.

NOTE: There are several days where the Duty Pilot position is listed as OPEN. If you are available and will not have served (the operative word is 'served' because being scheduled on rained out days isn't the same as serving) as Duty Pilot twice in the season (instructors and tow pilots excused) please consider signing up at the Nutmeg website: [Http://nutmegsoaring.org](http://nutmegsoaring.org)

Field Phone: 518-634-7346