

Now Available on our Web Site

- ✓ Freehold weather forecast plus aviation weather services (see article inside).
- ✓ 2003 Duty Pilot Schedule: Please check to see if you are scheduled. Arrange for a substitute if you can't serve.

For these features and MUCH more point your browser to:

<http://nutmegsoaring.org>



CALENDAR

General Membership Meeting: Saturday, October 18 - 6:00 PM. Pot Luck supper prior to the meeting - bring a dish to share.

Take Apart Days: Saturday, November 8 and Sunday, November 9 - group dinner Saturday night - details inside.

Banquet 2004: Saturday, February 21, 2004 - snow date Sunday February 22, 2004. Complete details and reservation form in future issue of the Nutmeg News.

FREEHOLD AIRPORT PHONE NUMBERS

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

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

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

Volume 44, Number 8

October 2003

Editor: Jim Sidway

Soaring Forecasts for Dummies

Submitted by Peter Scarpelli

Deciding if it's worth the long trip to the airport for soaring is probably often done based on a look at the weather channel when we get up in the morning for most of us. Often, what looked like the nicest soaring day of the year ends up being a sled ride back to the airport. What you may not realize is that there are other tools available to help out with that decision. One of them involves a look at the forecasted lapse rate for the day. Below is a simplified explanation of how to use this tool found on the web in your analysis.

Note that this is only the "dummies" version. There is much more information to study about lapse rate than presented here. One more resource which is available and much more detailed was printed in two articles in **Soaring** by Richard Kellerman in 2001 and 2002.

Most of us were taught about lapse rate in our training along the way. Due to its cumbersome nature of taking soundings from an airplane in the morning or using a RAOB from a distant sight, we just never bothered with it. Thanks to the government, accurate lapse rate soundings are just a click away. If you look at the bottom of the left hand side of the Nutmeg website, there is an area called "soundings all". Click on this and be welcomed to a site of satellite generated sounding of just about anywhere in the United States. The first page before you gives a menu of choices. I suggest you choose "maps", the location "115" (Freehold), and in the area of "time" choose "18UTC". 18UTC or 18z is 2 PM (which is probably a peak time to look at soaring). Figure 1 is a typical graph that will appear.

Note that on the tool bar at the bottom it gives 18z and as a bonus it added 21Z (5 PM). Using your mouse you can click on either one. In this example we will look at 18Z. In the myriad of colored lines drawn on the graph, we see the red one labeled "A". This is our lapse rate. Its vertical scale is altitude and horizontal scale is temperature. Using your mouse, you can slide to any point you wish on the lapse rate and obtain temperature (in Celsius or Fahrenheit) as well as altitude. As a side note, on the extreme right is the forecast wind strength and direction that you can scroll through with your mouse as well. Now for the next trick. We need to zoom in on one area of our graph. To do it, hold down a left click on the mouse and drag it a bit. This will blow up a highlighted area. (If it doesn't come out right, just click "reset scale" on the tool bar and try again). We want to enlarge the very lowest part of the lapse rate as shown

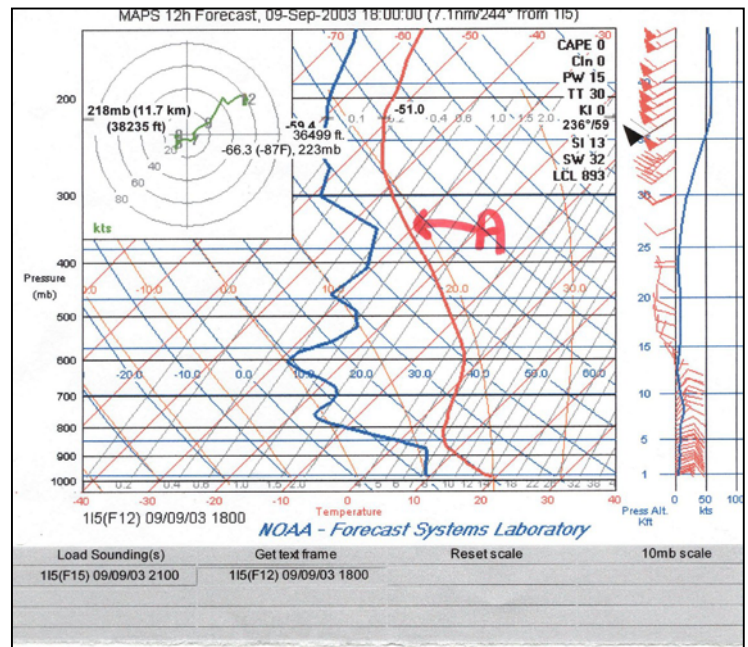


Figure 1

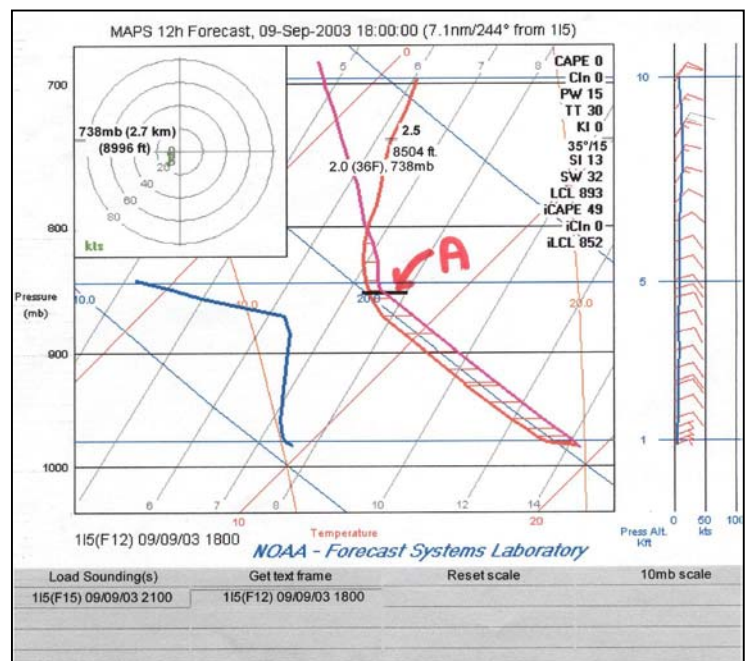


Figure 2

below so we can get a closer look at say 0-8000 ft. Figure 2 shows the enlargement.

Now, click on the most extreme lower right part of the lapse rate (near the surface). This will generate the graphic displayed in Figure 2. The shaded area between the lines represents the forecasted convection for this time of day. From it you can derive some basic information:

- You can see how high the convection will go for the day.
- The black horizontal bar labeled "A" represents the height of cumulus clouds for the day. Moving the mouse there will show the height in ft.
- If in another example the black bar is above the shaded area, it means the day will be blue.
- We can also scroll up to any one point on the shaded area and look at the difference in temperature at a given altitude between the lapse rate and the line we have drawn. If this temperature difference is 3 or 4 degrees Fahrenheit, you can expect the lift to be around 200 to 400 ft. per minute at that altitude. Greater temperature differences would give stronger lift.

In summary, the above presented, although greatly simplified, can help give a relative idea of the day's soaring. A few minutes spent before going to the field can at least give you some information about the possible height of convection, height of cumulus, and thermal strength for a given time of day.

SEPTEMBER 2003 BOD MEETING MINUTES

Meeting held on 9/24/03

Called to order at 7:10 PM

Attendees: Randol Webb, Michael Ampela, Marty Opitz, and William Kenyon

Golf Carts

The golf carts are in need of maintenance work. We will contact the golf cart shop in Danbury to make arrangements for them to be worked on this winter. We will need to have them transported to Danbury after the season ends.

Cub Hangar / Freehold Aviation Association

The portion of the barn used for the FrAA's cub is now open for use. The board discussed possible uses for this coming winter. The board voted to rent the space for \$150 per month for winter storage of an aircraft if the FrAA or other entities want to rent the space. If the FrAA wants to return to Freehold for all of 2004 they will be charged \$900 annually for the use of the Cub Hangar in addition to any other tie down space they use. If no one rents the Cub Hangar, Nutmeg will use the space for its own storage needs this winter.

Pawnee Engine

Randol Webb reported finding metal particles in the two most recent oil filters cut open after the oil changes on the Pawnee. This indicates that there is a problem developing inside the engine (cam shaft, cam followers, etc.) and that we will need to pull the engine at the end of the season for repairs. He will keep a close watch on the situation and keep the BOD informed.

Winter Storage of Tow Planes

Randol Webb reported that the lack of use of the tow planes during the winter months greatly contributes to engine wear due to rust forming on the internal parts. The only recourse we have is to fly the airplanes on a weekly basis or "pickle" them for the winter. Since flying the tow planes during the winter months has not worked out well in the past, the engines will be properly prepped for winter storage at the end of the season.

Take-A-Part Day

The Board Decided that November 8&9 will be take-a-part day this year. ALL members are encouraged to come to the field to help with the great deal of work involved with taking apart and storing the gliders. We will be performing all of the maintenance required for the glider annual inspection prior to storage for the winter. We plan to have a group dinner at Vince Anna's Restaurant in Greenville on Saturday evening, Nov. 8.

Projects

In addition to the work needed on our club aircraft on take-apart day there are several other projects.

1. Remove tarp from cub hangar
2. Finish painting barn roof and inspect / repair
3. Install additional tie downs on the field
4. Put down and spread gravel on road around front of barn
5. Spruce up signs on local roads leading to Freehold Airport
6. Check and strengthen shed for Ford 8N tractor
7. Stabilize west end of barn wall.
8. Fill turf roller with concrete

Missing Grob Log Book

Randol Webb reports that one of the logbooks for the Grob is missing. If any member has seen it or knows its location please contact Randol.

Grob 3000 hour Inspection

Mike Ampela has obtained the mandatory 3000-hour inspection report. The Grob will need to have this inspection done this winter. The two choices for inspection facilities are M&H Soaring or Grob Systems in Blufton Ohio. Grob Systems has given us a ballpark price of \$1000 for the inspection. Any repairs would be additional.

Albany ATC Visit

Bill Kenyon, Mike Ampela and Lincoln Stoller visited the Albany Airport Tower. They discussed our glider operations, transponders, areas of actual control and contacting Albany approach. The controllers do see the gliders on their radar screens. Check the ATIS for the frequencies in use. If they do not sound too busy please call them if you are near the class C airspace. The controllers indicated transponders may be useful if installed in a glider. Bill Kenyon will provide a detailed report. *(See Bill's article in this newsletter)*

Noise Complaints

Bill Kenyon reported a noise complaint from a local area resident. Kenyon instructed to tow pilot to alter his route. Kenyon and Stein visited the resident several hours after

the initial complaint was made to Kenyon. The noise problem had been remedied.

Bob Cox will create a Noise Complaint Form. Anyone taking a noise complaint is asked to fill out the form and forward it to a Board member. We will keep these on file and use the information to help avoid future problems.

Horse Farmer

There has been no progress with Mr. Burns' complaint against Nutmeg. We are waiting for the insurance investigator to finish his job and make a report to our adjuster.

Capital Acquisitions

The board voted not to acquire an engine monitor for the tow planes and a new radio for the 1-26 at this time. The board did vote to purchase walkie-talkies for the golf cart and operations trailer.

Corn Farmer

The farmer has asked to plant corn in the northeast alfalfa field next year. The board voted against this request. Glider operation from rwy 30 require too much of that space. The high corn will make back taxiing problematic also. We will look to keep the area as hay and try to make more of it useable for glider ops next year.

Hangars at Freehold

The board requested that an initial proposal be drafted regarding the private hangar idea for the airport. Stein will meet with Lee Ramsdell and Randol Webb to discuss and write the proposal.

Commercial Rides

Bill Kenyon and Randol Webb will draft a latter to send to the Albany FSDO that will tell them of our intentions. Also the letter will reference the appropriate regulations and indicate our compliance with them.

Blanik

The Blanik will be ready for pick up on Oct. 1. A request for a member to retrieve the glider from X-U Aviation in London Ontario will be put out by e-mail. (Gordon Lester subsequently volunteered to get the glider Oct. 3-5)

Mifflin Trip

The Grob and Blanik were authorized to travel to Mifflin for ridge flying instruction and solo ridge flying. Don McKinlay will take the Grob and Bob Duckworth will take the Blanik. The encampment will begin Oct 4 and run through Oct 12.

Meeting adjourned at 10:25 PM.

VISIT TO ALBANY ATC

Submitted by Bill Kenyon

Mike Ampela, Lincoln Stoller and I met with Mark McCumber (manager), Ralph Turgeon (controller supervisor) and Jim Leingweber, support.

The reason for the visit was that some of our cross-country pilots have noticed a lot of traffic – including large jet airliners – passing near them on their way into and out of Albany. Peter Scarpelli, flying at 5000 feet near Westerlo, had an airliner pass about 1500 feet below him. We hoped that a meeting with Albany ATC would give us the information to reduce the possibility of mid-air collision while not making ATC's job harder.

I showed a trace of one of my flights – north to Duanesburg, then south to South Albany, then east/northeast to North Adams and back. Ralph Turgeon was greatly concerned that I had spent about an hour near South Albany, mostly at an altitude of about 4000 feet. He said that that was right in 'the tube', the route down the Hudson used by a large volume of traffic to/from Albany and points south.

His clearly stated preference was for gliders to stay out of these high-traffic zones. I said that on days with good lift, some pilots have a strong desire to go cross-country. The procedure Ralph recommended when near the ALB airspace is:

1. Tune to the ATIS frequency for Albany, 124.05 (it's marked on your sectional). The ATIS recording announces the frequencies that are in use at that time for Albany Approach Control. Typically, there is an Eastern Approach Control (125.00) and a Western Approach Control (118.05); there may also be a third frequency for the area south of Albany when things are busy, but the ATIS tells you what's currently in use.

2. Tune to the frequency that covers your area (east, west) and **LISTEN**, to establish whether the controller is busy.

- 3A) If the controller is busy – talking to many aircraft, talking fast -- there is a lot of traffic. It is not healthy for you to be there, and in addition the controller will not appreciate hearing from you. Busy times for commercial traffic are Friday afternoon and Sunday afternoon. Weekends are likely to have a lot of VFR General Aviation traffic (including leaf-peepers in season) and people practicing instrument approaches to ALB.

- 3B) If the controller is not busy, then call the controller:

“Albany Approach, this is sailplane 2 Quebec Romeo.”

“Sailplane 2 Quebec Romeo, go ahead.”

“Albany Approach, sailplane 2 Quebec Romeo is 2 miles west of South Albany Airport, at 4000 feet, for your information. Max. altitude is around 4000 feet right now. Planning to head east towards North Adams.”

This information is enough for the controller to at least advise other traffic that there are gliders in the area. No one likes to be surprised to find other traffic nearby. Note: we encouraged the controllers to inform you quickly and calmly if they are too busy to pay attention to you.

Keep in mind the following additional points:

- 1) Approach Control controls a lot of space beyond the Class C airspace – the map shows that when ALB is using runway 1, they are controlling aircraft out to just a mile or two short of Freehold. (When Runway 18 is in use, the half-circle is flopped over on its diameter to the north side.) So please do not think that just because you are outside the 10-mile radius ALB Class C airspace a) that you are safe, and b) that you are not a factor for the controllers.

- 2) Even if the controller you are listening to (Approach Control West, say) is not busy, the other one (or two) may be very busy.

- 3) If you are trying to get around ALB Class C airspace, heading, say, to Saratoga or North Adams, and soaring conditions are good, you should be able to get away from the airspace in a reasonably short time. If soaring conditions are not good, then you would be safer doing your slow climbs farther away from their airspace.

- 4) Most gliders show up as primary targets (i.e., making a passive radar echo, but not transmitting a transponder

signal) on the controllers' radar. They can see gliders over Freehold (but maybe not all of them).

5) The Approach Controllers are located at the base of the tower in a room darkened for good viewing of the radar displays. The tower controllers are located (as you might expect) at the top of the tower with full windows. The controllers shift from one job to another with 2-hour stints, in an 8-hour day.

6) Examine the map of Minimum Vector Altitudes. Controllers who are vectoring airplanes to some distant airport make sure to vector them above certain altitudes. The MVA in the vicinity of Freehold Airport is 2500 feet (gasp!). A mile or so north of the Catskills, the MVA goes up to 5000 feet. So from a certain point of view, you are safer near the Catskills.

Ralph Turgeon also pointed out additional hazards:

Parachuting at Duanesburg Airport; busy traffic at Saratoga during racing season (July and August); heavy traffic at Columbia County, and at Heber (north of Albany).

Transponders: Ralph felt that using transponders in a glider would be an experiment from their point of view, and not an obvious safety win. One of the controllers on duty (Joy) felt that transponders would be a big safety help for gliders because they would be detected by the TCAS (Traffic Control and Avoidance System) in other large aircraft.

The two controllers on duty were not terribly busy when we were in the control room, and we had something of a constructive conversation with them (interrupted, of course, whenever an airplane called on the radio). They were quite interested, and didn't exhibit any hostility towards the gliders. Let's do what we can to keep it that way.

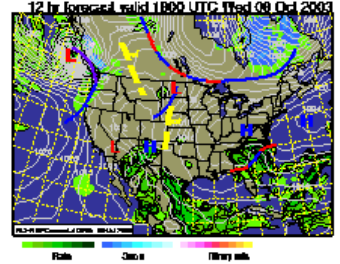
LOG BOOKS AVAILABLE

Submitted by John Boyce

There are ten (10) new glider pilot logbooks in the top drawer of the small file cabinet in the junk room off the small hangar. Use them when you sign up new members, and don't forget to collect \$6.00 for each one. If you need one for yourself, use one, but don't forget to pay the six bucks.

WEBSITE FEATURE

If you go to the home page at <http://nutmegsoaring.org> and click on the graphic shown to the right you can access a great deal of weather information at the Aviation Digital Data Service website. One of the available services is translated routine aviation weather reports aka METARs. Click on the METARs tab and then enter a four letter station identifier, e.g. KALB (Albany), select Translated and then click the Get METARs button. A sample report is shown here:



Aviation Digital Data Service (ADDS)

Output produced by METARs form (08 October 2003 13:49 UTC)
found at <http://adds.aviationweather.noaa.gov>

Conditions at: KALB observed 08 October 2003 12:51 UTC

Temperature: 7.8°C (46°F)

Dewpoint: 6.7°C (44°F) [RH = 93%]

Pressure (altimeter): 30.23 inches Hg (1023.8 mb)
[Sea-level pressure: 1023.7 mb]

Winds: from the S (190 degrees) at 6 MPH (5 knots; 2.6 m/s)

Visibility: 5 miles (8 km)

Ceiling: at least 12,000 feet AGL

Clouds: sky clear below 12,000 feet AGL

Present Weather: BR (mist)

KALB 081251Z 19005KT 5SM BR CLR 08/07 A3023 RMK A02 SLP237 T00780067

The raw METAR is displayed at the bottom of the page. The full gamut of aviation weather reports and forecasts are available at this site making it a great place to study for weather questions on the FAA knowledge exams.

*** ET CETERA ***

Thanks to **Gordon Lester** for making the long haul to London, Ontario to retrieve a repaired 8BA.

Thanks to **Nan Jackson** and **John Boyce** for making a padded engine cover for the Pawnee. John did the cutting and fitting, and Nan stitched it up. It even has a red 81Z in one corner.

Thanks to **Marty Opitz** for keeping the weeds in check on the taxiway and the paved area in front of the hangar.

Thanks to **Bruce Stein**, **Bill Kenyon**, **Clem Hoovler** and any other contributing mechanics who extended the life of the Ford 8N tractor so that guys like **Frank Molnar**, **Rudi Szigeti**, **Don McKinlay**, **Bill Kenyon** and others can keep the grass cut.

Thanks to **Esteban Dragonovic** for rigging a base station radio that works well.