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## CALENDAR

**SUMMER ENCAMPMENT:** June 26 through July 11 at the greatest soaring location in the Catskill Mountain region, Freehold Airport. Tow pilots are needed for each flyable day. Please contact Bob Duckworth or sign up at the Nutmeg web site's Duty Schedule page - click on the 'click here' link at the bottom of the Duty Schedule page where it says: "To enter a new, unlisted assignment [click here](#)."

**MEMBERSHIP MEETING:** July 24th at Freehold. Another 'organized' pot luck dinner will precede the meeting. Keep watch in your e-mail inbox for details.

Please check the Nutmeg web site for Duty assignments. Remember, if you can't make it for your scheduled slot it is your responsibility to find a replacement. Help keep operations running smoothly! 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](mailto:jsidway@earthlink.net)

**Nutmeg News**  
**% Jim Sidway**  
**211 Lum Lot Road**  
**Southbury, CT 06488-1960**

# Nutmeg News

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Editor: Jim Sidway

## PRESIDENT'S MESSAGE

By Bruce Stein

The season has started but Mother Nature has conspired against us by not providing great soaring conditions on the weekends. However the weather has been good enough to get more than just a few flights in after conditions improved or before they deteriorated. The weather at our home airport is very hard to predict and seems to have its own micro-weather system. Many days when conditions are not flyable just 15-20 miles away from Freehold those of us at the airport enjoy a fine day of local soaring or at least some good sled rides.

As Randol Webb has said many times we should all be working on something related to our flying. This could be skill improvement, a badge of some sort or a new rating. The journey does not end with getting your Private Pilot Certificate and I encourage all members to look at their next rating and develop a plan to go after it. The plan does not have to consist of a strict timetable but should be laid out to fit your schedule and lifestyle. It should be ambitious enough to keep you motivated and focused on your goal. For those members without a Commercial Certificate that could be a very nice achievement. Getting ready for the written and practical tests will sharpen your knowledge and skills and gives a good confidence boost.

The next rating would be the CFGI. This requires some dedicated effort but is well worth every moment spent working towards the check ride. The club currently has a core group of instructors and we are always looking for members interested in taking the next step to the CFGI rating. This may not be ideal for everyone but if you are interested please talk to any of the instructors about the "job" we do and maybe put a plan together for this very rewarding rating.

The issue of commercial rides was discussed at the May General Meeting. We still do not have a definitive plan to make Commercial Rides fit into our operation as yet. The effort required can be significant and could be intrusive at the launch line. The FAA has a NPRM that could make the commercial ride issue a moot point for us (see <http://www.aopa.org/whatsnew/newsitems/2004/04-2-005.html>) but in the mean time we will continue to look at how to make them a viable source of revenue for the club.

The members present at the General Meeting voted in favor of purchasing a new turf mower to reduce the burden presently being placed on Ford 8N tractor. The quality of the grass cutting will increase significantly and be much better for the turf in the long term. The most important change is that the new piece of equipment will reduce the mowing time by over 50% and will leave the tractor available to pull the roller when needed and for

other suitable tasks. The new mower will require some training as it travels fast for a mower (12mph) and has two handles instead of a traditional steering wheel. Anyone interested in mowing must get a check out by Lee Ramsdell prior to using the new mower.

Recently I put a message on the bulletin board regarding a "Wish List". As needs come up at the airport, this list will get updated. If you have other ideas for items that should be added to the list please contact me by e mail, phone or at the airport. Any items you can contribute to the request are greatly appreciated and will help to save the club money. It also gives members a way to clean out the garage or attic occasionally.

If you have been at the airport lately you have seen the progress made with the hangar project. At this time we have 80% of the money for the Nutmeg hangar. We are asking for a few members to contribute some funds in the form of a loan to complete the purchase for Nutmeg. The payback schedule will be over 4-5 years. As of now the amount needed is \$5,000. Please contact me or Lee Ramsdell if you can help with this important project. \$500-1,000 from enough members will get us the funds needed.

The Pawnee project was discussed at the General Meeting also. The time is getting near to rebuild and re-cover the wings. This will take a dedicated group of members most of next winter to complete so that we will have the tow plane available next spring. While Randol will be the leader of the project we will need plenty of people to help with the many details of the job. Give Randol a call if you would like to help. No special skills or previous experience is required.

The May General Meeting was a great success especially the pre-meeting dinner. The organizing effort was directed by Jim Sidway and he did a superb job as the "Food Coordinator". A Big Thanks goes to Jim and all of the members who supplied the various dishes, salads, drinks and desserts. I know of at least one member who had a "food hangover" because we had such good food and plenty of it! The next meeting in July will need a coordinator so if you are interested please contact Jim Sidway.

Thanks to everyone for their continued support and efforts at keeping our great club alive and well.

## SAFETY IS NO ACCIDENT

Submitted by John Boyce

The two most frequently heard clichés in aviation are:

1. Safety is no accident (true, it requires planning and the proper execution of a number of things) and,

2. Learn from the mistakes of others (you won't live long enough to make all of them yourself).

Let's look at the first one a little more closely.

Years ago, the FAA, in one the more useful things it has done, surveyed a group of senior airline pilots with unblemished records and asked for their opinions on how to stay out of trouble. It should be remembered that the airline safety record then was not what it is now. There were certainly more challenges and obstacles facing pilots in those far-off days than there are now. And fewer ways of overcoming them.

The one reply that struck me most forcefully was: "Plan ahead; no surprises." Planning ahead adequately means there will be "no surprises". Even in our simple flying machines and usually benign operating environment there can be some ugly surprises for the pilot who has not planned for them. If it's not a surprise, it probably won't have an ugly result.

Planning ahead should start even before arriving at the airport. There are usually a number of opportunities while driving there to see what might be useable fields for an emergency. You can note things like slope, obstructions (especially wires, which you probably won't see on an approach under the pressure of an unwanted outlanding with high adrenaline levels pumping you up). Look for poles; there will nearly always be wires between them. Observe the sky as you drive, it can tell you a lot that you'll want to know even before arriving at the field. Plan to arrive with plenty of time to rig without time pressures leading you astray. Plan to have an objective for each flight; don't just idly bore holes in the sky. Plan to learn something each time you fly.

At takeoff time, you should have a plan in mind for each possible unexpected event, most especially what do if...and you know what the possibilities are. Don't resort to formulae to determine your action if there is a tow emergency. Each one can and probably will be different from what you have practiced on instructional flights and check rides. But if you have "planned ahead", there will be "no surprises".

Planning must continue all through the flight. When you leave a thermal, have a plan for what to do if that promising cu just ahead turns into a sucker cloud. When you leave an area with landable fields, plan ahead for the point at which you can return safely if the clouds up ahead turn into sink.

And when you plan your final glide, don't forget to plan for the unexpected sink (which you can bet is lurking out there somewhere), and don't burn off that extra few hundred feet until you KNOW you've got it made.

On learning from the mistakes of others, here are a couple examples, one serious, one fatal.

The first one was at the home field.

The pilot had been at the field most of the hot, humid day. Coffee is a diuretic. Much had been consumed. Enough food and not nearly enough of the vital ingredient, water, had not. Assembly had presented some problems and involved considerable physical effort. Sweat.

After takeoff, several hours later, it wasn't possible to get high enough to get really cool. More sweat. The landing that followed was watched with amazement, then concern, then alarm, as the glider floated down the field and landed long, ending with a groundloop and two damaged ailerons.

What happened? An experienced pilot, familiar with the glider, but with a trap set and ready to be sprung. The tow release and the spoiler handle are located very close to one another. The pilot had been pulling on the wrong one and wondering why nothing seemed to happen.

After discussion with the pilot and others who watched, it seemed most likely that the problem had been fatigue and dehydration. All the ingredients were there - hours at the field, hot and humid, fatigue, insufficient fluid intake, leading to a common error: using the wrong control.

The second one occurred while a group of pilots was touring the southeast exploring new (to them) soaring sites, and this one ended in the worst way.

It was only a fair soaring day, and very windy. The pilot was on his first flight of the season at an unfamiliar (to him) airport. Those pilots familiar with the site gave the new visitor a thorough briefing on landmarks and some significant terrain features. Shortly after takeoff, the pilot was observed circling over the airport with significant altitude. It appears that he then allowed himself to drift some distance downwind, where a low ridge hid the field from view unless one had good altitude. By this time, he had lost much of that altitude and became disoriented. Other pilots in the area tried to help him determine his position, but by that time he was too low to get back to the airport and was faced with an outlanding, his first.

A pilot-qualified witness saw the glider at low altitude headed west, into the wind, at a very low altitude. It then began a circle, completed part of it and landed on a northerly heading. The impact caused fatal injuries. The glider was damaged beyond economic repair but had several airworthy components eventually used in another glider.

The impact was with wings level and a slight nose-down attitude, as determined by examining dirt and grass discoloration. The landing gear was locked down and was driven back into the fuselage, indicating an extremely high rate of descent. The canopy was shattered and the tail boom broken just forward of the fin.

We talked a lot about what might have caused this tragedy. He was headed into the wind with a large landable field in front of him, but attempted a low turn and stalled while in the turn. The

witness said that it looked to him like the glider started to spin but leveled out after completing part of the turn.

Why, with a good field made, did this happen? Was it an attempt at a (very) low save? All that he had to do was land straight ahead into a good field with a very low ground speed. The wind must have been at least fifteen knots. Was it his apprehension at landing out? Landing out, so what? A minor inconvenience for the friends who come to retrieve you. A major tragedy to whose of us who lost a good friend.

When you are low, have a field chosen and commit yourself to landing. At less than three hundred feet (as estimated by the pilot who witnessed it) you are COMMITTED!

Would you have made this mistake?

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### ADDITIONAL SAFETY ISSUES

Submitted by Wally Moran

1. There have been recent instances of the tow plane with tow rope in trail landing over top of a tow plane and glider in position on the end of the runway. While this has been done successfully thus far, If we do it enough times, we will eventually have a meeting of the dangling tow line and someone or something else.

Those conducting ground operations must be alert to this situation developing and keep the approach path clear when tow planes or gliders are landing. This is particularly important when operating on runway 12. We should not have gliders or tow planes on the runway when anyone is landing, tow plane, glider or power plane. When using runway 30, it is permissible to have a glider only in position for take off as the tow plane can keep the rope over the river.

If you are the duty pilot, be alert to keep the area clear. If you are an instructor, remind all on scene of this safety issue and if you are the tow pilot, just go around if there are gliders or other obstructions on the approach end of the runway.

2. In two days time we have had two gliders take off with spoilers unlocked or open. Happily, these events did not develop into serious situations but the potential was there. Let's all be sure we are completing the check list, not rushing the pilot and backing one another up on the flight line.

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### MINUTES APRIL 2004 BOD MEETING

**Call to Order:** President Bruce Stein called the meeting to order at 5:15 PM - **Meeting Adjourned** at 7:15 PM

**Board Members Attending:** Bruce Stein, Mike Ampela, Don McKinlay, Bill Kenyon, Lee Ramsdell, Martin Opitz, Randol Webb  
**Guests:** Robert Cox

**Old Business:** Mac is working on Nutmeg business cards.

**Membership:** The following new members have been voted in as full members: Jeff Bagnall, Robin McNamara, David Page, and David Rosetter.

**Note:** Jeff Bagnall maintains a Family Membership for his sons.

We have been informed that the Lester family is in the process of relocating to Texas so they will not be joining us this year. We will miss them very much.

Bob Cox reports that membership renewals are going well.

**Flight Safety:** Attendance at the mandatory safety meetings was excellent.

The board reaffirmed that any member who has not flown gliders in the past 90 days will need a Spring checkout. The Operations Committee has been asked to review the Spring Checkout portion of the Operating Rules so that we promote safety and consistency with the application of the Spring Checkout rule.

The board is promoting student/mentor relationships as a great way to encourage cross country flying. Wally Moran has been asked to develop a syllabus that will cover the steps a pilot should take to gain confidence with x-c flying. He will work on the syllabus this year and have it ready by next spring.

**Club Gliders:** Over the past 6 months or so, there has been discussion about whether to keep or to sell the Blanik. On one hand, the Blanik fits our needs because it is a great flying ship, and we don't have to rig & de-rig it every weekend. On the other hand, it is not as bulletproof as some other models out there, repairs tend to be expensive, and the ship flies quite differently from our Grob 103. No action will be taken at this time but Board will continue to monitor the situation. All members who fly the Blanik are encouraged to discuss this issue with the Board members.

**New Business:** The board had an in depth discussion with regard to the future of our deteriorating runway. The time is quickly approaching where we will need to decide between repaving the runway, or returning back to grass. Lee has done some research on the cost of turning it back to grass, and the estimated cost is in the \$10-20K range. The cost of a professional paving job is beyond our budget, so we will be continue to ask our local and state politicians to get some government funding. The next proposal deadline is January 2005.

The board decided to place a 1/4 page color advertisement in the "Greenville Press" to attract potential new members. 30,000 copies of this issue are targeted for weekender hot spots located throughout Greene County and beyond. Thanks to Jeff Driscoll for developing the ad including color artwork.

Mike Ampela is working on a Winterization Checklist to make sure the airport is all set for winter hibernation.

**MINUTES MAY 2004 MEMBERSHIP MEETING**

Submitted by Don McKinlay

**Meeting Called to order** at 7:00 PM.

**Board Members Present:** Bruce Stein, President; Bill Kenyon, Past President; Mike Ampela, vice-president; Don McKinlay, Secretary; Randol Webb, Operations Chief; Marty Opitz, Director at Large; Lee Ramsdell, Director at Large

**Pawnee:** The Pawnee is in need of new wing fabric. In an effort to do this at a substantial cost savings a crew of dedicated volunteers would be required. Special skills are not required for much of the work, only a willingness of your time is needed. The work will be done either in Danbury or Freehold. A work space with heat is necessary. Anyone who would like to give up a weekend's time for this project should make their willingness known to Bill K., Bruce S., or Randoll W. Your efforts can save big bucks and you will learn a lot about a wing is put together.

**Landing on RWY 12, Safety Issue:** Landing over aircraft on the runway approach area to 12 will no longer be tolerated. Tow pilots will be instructed to stay aloft until the approach area is clear of all aircraft. It is recommended that glider pilots who are in line next get in their glider and be prepared to go. They will be pushed or towed into position after the tow plane has landed. To save time and make our operation SAFER this procedure will be implemented immediately (*see related article*).

**Nutmeg Hangar:** Contributors are needed to help with the costs associated with Nutmeg's hangar. At the present time Nutmeg has more spaces than customers. This is temporary as it is expected that there will be a demand for the space. Possible uses for the extra space are to rent it or to store Nutmeg equipment. In any event cash is needed presently on a loan basis.

**Ford 8N tractor/Turf Mowing:** The tractor we are currently using is showing signs of dying. It was the unanimous decision of the membership to purchase a new piece of equipment and the task of negotiating the best price on an eXmark machine was delegated to our President.

**Runway Improvements:** This is an ongoing effort and we are still working with NY D.O.T. as to the possibility of grant money.

**LLC/Debt Repayment:** The L.L.C. will have a meeting in the near future to determine how much money it can pay back to those generous individuals who dug deep and lent their money not knowing when or if they would ever receive a return on their money.

One item of general discussion that we should all consider and be prepared to discuss at the next general meeting is a ten year plan for Nutmeg (*see related article*). Topics that were brought up were: refurbishing the old hanger/barn, additional hangers

after mortgage is paid off, paying off the mortgage, renting of the repair section after Clem has finished his tenure and who will be the F.B.O.

The meeting was adjourned at 8:45 PM

**POT LUCK THANK YOU**

The 'organized' pot luck dinner preceding the May Membership Meeting was a great success thanks to the contribution and efforts of many Nutmeggers including Mike Ampela, Betty Boyce, the team of Driscoll & McKinlay, the Duckworths, Rita Hoovler, Dave Jackson, the Kenyons, Robin McNamara, Michelle Molnar, Dixie Moran, Sean Neal, Marty Opitz, the Quinns, the Ramsdells, the Rossetters, Rudi Szigeti, the Stobbes, and Randol Webb. If I missed you I apologize but the sure fire way to be recognized is to contact me before the next pot luck to let me know what your bringing (that way your name makes it onto my spreadsheet). Thank you one and all. We'll do it again in for the next meeting.

**NUTMEG SOARING 10 YEAR PLAN**

Submitted by Bruce Stein

The following is an overview of the major issues facing the club over the next 10 years. The year to year issues such as membership, equipment maintenance, etc.. will not be dealt with in this plan. Other issues will be added as they are identified. Any and all input is welcomed from the membership.

**Mortgage Payment:** The mortgage and interest payments have been made for the past two years. The financial structure of the club remains intact and the payments will be made on time for the life of the mortgage.

Current outstanding mortgage: \$80,000 plus interest.

Final Payment: April 2, 2008

**Equipment Purchases:** New mower needed immediately. No other major equipment needed?

**Hangar/Barn Renewal:** The current hangar/barn will last for several years but may require some refurbishment. Once the mortgage is paid the club will have an additional \$20-25,000 per year to put towards a new structure. Possible issues: size of the new structure? designed to hold club gliders? More space for rental?

**Additional Hangars:**

1. Another row of airplane hangars? Location?
2. Construct glider specific hangars? Location?
3. Construct trailer "hangars"? Location?

**FBO/Repair Shop/Flight School:**

Long Term: Find a person or entity to start a flight school? A repair facility? Act as the FBO?

Benefits: Continued presence at the airport, increased use of facility, increased income to Nutmeg.

**Tow Planes:** The Super Cub is in good condition and should have no major problems as long as we continue to care for it. The engine has 500-600 hours on it and will need a major overhaul in 2009 (est).

The installation of a Lycoming 180 hp O-360 engine should be explored. Cost: \$25,000-30,000

The Pawnee has issues. The wing fabric is in "OK" condition at best. It should be removed and the wings completely rebuilt. The major issue is having a group of workers to do all of the work this winter. Cost: \$5-8,000

### Club Gliders:

Grob: Passed the 3000 hour inspection. Wings and horizontal stab need to be refinished. Location and manpower are critical issues along with professional oversight of the work. Cost: \$5-15,000

2-33: Schweizer does not make nor support these gliders anymore. Tear down and inspection of fabric covered areas is needed much sooner rather than later. Possible Plan: Sell one or both and replace with Blanik L-13's and/or L-23's. If hangars are available two-place glass ships could be purchased

1-26E: Keep in as good condition as possible. Lots of TLC.

Blanik L-33: Continue to evaluate suitability for club use. Look at alternatives.

**Corn and Alfalfa Fields:** Currently the farmer continues to work the reduced amount of acreage. This avoids our having to care for the land and spend money to fix it anytime soon.

Longer term: Use excavator firm from hangar project to turn alfalfa and corn planting areas into useable turf. Cost: \$20,000-30,000

Possible Uses of Areas: Hangars, improved landing and takeoff zones, improved operation zones, additional camp sites, pavilion and picnic area, other uses?

**Camper Sites:** All camper sites occupied. Look at options for more sites. This is the most successful part of the operation.

**Land Use by Story's Nursery:** The Current Deal is a handshake for use of overrun in return for use of our parcel along Rt. 67.

Plan: Official land swap. We need entire overrun area including area currently planted in trees. Fence needs to be moved (removed?) near hard surface.

**Runway Repair:** Continue efforts to secure funding for a hard surface runway. If funding time line is excessive or funding not available turn the current hard surface back into grass. This can be accomplished by grinding the hard surface into the topsoil, re-grading and planting grass seed. Cost: \$20,000-30,000.

## MEMORIAL DAY CONTEST AT SPRINGFIELD

Submitted by Jim Sidway

I had never really had much interest in contest flying before. I don't know if it was lack of self confidence or ignorance of how contests are run but I just didn't think it was for me. Early in the year John Boyce was floating the idea of a practice contest, one in which the uninitiated, e.g. yours truly, could learn the mechanics of contest organization and execution and fly 'safe' tasks that should permit landing at an airport if a landout were to be necessary. Okay I thought, I'll try it.

I drove to Springfield through rain so heavy I was traveling less than 40 mph at times on Route 91. The prediction was that a cold front would pass through Friday night and Saturday would be clear, cool and windy. Windy it was. I don't know what the actual numbers were but I'm guessing a steady 20 knots with gusts to 30+.

The morning started with a safety meeting that covered area specific and general safety items. Next came the daily Pilot's Meeting where Contest Director (CD) Rick Sheppe provided a primer on the three types of tasks typically flown in contests, start cylinders, and minimum flight times. We were instructed on staging (organizing gliders along the flight line) and gridding (moving from the sidelines to the flight line). Saturday's task would be announced at a pre-grid pilots' meeting.

With the wind still howling at grid time the CD reminded us we didn't have to fly. I was determined to participate albeit with trepidation. The goal was simple, a turn area task with a single turnpoint, Post Mills 39 miles away with a 30 mile radius around it. That meant only having to fly 9 miles out and back in order to complete the task. It was not to be for me. For the first time in over 35 years of flying gliders I became so nauseous I had to turn back and land after covering only 3 miles.

Sunday was a bit calmer and looked to be a good day. A turn area task with two turn points, Rutland and Post Mills, was declared. After two attempts at leaving the start cylinder I was able to complete the task covering just over 42 miles. There were times I was sure I was going to land out but somehow managed to pull it off. It was a great feeling. Everyone was very generous with congratulations and pats on the back.

Monday was a calm, humid and mediocre soaring day. A task was declared and several pilots were able to complete it and one landed out. I was not among the successful. I was the first and last to launch (I took a re-light) but I just couldn't get further than 'make it back to the airport' distance. It was a good day none the less.

The social aspects of the contest were great. We all gathered for an 'open grill' party on Saturday night and Bill Batesole hosted a bratwurst dinner on Sunday. Everyone shared food, stories of the day and tales of contests past. I want to thank John Boyce for spearheading this event and I would like to thank Randol Webb and Nan and Dave Jackson for helping run the contest along with folks from the other participating clubs. Thanks too to Wally Moran, Bruce Stein, Bill Kenyon and Todd Smith for their support, advice and assistance with rigging and de-rigging my glider. I intend to practice similar tasks at Freehold this summer and hope to compete in another contest soon.