

Now Available on our Web Site

- ✓ Dave Robinson's obituary.
- ✓ Recent solos and license achievements.
- ✓ Current Bulletin Board items.
- ✓ Excellent weather information sources.
- ✓ Back issues of the Nutmeg News.

For these features and MUCH more point your browser to:

<http://nutmegsoaring.org>

CALENDAR

TAKE APART WEEKEND: Saturday, November 13 and Sunday, November 14 - rain, snow or shine (we have a hangar now). **Please come and help out!**

MEMBERSHIP MEETING: November 13 at Freehold after Take Apart Day One. A pot luck dinner will precede the meeting where a huge pot of chili will be served. Appetizers, salads and desserts needed. BYOB.



DO YOUR DUTY!!!

Saturday, November 13 is the first day of Take Apart weekend. There is a rule of thumb that says in any organization 20% of the people do 80% of the work. It is actually better than that in Nutmeg, maybe 40% of the people do 60% of the work. There will never be a day when 100% of the membership can be at the field but it wouldn't be unreasonable to expect 80% of members to show up and contribute to the effort. Please, come and help out if you can (there will be a great pot luck dinner and then a membership meeting at the end of the day).

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

Nutmeg News

Volume 45, Number 8

October 2004

Editor: Jim Sidway

PRESIDENT'S MESSAGE

By Bruce Stein

The season is coming to a close quickly but there still could be some excellent soaring opportunities to be had over the next few weeks. Bill Kenyon and Wally Moran were recently successful finding the Freehold Wave climbing to 14K and 11K respectively. In addition to the potential for some excellent flying there is much to do around the airport as we get ready to shut down the operation in November. Come out to see all of your soaring buddies, get in a last few flights before Winter has us in its grip and help with prepping our facility for the off season.

Grob Update: The claim was put in with the freight company and now it is a waiting game. Hopefully there will be some good news by the time we get to take apart day. One extra task we will possibly have is to take the entire Grob out to Ohio for final fitting of a new horizontal stabilizer and a new weight and balance. So if you are not doing anything in February or March of next year let me know if you would like to take a trip to Ohio.

Mifflin Trip: The trip to Mifflin this year did not produce a great ridge day but had some fine soaring and lots of great fun. A few members from Valley Soaring and Central Ohio Soaring were present during the week also. Bill Kenyon and I enjoyed a nice cross-country flight that lasted over 4 hours on the first day of the encampment. During the middle of the week Jack's Mountain finally started to work and several members were able to fly for a couple of hours at 90-100 KTAS running the 20 miles down to Millcreek and back to RVL. Bryan Glick and Butch Thompson provided excellent tow services as always and great hospitality, too. The local EAA chapter at RVL is in the middle of constructing a picnic pavilion. The structure is all post and beam and will seat 90-100 people. This is being done with all volunteer labor and donated funds and materials. Anyone who has enjoyed the great people and facilities at RVL is encouraged to send a donation to the airport to help support the building of the pavilion. Bill Kenyon and I were invited and attended dinner hosted by the local airport commission. The head of the commission, Tracy Peters, reviewed the status of various projects and the people involved with the airport. We learned what projects they had completed, projects currently in progress and what their future plans are for the airport. This was a good opportunity to see how a municipal airport runs and what the priorities are for that facility.

Pawnee Wings: As most everyone knows our big project for this winter will be the refurbishing of our Pawnee's wings. This will take a large effort by many members. We need as much help as we can get so plan on talking with Randol Webb to see

how you can contribute to the project. No experience is necessary just a desire to help and learn. The Pawnee is our workhorse tow-plane and it will take a lot of work to get it completed by April '05.

Thanks and see you at the airport.

MINUTES SEPTEMBER 2004 MEMBERSHIP MEETING

The meeting was called to order at 7:45 p.m. and the following items were discussed:

Minutes of the July meeting were accepted as published in the News Letter.

Mike Young was introduced as a new Scholarship Member. He has logged 2 flights.

The Grob horizontal fin was destroyed in the shipping process. It is unlikely we will see the repairs completed before next season.

Bob Cox announced that he would like to be replaced as the Nutmeg Bookkeeper. If anyone wishes to or knows of an individual who could fill the vacancy, we need them, you, etc.

The wing repair work on the Pawnee will be done at Freehold. A schedule will be drawn up and volunteers are requested to make their availability known at that time. Nan and Dave Jackson will try their best to educate us on the art of Fabric Replacement once the prep work (extensive) is completed. With effort and dedication the Pawnee should be ready for next season.

The 2004 shut down days are scheduled for November 13 and 14. This date could be moved ahead or delayed based on the weather.

The runway will be closed and a NOTAM posted accordingly. November 2004 to April 2005. Bill Kenyon is in charge of "X"-ing the runway.

The Mifflin trip is scheduled for September 25th through October 3rd. A volunteer is needed to tow the Blanik to Mifflin and back. We will not have a two- place ship available at Mifflin.

The Operations Committee has been given the task of reviewing the Associate Member category and making any changes necessary. Changes will be presented to the membership for their consideration.

The efforts of the Grass Cutters were recognized as an essential part of our operations. Frank, Ruddy, Mac and our newest "roto blade" operator, Jim Sidway were thanked for their work.

Several subjects relating to Safety and consideration to others were discussed:

1. Golf carts should cross the field at the opposite end of the field from glider operations.
2. Tow pilots should not let their prop wash blow into the hangars.
3. New bill boards are being placed in the supply room (entry to the rest rooms) and in the rest rooms for the reading pleasure of those using the facilities. PLEASE READ AND HEED.
4. Currently we are down to one Creekside golf cart. Use and return to charging area as quickly as possible for others to use.
5. More keys will be made for the new Nutmeg hanger. Those feeling the need for a key should request one. Perhaps one should be located with the keys kept in Clem's drawer.
6. The Kenyons donated a refrigerator to be used by Nutmeg. All Refrigerators should be unplugged during the winter.
7. Objects should not be left on the field. The new mower is easily damaged. Rope, chain, rocks, blocks even rags can cause damage to the machine. Many objects can also become a high- speed missile when thrown by this mower.

The meeting was adjourned at 8:25 p.m.

MINUTES SEPTEMBER 2004 BOD MEETING

Meeting Called to order at 5:45 p.m. on September 4, 2004.

Members present: Bruce Stein, Randol Webb, Bill Kenyon, Marty Opitz, Mike Ampela

1. Bob Cox has requested a replacement for his duties as Nutmeg Bookkeeper. No candidates were mentioned but a general search of the membership will be conducted by the Board.
2. New Scholarship Student: Mike Young wrote a letter to Nutmeg requesting membership in the club as a scholarship student. Mike was recommended by Lee Ramsdell. The Board voted to allow Mike to be our next scholarship student beginning immediately.
3. Grob: The horizontal stabilizer was crushed during shipping as reported by Stein. Grob Aerospace is working on the problem. A claim will be submitted to the shipper: FedEx Freight. The insured value was \$15,000.
4. Aborts: The issue of being charged for actual aborts of a tow was discussed. No charge will be made for an abort that is done for safety reasons and not part of training.
5. Sailplane Hangar: Martin Opitz and Esteban Draganovic made a preliminary presentation for a hangar for their

gliders. The Board asked for a detailed proposal so the plan could be properly evaluated. *Ed.: See insert.*

6. Associate Membership: The Board discussed the current status of this level of membership. The trial membership is working well and the associate member status and flying privileges may need to be modified to reflect our current operation. The issue will be discussed at the next general Meeting.

Meeting adjourned at 6:45 p.m.

SAFETY CONSIDERATION

Submitted by Kim Goldin

The persons involved in this incident will remain nameless. I'm reporting what I witnessed in hopes of promoting continued safety in Nutmeg operations.

We were operating on runway 12 and I had just finished hooking up the tow rope to the glider. Having moved to the wing tip and receiving the thumbs up I performed a visual clearing of the airspace, lifted the wing and looked down the runway. There was a signal person working the tow plane end of the operation. In a glance, this is what I saw.

The relay person was walking backwards (looking in my direction). I saw him take a few steps and then turn his head towards the take off direction. It looked to me from the expression on his face that he was surprised to see the other tow plane on his immediate left with its propeller just stopping. It appeared from my position that he missed contacting the rotating propeller by only a few feet.

I may be wrong in what I saw but this seemed to be a near close encounter of the worse kind. It was one of those busy, very hot days and it was late in the afternoon. I know that I myself was feeling tired and was not as sharp in my reactions as I should have been. Everyone was doing their best to help with the launches. What bothers me most is that I could see this scenario involving almost anyone, including myself.

In short, there is that place on the field (the area at the corner of the nursery plot) where the tow planes park while waiting for their next customer. People need to walk by that spot in order to get into position to relay hand signals to the tow plane on the runway. It is critical that they be aware of the presence of the parked tow plane by making sure to LOOK for it as they may not be able to HEAR it over the noise of the tow plane preparing to take off.

WAVE FLIGHTS AT FREEHOLD

Submitted by Bill Kenyon

Saturday, Oct. 9 (or was it Sunday)?

The day did not look good for soaring, with a high overcast present in the morning, and forecast for all day. The only ray of hope for a soaring day was that the weather briefer recording

(1-800-WX-BRIEF) gave the wind at 3000 feet as 240 degrees at 32 knots; the wind higher up went farther west and was lower in velocity. The strong wind and its farther-south direction (compared with the usual 270) held out some hope for wave lift. (In the past, we have had wave with winds 180-200 in azimuth).

We cheated a bit by suggesting to tow pilot Mike Ampela that maybe he should check for wave on his warm-up flight in the Pawnee. He came back reporting some wave about 5 miles SE of Freehold Airport, at 6000 feet. (He had gotten some hints on finding wave from Clem, who told him where to look, and to throttle back and watch the vario.)

I towed toward the southeast, at about 6000 msl passing through a zone of no turbulence with somewhat higher rate of climb (about 800 fpm?) than I normally get behind the Pawnee; Mike continued to tow me southwest toward where he had previously found the lift, but we had lost it. I asked Mike to turn around, and I released at 7200 msl when I got back close to where the smooth lift had been.

I succeeded in getting to 14,000 feet msl, the max. altitude that the Federal Aviation Regulations allow without oxygen, watching carefully for symptoms of hypoxia, and deliberately hyperventilating when I remembered to do so. I flew for a total for 4-1/2 hours. Wally Moran had road-towed his glider to Freehold that morning with no intention of rigging, but he changed his mind, and aero-towed up an hour or so after me, and made it to 11,000 feet. Doug Laitinen flew, and got 2 hours out of it; he contacted the wave at about 4800 feet.. Randol Webb went up in a 2-33 with student Mike Young, contacted the wave at 4400 feet at tow release, climbed to 5400 feet, and they got their full hour out of it.

Incidentally, an aluminum monster passed over me, southbound, 1000-2000 feet above me when I was at 13,000 feet. As Wally and Dave Rossetter pointed out later, these guys are transatlantic flights descending from about 17,000 to 7,000 as they approach New York City over the Hudson River.

The maximum lift that Wally and I encountered was around 400 fpm, with climb rates more typically 200 fpm. I can keep track of where I encounter the lift by pushing the 'Event' button on my 'handheld' Lowrance GPS, which then shows it as a dot on its moving map, along with my track. The main lift zone I found was in the vicinity of Round Top, more specifically about 5-6 statute miles from Freehold on a 150 bearing (i.e., my Filser was showing a 330 bearing to Freehold.), and it was only about a mile across. The wind azimuth as observed by Wally and me was approximately 240, judging mainly by pointing the glider into the direction at which the ground speed, as given by GPS, dropped to the lowest value; wind velocity, by a similar method, was about 25 kts.

In wave flying, you typically aren't circling very often, so the fancy instruments like my Filser can't figure out the wind. The

reason you don't circle is that you don't want to spend much time (any time) pointed downwind, because you will quickly get carried out of the lift zone. I spent most of my time making 1/2 - 1 mile esses back and forth, using the track indication on the Lowrance's moving map to help me go back along the track I had just come on, or to shift upwind or downwind a certain amount to test the lift there.

Several times I pushed out a few miles straight upwind, and once downwind, looking for another 'up' part of the wave. To windward, I found a couple of zones of lift, but they were weaker and smaller than the zone near Round Top. I returned to that zone several times; and found that it had moved around a little. I also found some wide zones of very strong sink, so make sure your plan will handle them. ('Just how many minutes is this 700 fpm sink going to last?')

If it weren't for Mike's finding the wave on his warm-up flight, probably none of us would have found the wave. Clem pointed out that with the wind from 240, the wave tends to be near Round Point; however, with the wind from 180-200, the wave lift tends to occur in a E-W band pretty much over Freehold Airport; this agrees with some of my other experiences with wave at Freehold. These observations suggest that there might also be some wave with a 270 wind (a very common wind azimuth at Freehold), but located on the east side of the Catskills, if you have the budget and nerve to look for it there.

On my drive home the following Monday, I stopped at the scenic overlook on the Taconic Parkway a few miles south of the Route 23 exit. There was an overcast layer of flat clouds (stratocumulus?) at about 4000 feet; the weather briefer had said that the wind at 3000 feet was 010 at 22 kts. From the overlook, I could see that the clouds formed superbands over the Catskills; south of Hunter Mountain, there was a big, blue, open, sunny area, which didn't move during the 10 minutes I spent at the overlook; just upwind of Hunter, there was a band of clouds that were distinctly thicker and darker; and farther still upwind, a zone of thin clouds and then a zone of thicker clouds; they didn't move either. Evidently there was wave lift out there, and it put ideas in my head of looking for wave under more circumstances, more methodically. In this particular case, the issue of having an open escape route down through or around the clouds would have been a crucial safety concern; on Saturday, it wasn't.

FINAL GLIDE

Longtime Nutmeg member **Dave Robinson** passed away September 18 at age 82. Dave contributed a great deal to the club over the years and took little in return. Grounded by Parkinson's disease in recent years Dave still attended the annual banquet to keep in touch with us. A memorial service was attended by the Boyces, Wally Moran, Rudy Szigeti, Frank Molnar and Walter Rogg. Dave's obituary can be found at nutmegsoaring.org.

A SAILPLANE SHELTER

Many of us grew up around gliders in a time or place where sailplanes had to be hangared or they would not survive. Such was the case of the Ka6, Grunau Baby, Condor IV, Olympya Meise, Slingsby Skylark, etc. Those were wooden ships, and the concept of disassembly for daily storage was inconceivable. With the advent of more modern ships, and improved trailers, daily disassembly became practical and universally accepted. In fact today the majority of gliders are stored in their trailers. But this does not make the procedure of assembly and disassembly a completely effortless activity. Devices were invented to accomplish the task with only one person, and we have become accustomed to it as if it were a requisite activity associated with flying. Some of the blemishes found on gliders are not a consequence of flying but rather a consequence of the activity of storing them in the trailer. Some of our members own ships of the time of transition, where trailers were considered more a tool for retrieval from land-outs than a "Miniature Hangar", and other members might simply consider a shelter for sailplanes a welcome relief from the effort necessary to get to the flight line. A small group of members has been working on finding a solution to storing our sailplanes assembled. "T-Hangars" are a popular solution for individual gliders, but in our part of the Country the winter snow accumulation poses a serious challenge to the design of such a Hangar. In fact, there are no commercial designs for Sailplane T-Hangars that is suitable for the conditions at Freehold. Simple steel structures, such as the Quanset building were considered, but the current price of steel made those buildings too expensive.

The goal of the effort was to come up with a design that would cost less than buying a modern trailer, such as the Cobra, used.

This is a proposal to erect 2 or more structures on 115 for the purpose of storing assembled sailplanes during the flying season. They would serve the same purpose as a hangar, but be of simpler and more economical nature. The basic structure consists of steel tubing trusses covered with UV resistant synthetic fabric. Such buildings are available from "North American Outdoor Products" of West Haven, CT, and other vendors. The buildings are provided with engineering drawings acceptable to the Town Engineer, and have appropriate wind and snow specifications. The floor will be of crushed stone extending sufficiently beyond the ends of the building to permit loading of the gliders onto "All Terrain Dollies" or ATDs. Each building will be 30 ft wide by 60 ft long with a center height of 12 ft, with fabric doors at each end. Each building will shelter two sailplanes, and each ship can be moved independently through the corresponding end door. Since the full span openings are located at the ends and are 30 ft wide, it is necessary to move the sailplanes sideways for storage or retrieval, and that is accomplished by the use of a dolly with large pneumatic wheels, or "All Terrain Dolly" (ATD).

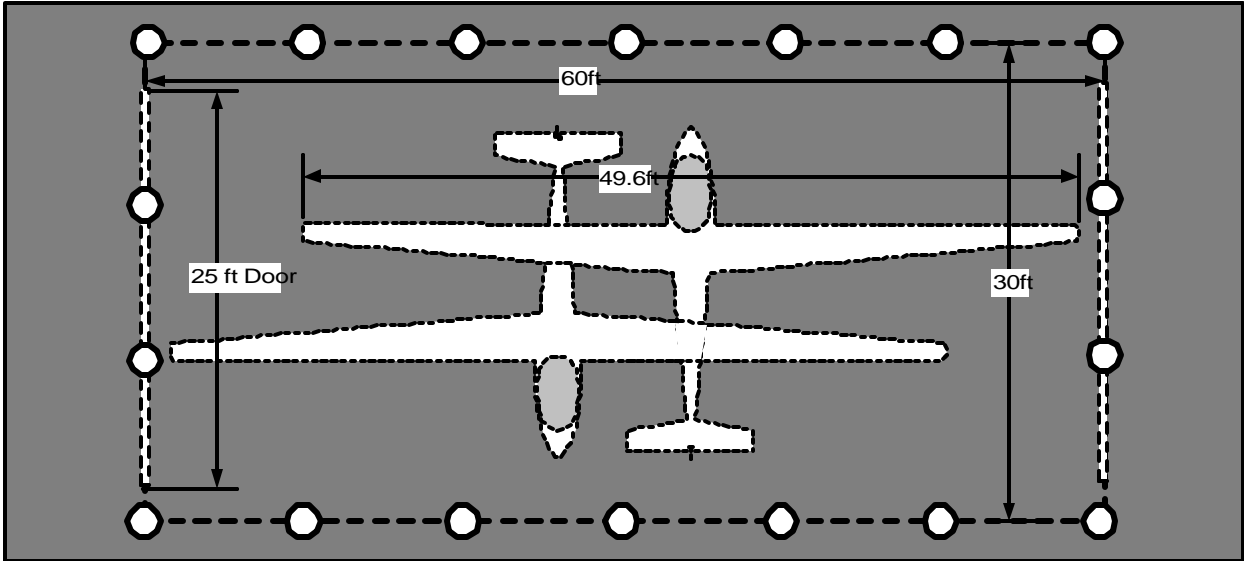


FIG1. View of the finished canvas building

The side wall height is of 6 ft, permitting positioning the tail of the sailplane very close to the building wall.

These structures are re-locatable and only require 7 concrete pilings per side. Each concrete piling should be 2 ft in diameter by 5 ft deep. Two additional pilings are needed across the front and back for tensioning the structure when the building is closed, and are of 2 ft by 3 ft deep. The life of the synthetic fabric is guaranteed for 15 years.

The plant view of the proposed buildings can be seen in FIG2.



MINIMUM DIMENSIONS FOR 15 m SHIPS
FIG 2. Plant View of Sailplane SHED

Location of the building on the field:

Two general areas to locate the buildings were identified, as shown in FIG. 3



FIG 3. Possible Building Locations

Location "A": This location on the field offers acceptable elevation, and the soil can be moved around to obtain an acceptable grading before the crushed stone is deposited. The difficulty is the transport of the stone and building components since the terrain probably does not support the weight of a loaded truck. The stones will have to be delivered to the parking area, and then transported to the site by means of a "Pay-Loader".

Location "B": This location is low in general and would form a "drainage area" if a stone floor were prepared. This would create damp conditions inside the building and would not be acceptable. The solution would be to back-fill a height of 2 to 4 feet over an area sufficient to place the buildings. However, this would make the cost of the project considerably higher.

For more details on the project, contact Martin Opitz, Esteban Draganovic or Rudi Szigeti.

APPENDIX 1:

In case you were wondering what an "All Terrain Dolly" (ATD) was, the following picture (FIG. 4) should help understand it.

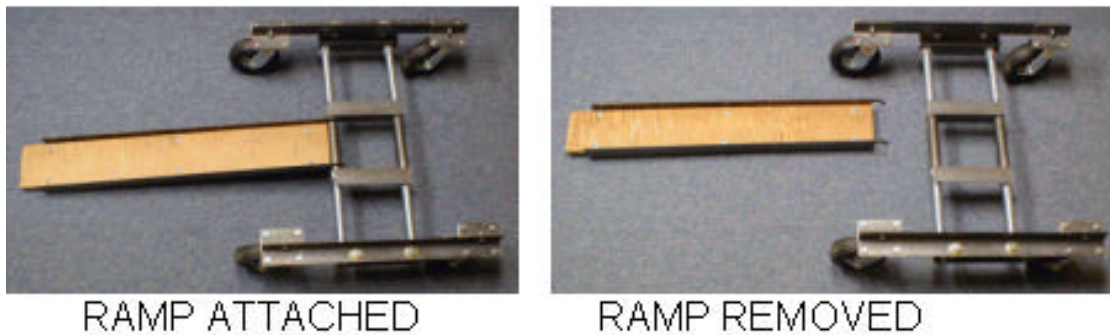


FIG. 4 View of the ATD