

3 + VOLUNTEERS NEEDED!!!

The new Blaniks need your help to find their way home. We have one tow vehicle and need a second one for the trip to FL. Also the 2-33 trailers need to be prepped for the journey. Contact Bruce Stein if you can help with any of these items:

Phone: 203-375-5478

E-mail: bstein@hampfordresearch.com



CALENDAR

Safety Meetings:

Saturday, April 2 - 7:00pm @ Miry Brook Firehouse in Danbury, CT

OR

Opening Day @ Freehold

Directions to Miry Brook: From I-84 East or West take Exit 3 (Route 7 South). Take 2nd Exit (Airport Exit). At the bottom of the ramp turn left at the light. Turn right at next light (Miry Brook Road). Follow Miry Brook Road until you see the Fire House on the right.

Opening Day: April 16, 2005 (pray for warm, dry weather)

Next General Meeting: April 1: 7:00pm @ Bethany, CT Town Hall

Directions to Bethany Town Hall: Traveling south on CT Rte 8, take exit 26, then south on Rte 63 to Bethany firehouse (on the left). At the firehouse, turn right onto Peck Road. The Town Hall is about .1 mile on the right.

Traveling north on Rte 8; take exit 22 in Seymour, then east on Rte 67 to Rte 63 North. Left at the firehouse.

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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Editor: Jim Sidway

PRESIDENT'S MESSAGE

By Bruce Stein

Blanik L-23s: As the old saying goes, don't blink or you might miss something. The Blanik L-13 acquisition has been changed to an L-23 acquisition. A good deal of discussion regarding the L-13s centered on the gliders having an Experimental Airworthiness Certificate versus a Standard Airworthiness Certificate. IN addition L-13s in general are subject to a several FAA ADs and factory service bulletins regarding service life. The L-13s we had looked at seemed to be in great condition but not having factory supported inspections to extend their service life and the Experimental Certificate caused some concern among some members. The L-23's were found on the Internet and the inspection and purchase needed to happen quickly as the ships had been looked at by several individuals and clubs. After an e-mail discussion with the Board of Directors a bulletin was sent out to the general membership regarding this opportunity. Every response was positive for the change to the L-23' so my plans were made immediately. I flew to Florida on March 5 to inspect the gliders, their paperwork and to fly them. The L-23's wee manufactured in 1992. They have 2500 hours on them. The paperwork, logs and manuals are all in perfect condition. Having never flown an L-23 I was anxious to get in the air and try them out. The ships were surprisingly light on the controls, thermalled well in 2-3 knots, had good handling qualities and did not need the big rudder inputs like out Grob 103. I felt comfortable in the back seat and look forward to providing checkouts and instruction in the ships. There are many reasons why this is a better purchase than the L-13s but a few of the important ones are:

1. Newer ships
2. Not subject to service life limitations by factory
3. Only one AD to date and that has been complied with
4. Parts are available as L-23's are still in production

I know everyone will be happy with the change to L-23s. The ships will get a lot of use as more than just trainers. Their performance is much better than a 2-33 and they are more comfortable. Giving a friend a ride used to be a Grob 103 only event. Now the L-23's present a very good second choice.

The task facing us now is bringing the gliders to Freehold from Homestead, Florida. If you think you can help with this endeavor please contact me ASAP.

Opening Day: Opening Day will be April 16 this year. Hopefully the snow will be gone and the ground firm enough to allow our operations to begin.

Safety Meetings: The safety meetings will be held April 2 at the Miry Brook Firehouse in Danbury and on Opening Day at Freehold. The Danbury meeting will start at 7:00 PM. The opening day meeting will begin after the gliders are together and secure. Probably around 4-5:00 PM.

Thanks for all of the help with our projects. See you at the airport.

MINUTES FEBRUARY 2002 BOD MEETING

Date: Feb. 22, 2005 **Called to order:** 7:20 PM

Present: Stein, M. Opitz, Ampela, Webb, Kenyon. (Mac had the flu).

Purchase of 2 Blanik L-13s -- long discussion: Stein, Webb and Moran looked at the 2 Blaniks at North Adams, which are candidates to replace our 2 2-33's. We would fly them under Experimental Airworthiness Certificate, but with Airworthiness Directives complied with, and with due concern for the life limit on the airframe. (The aircraft have about that many hours on them). The log books look very complete and thorough, but they are in Rumanian (?). We should not count on having even the first L-13 before May. A major question is how to integrate the L-13s into the club -- in principle, they replace the 2-33's, but they have flaps and retractable gear, and will spin. Chief Instructor Moran is looking into this. Stein has received 8 inquiries about buying the 2-33's, but we won't sell them before we have the L-13s.

Grob: FedEx has sent a check for \$6300 for the broken stabilizer, and that is all they are liable for, according to their fine print (although we thought the stabilizer was 'insured' for \$15,000). A new stabilizer has been ordered

from Grob, will probably shipped in March, and it may be shipped to Freehold, rather than our towing the Grob out to Grob Systems in Ohio to meet with it there. Questions: Can Nutmeg's insurance policy help with this problem; is there any damage to the fin?

Pawnee: We are now at the stage where lots of help is needed (Webb). Should we spend ~\$700 now for strobe lights for the wing tips? We don't fly much at night, but they would reduce collision hazard for our normal flying. Opitz questioned where we stood financially, so Stein volunteered to make a half-page summary of expected expenses (Grob, Pawnee, L-13s ...) vs. the amount of money in Glider Buy Fund and our other Funds. No decision on strobe lights for now.

Runway - Blacktop: Stein received a phone call from Lorin Bird of the NYS Department of Airports, responding to our request for grant money to repair the blacktop: "No grant for you", but he said our proposals were well written (only 3 grants were awarded, and they went to places where there were clear safety problems). We discussed whether to spend the money to grind the blacktop back into the soil, but it is too expensive for now. We will make sure that info about the state of the runway ('gravel') will get into the Airport Facility Directory (Bird has a direct line for entering info into the AFD). We may also declare the blacktop to be closed by NOTAM.

Proposed by-law change: It was proposed to change the wording of the bylaws relating to Family Memberships, to read 'dependent children and grandchildren' instead of the present 'dependent children'. (Specifically, if a Full Member pays a second assessment, these family members can fly, although only two members can be on the waiting-to-fly list at one time). This would cover a situation that arose last year where one of our full members had the pleasure of soloing his granddaughter. To change the bylaws, the general membership must vote in favor in 2 successive General Meetings.

Safety Meetings: The dates proposed for the two Safety Meetings are Friday, March 25 in Danbury (Friday), and April 9 or 16 (as the weather goes), as a postlude to Opening Day, at Freehold. Other proposed meetings: General Meeting April 1 in Bethany; BOD April 23 at Freehold. We need a list of things to do for Opening Day. One item: properly laying out the line of trailers, and adding some power plane tie-downs. (*Ed: see Calendar on the back page for Safety Meeting dates.*)

Heat for hangar #10: Webb proposed that we need a cheaper and more effective way to heat the Nutmeg hangar, since it is likely that we will be using it in future winters.

Blacktop weed spraying: Kenyon volunteered to look into the costs of spraying the blacktop weeds ourselves -- both for hardware and chemicals.

Mike Barberi: Member Mike Barberi wants to concentrate on his power-pilot career, and wishes to drop his Nutmeg membership without losing his initiation fee. Mike had a misunderstanding regarding the club's policy of going inactive and having to pay a nominal fee to avoid paying a second initiation fee upon going back to active status. As a gesture of good will the Board decided to allow him a grace period. Stein will write him a letter giving him a reentry privilege for several years.

Recorded by: Bill Kenyon

BANQUET 2005

The 2005 annual banquet was held February 19th at the Southbury Hilton. A great time was had by all who attended - both current members and some former members from days gone by. Many thanks to Michelle and Frank Molnar for their efforts in putting this event together.

The cocktail hour afforded us with a chance to catch up on life's happenings since the end of last season or to get reacquainted with former members who attended the event. Bruce Stein presented the 2004 statistics and recapped milestones from last year's soaring season. And in their unique and humorous style Mac and Jeff presented Kudos Awards to unsuspecting 'victims' (your editor received his first ever - the Golden Paint Brush Award). Jim Sidway was presented with this year's Nutmeg Award - an honor he greatly appreciated.

The evening ended with a multimedia presentation of the 2004 soaring season. Several people have asked about obtaining copies of that show. DVDs can be purchased for the price of \$10 each (the cost of professional duplication). To get your copy please complete the order form on the next page and send it with a check to Jim Sidway by April 2, 2005. Only those requests received by that date will be honored.

NUTMEG 2004 DVD ORDER FORM

Name: _____ E-mail: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: _____ Number of DVDs: _____ X \$10 = _____

Send order form and check to: Jim Sidway, 211 Lum Lot Rd, Southbury, CT 06488 - Deadline for orders is April 2, 2005.

DVDs will be delivered at the airport. Media type is DVD +R and may not be compatible with older DVD players or PC DVD drives.