

WEBSITE UPDATE

Nutmeg's web site has been redesigned by web master Don Malin. Please read the article in this issue for information on navigating the new site. The web address continues to be:

<http://nutmegsoaring.org>

CALENDAR

Please check the Nutmeg Soaring website periodically for meeting dates and other scheduled events.



SAFETY IS NO ACCIDENT!

THINK BEFORE YOU ACT!

**LETS MAKE 2005 AN INCIDENT &
ACCIDENT FREE SEASON!**

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
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Nutmeg News

Volume 46, Number 4

April 2005

Editor: Jim Sidway

PRESIDENT'S MESSAGE

Bruce Stein

The start of another season will happen in just a few short days. This past winter went by very quickly for me. The day job that pays the bills so I can play at the airport got a lot busier than I expected. It made the time pass faster than normal and I am now looking forward to seeing everyone at the airport this season and enjoying some great flights around the Catskills.

The start of any season requires we put the toys together first. This year we will need to clean, wax, lubricate and inspect the gliders very closely as they are put together. Due to manpower issues last November we were only able to disassemble and put away the gliders with out the usual TLC. All members who are able to get to the airport on opening day are encouraged to bring cleaning and waxing tools. With enough hands helping the entire fleet can get the attention needed and put together during the first weekend we are open.

The runway on the west end has had some flood damage. Silt from the river has been deposited in many places and in large quantities at some locations. We will need additional manpower and tools and effort to get the ground into shape before we start flying. For those of you with campsites please do not attempt to bring over any campers until the airport has dried out enough and you have inspected your campsite. All of the campsites have received some damage so please check them out first.

The saga of the L-23's is over, unfortunately not in our favor. I believe we had a great opportunity but the lack of any business ethics by the owners of Miami Gliders has put us back to square one. We will continue to explore our options to upgrade the fleet and replace the 2-33's. Any ideas or suggestions are most certainly welcome. In the meantime we will look at the needs of our fleet and make the right choices to keep flying and attract new members.

Membership growth needs to be our number one priority this season. I encourage every member to take a few moments each time you are at the airport to talk with new Trial Members or visitors to the airport. We need to be as friendly to the new faces we see as we are with each other. In addition if you have a family member or friend who may be interested please bring them to the airport and hopefully get their glider career started with Nutmeg.

MINUTES APRIL MEMBERSHIP MEETING

April 1, 2005 - The meeting was called to order at 7:40 p.m.

Members present: Stein, Kenyon, Boyce(2), Duckworth, Laitinen, Szigeti, Molnar, Cox, Sidway

Grob: Stein reported that the horizontal stab. has not been completed by the factory yet. The factory reported problems with the molds. A mid to late May is estimated delivery date.

Pawnee: Rib stitching is the next phase of the project. Expenses for the project are \$6700 to date.

By-law Change: Stein reported that the Board of Directors has endorsed a change to the by-laws to allow other family members to be included in the Family Membership definition. A change was voted on and the issue tabled for a second vote at the next General Meeting. The change approved is as follows:

Section 1 B. Family Members

Family members are a Full Member's parents, spouse, dependent children, or other relatives at the discretion of the Board of Directors, for whom the Full Member has paid one additional assessment.

Encampment: This year's encampment will be held At Freehold and will run from June 25 to July 10. All tow pilots and instructors are encouraged sign up for duty during those weeks to help make the event a success.

The L-23 Deal: Stein reported that the owners of the L-23's sold the gliders to another party after the gliders had been inspected and a deposit placed on them. Stein tried unsuccessfully to have the owners rescind the sale and follow through with the contract to Nutmeg. The owners were steadfast in their decision. The deposit money was returned to Nutmeg.

2-33 replacement: The club will use the 2-33s for the time being and will continue to explore other avenues for their eventual replacement. Boyce suggested we replace the interiors and perform other cosmetic improvement during the coming season. The Board of Directors will discuss at the next meeting.

Safety Meetings: The two safety meetings will be held April 2 in Danbury and April 16 at freehold. All members must attend one meeting before getting their spring check out.

Dumpster/tractor shed/gold carts: Sidway requested we get a large dumpster and removed the accumulated trash and items from the airport. In addition Szigeti suggested we tear down the tractor shed to improve the appearance of the airport. A dumpster will be ordered and the cost split with Nutmeg and the hangar owners. The tractor shed will be removed and the tractors stored in the barn. Golf carts owned by individuals will have to be removed from the barn to make room for the tractor and other items. Golf cart owners are encouraged to talk with the hangar owners regarding storage space. Any items not of use to Nutmeg or the Airport will be placed in the dumpster for removal. Please look for and retrieve any personal items in or around the barn / hangar or they may be thrown out.

Marketing: The club will place a ¼ page ad in a local vacation guide similar to last years' ad. Thanks go to Jeff Driscoll for handling this item. The club is looking for ideas to help recruit new member and better market the club. Please present the ideas to any club officer, in writing would be helpful. Kenyon suggested we restart the practice of writing "Weekend reports" and place them on the club's web site to show activity and how much fun we have at the airport.

2006 Banquet: Cox reported that Michelle Molnar requested a decision for the location of the 2006 Banquet. 75% of the club continues to live in CT, therefore the banquet will be held at the Southbury Hilton for 2006.

Log Sheets: Cox made a request that all log sheets be filled out properly and completely to reduce the amount of incorrect information that must be dealt with each week. Cox indicated that any tow release height missing from the log sheets will automatically default to 7000 feet in our accounting program and be billed accordingly. Make sure your flight is logged properly before leaving the airport.

Duty Schedule: The duty schedule for 2005 will be posted prior to opening day. If a member can not serve on their assigned day then they must make other arrangements to have their day covered by another member. Missing duty pilots continues to be a serious issue so please make a real effort to serve on your assigned day or find a replacement.

Parachutes: Boyce J. reported that he will be taking parachutes for re-pack in mid-April. Anyone needing a re-pack should contact John to make arrangements.

Adjourned 9:10 PM - Respectfully submitted: Bruce Stein

OPENING WEEKEND RECAP

Submitted by John & Betty Boyce

At 14:59, Sunday, April 17, Nutmeg launched its 2005 season. Five Zulu, with towpilot Mike Ampela aboard, dragged a 2-33 (12S), piloted by what looked like Bill Kenyon, to 3000'. Fourteen minutes it landed. Not sensational, but a start. There were several more flights of various types. More (and better) days are coming.

A good turnout on assembly day saw to it that the trainers and singles were washed and waxed to a brilliance seen only on opening day.

A fabulous buffet lunch was put together by Winnie, Betty and Frank on Saturday noon, and the safety meeting that evening was followed by a wonderful feed provided by our "chef extraordinaire" Mr. Frank Molnar. If you weren't there, you missed a really good time.

WEBSITE UPDATE

Submitted by Don Malin

As some of you may have already noticed, our website NutmegSoaring.org has undergone some changes lately. In an effort to make it easier to maintain, I've moved it to my company's sports web hosting service where there's more of a self service maintenance model. I've also made some cosmetic and organizational changes. Below is a crash course in adapting to the new system:

Almost all the members-only features of the site are accessed via the **Admin** tab located at the top right of the site. When you click this tab, you'll be prompted for a user name and password. Enter your name as the user name. The new password will be a combination of the radio call signs of the Pawnee and Super Cub, in that order (*Ed. contact Jim Sidway at jsidway@earthlink.net if you need these call signs*).

Once logged in, you'll notice a menu of functions on the left. The first choice under Administer is **Messages**. You can use this choice to create news items for the home page or what we call "Team Bulletins" for specific groups (or team members). I've set up teams as being Full Members, Associates, Scholarship Students, Tow Pilots and Instructors. If you post a bulletin to any of these groups, the notice will appear on the Members tab when that 'team' is selected. With either news items or team bulletins, you can choose to broadcast the message via e-mail by checking the option at the bottom of the form.

Next on the menu is the **Members** search form. You can use this form to do ad hock queries of the member database. Many of the search fields are designed for our sports club websites and don't necessarily apply to us but you can search by name, e-mail address, team positions, or team membership. By default, a search will bring up a listing but if you change the **Report Type** dropdown, you can also send an e-mail to the selected individuals.

The listing page will include name, address, phone number and e-mail. Unlike the old website, you cannot click through to edit a member's information as security is tighter with this site. If you need to update any of your contact information, you can do it through the "**Edit My Account**" feature found on the

Association menu tab. This area requires that you log in using your e-mail address and a personal password. To obtain your password, just submit the sign in form with your e-mail address only. The website will then e-mail your password. Once logged into this area, you'll be able to click through to a form with your contact data and update it.

Under the "Add New" menu group, you can post links to other websites as well as create picture albums and upload digital photos directly to the site. You don't have to wait for me to do it anymore.

Under "Organization", the Facilities choice allows you to create and edit what we generically call Facilities (Hockey Rinks and playing fields usually) but what we'll use for local airports and meeting places. I've already entered Freehold and the Miry Brook Firehouse but please feel free to add more locations of interest along with notes and directions.

Under the "Scheduling" menu group, you'll find **General Event** and **Duty Assignment**. General events are used to post notices to the site's "Event Calendar" page as well as the individual team Schedule and Calendar pages under the Members tab. You can post things like meetings, parties, etc. using this form. The Duty Assignment menu choice is used to sign up for or post duty assignments just as we did with the old website. You can select a date, duty type and your name from the dropdown list of members. Assignments will appear on the Association menu's "**Duty Schedule**" page.

That's about it! Please explore the rest of the site and let me know if I've missed anything or if you have any suggestions for future enhancements.

2005 DUTY SCHEDULE

The Duty Schedule through July 17 has been posted on the Nutmeg web site. Click on the **Duty Schedule** link on the home page to display the current schedule. If you want to add your name to an 'open' slot (a day where no Duty Pilot is shown or the day that is missing from the schedule altogether) you need to log in to the Admin section (see instructions in previous article) and click on the blue Duty Assignment link on the left. This will bring you to the *Duty Assignment Form*. First find the day of the assignment using the calendar tool. Next pick your name from the Member dropdown list. Finally, be sure Duty Pilot is selected as the Duty Type and then click the Submit button. You will then see the Duty Schedule displayed and it will include the assignment you just entered.

If you want to modify an existing assignment, e.g. you are swapping with someone, log into Admin and click on the Duty Schedule link as previously described. Next click the Submit button on the *Duty Assignment Form* (do not enter any

information on this page at this time) and the Duty Schedule will display. Click on the 'clipboard' icon next to the name of the person scheduled on the day for which you want to modify the assignment. This will take you back to the Duty Assignment Form with that person selected in the Member field. Click on the Member dropdown arrow, select the new name from the list and click Submit. You will then see the Duty Schedule displayed again reflecting the change you made. If you are swapping with someone be sure both assignments have been updated.

Please be conscientious about fulfilling your Duty Pilot assignment. If you cannot make it on the assigned day you are obligated to find a replacement and update the schedule. Violators will be tarred and feathered

FAREWELL NUTMEG

Bryan Cotton

I am sorry to say that I am leaving the club this season. I have taken a position out at Schweizer Aircraft in Horseheads, NY. Nutmeg was my flying salvation 11 years ago when I was too house poor to fly on a regular basis. I was in the air just enough to be dangerous. When I was recruited to tow, it was a dream come true for me. Lots of flying, minimal expense, and to top it all off a great bunch of people to hang out with too. It only took a year before I started to dabble in soaring, and before you know it I was hooked. I stuck with it, even though the last couple of years my flying has been limited due to the constraints of having a young family. The 2 hour and 20 minute commute didn't help much either. As sorry as I am to say good-bye, I'm excited by my prospects of a new home and career at Schweizer. And, the two hour shorter drive to the local soaring club is a big plus in my book. Only 20 minutes from my driveway to Harris Hill.

I wish prosperity for Nutmeg and good flying for all its members. Thanks to everyone who helped me along over the past 11 years.

ANOTHER GOOD-BYE

Peter Krebs

Since it is less and less likely that I will make it back to Freehold, please accept my resignation from our wonderful club which has given me immense joy and wonderful unforgettable moments and lasting friendships. "Playing" and working with you almost 15 years is unforgettable.

Keep the sport and camaraderie up as always and FLY SAFELY as I am trying to do here in Las Cruces, NM where you always will find a place to rest before going for the next wave! God bless you!

The following is an article by parachute expert Allen Silver that deals with what to do in the event you actually need to use your parachute. Reprinted with permission of the author.

EMERGENCY BAILOUT PROCEDURES FOR PILOTS

By: Allen Silver

I. Mental Attitude

- A. Attitude plays a major role in your survival
 - 1. Keep a confident and positive attitude
 - 2. Know that you **can and will** bail out if necessary
- B. Believe that your parachute will save your life regardless of what others say
 - 1. Make the bailout decision early and quickly
 - 2. Don't ever give up!
 - a) What may not work the first time may work the second or third try.
 - 3. With a couple exceptions your chute will open in 3 seconds or less
 - 4. Altitude is your friend
 - a) Your parachute has low altitude capabilities, but you don't need to prove it
- C. **Practice – Practice – Practice**
 - 1. Practice egress procedures before and after each flight
 - 2. Remember: canopy/door (if you have one), belts and butt – **in that order**

II. Plan Ahead (before you have an emergency)

- A. Keep your parachute in good condition
 - 1. Have your parachute serviced regularly by a qualified rigger
 - a) They should be familiar with your type of parachute
 - b) Check their FAA license for the proper ratings, if unsure
 - c) Make sure they have current factory packing manuals
 - d) Always pull your ripcord and take your chute out of the container
 - 2. Store your parachute properly.
 - a) Keep in a cool, dry, dark place
 - b) Keep off of floor
- B. Pre-Flight your parachute
 - 1. Inspect carrying bag before removing chute for stains etc.
 - 2. Check that ripcord pins are seated properly and not bent
 - 3. Make sure the ripcord is secured properly in its pocket
 - 4. Make sure nothing is obstructing the ripcord cable housing
 - 5. Check harness, container, snaps and Velcro for damage, wear, and dirt
- C. Practice your emergency procedures **each time** you fly
 - 1. Practice prior to and after each flight
 - 2. Don't just get in and out of your aircraft...**Practice – Practice – Practice**
 - a) By doing this you'll cut your egress time by 50% or more
 - b) Reaction time is faster than thinking about what to do and then Figuring out how to do it.

III. **What Makes Similar Parachutes Different**

- A. Line size and tensile strengths of 400lbs., 550lbs. and 600lbs. are in common use
- B. Line length determines inflated dimension of canopy. The longer the lines the better.
 - 1. Generally speaking the wider the inflated dimension the slower your descent
- C. Types of material used in construction
 - 1. 1.1oz. – approx. 60-90 (cfm) cubic feet per minute of airflow through material
 - 2. Lo-Po (Low Porosity) – 30-40 cfm
 - 3. F-111 – approx. 0-5 cfm
- D. Canopy diameters of 22', 24' 26' and 28' are in common use today
- E. Manufacturer's speed and weight limitations
 - 1. I recommend a minimum rating of 150 KIAS
 - 2. Rated to carry a minimum of 220 lbs.
 - 3. Rate of descent of 16 fps (feet per second) or slower
 - a) This includes your weight and all equipment worn
- F. All parachutes are not created equal
 - 1. This is why a smaller parachute may come down slower than a bigger one
 - 2. Choose wisely and ask question when buying a parachute
 - a) How fast is my rate of descent with my weight and equipment?
 - b) What speed and weight is it placarded at?
 - c) Do not buy used parachutes without a rigger inspecting it first
 - d) Do I want a round parachute or a ram-air?

IV. **Proper Fit and Adjustment of Your Parachute**

- A. Don your parachute properly
 - 1. Chest strap is always **first**
 - 2. Leg straps
 - 3. Other adjustments
 - 4. You can fall out of an improperly adjusted harness

V. **Major Reasons to Leave Your Aircraft.**

- A. Structural failure
- B. Severe control problems
- C. Fire
- D. Mid-Air collision
- E. Insurance Claim! (Just making sure you're paying attention)

VI. When You Make the Decision to Bailout - Canopy/Door, Belts & Butt

- A. Canopy/Door
 1. Jettison the canopy or door (If you have one)
 2. **Never** unfasten your safety belts first
- B. Belts (Unfasten them)
 1. What about communication cords?
- C. Butt (Get out of aircraft)
 1. Claw, crawl or do whatever it takes to get out
 - a) **Use both hands**. Do not take hold of ripcord before leaving aircraft
 2. Expect your exit to be very difficult
 3. Get clear of your aircraft before pulling the ripcord
- D. Look, find, reach and pull your ripcord
 1. Look directly at the ripcord handle when pulling
 - a) Never take your eyes off of it
 - b) This is the most important thing in your life right now
 2. Pull in the direction of the cable housing as if your life depended on it
 3. Use both hands to pull the ripcord
 4. Color coding ripcord handle will help you locate it quickly

VII. Parachute Deployment Time

- A. Canopy must open in less than 3 seconds to be FAA certified
- B. Average opening time is 2 seconds
- C. Once it's open that's as slow as you're ever going to go.
 1. If you're only 6 inches off the ground consider yourself lucky
- D. Loss of altitude will vary according to aircraft attitude and trajectory
 1. The opening time will remain constant
 2. The altitude loss will vary

VIII. Under an Open Canopy

- A. Thank God
- B. Avoiding life threatening obstacles is your **number one** priority
 1. Turn your canopy with the steering handles or rear risers only
 2. Make minor turns below 200 ft. (unless to miss a life threatening obstacle)
- C. Face into the wind for landing
- D. Forward speed of your canopy
 1. Average speed is 5 mph
 2. Determine approximate landing site
 - a) Expect to land between 45 and 60 degrees, in direction your drifting

IX. Prepare for Landing

- A. Keep your eyes on the horizon
- B. Feet and knees tight together
 1. Absorb most of the landing on the balls of your feet
 2. Don't raise your legs before landing
- C. When your feet touch, tuck in your chin and elbows
- D. Collapse your parachute, if inflated.
 1. Quickly get out of harness to prevent being dragged in high winds **OR**
 2. Climb hand over hand up 1 or 2 lines (side by side) towards skirt

X. Problem Landing Areas

- A. Powerlines – avoid at all costs!
- B. Tree landing
 - 1. Feet and knees together, protect head and neck with arms
 - 2. Do not grab branches until stopped
- C. Water landing – flotation gear must be worn
 - 1. Make sure flotation gear is not under harness
 - 2. Inflate prior to entry into water
 - 3. **Do not ever** get out of harness until your feet touch the water
 - a) Swim away from parachute to prevent entanglement

XI. Other Elements of a Successful Bailout

- A. Wear a helmet for protection during bailout and landing
 - 1. Quick release on helmet to leave communication cord in aircraft
 - a) Cord could entangle with deploying parachute
- B. Wear Nomex clothing and gloves
 - 1. Replace when worn out
- C. Carry a signal mirror and a flat whistle
 - 1. Carry in flightsuit or a waistpack
- D. Canopy breaker?
- E. Slide back or jettison canopy during an out landing
- F. Make sure all emergency escape handles work properly
- G. All survival items **must** be carried on you
- H. Name a couple of other high tech. items that are available?
 - 1. ?
 - 2. ?

XII. Safely Back on Earth

- A. Spread out your parachute to help rescuers locate you
- B. Use your survival equipment to summon help
- C. Congratulate yourself on a job well done
- D. Most Important!**
 - 1. Buy your rigger a bottle of wine or a case of beer
 - 2. I prefer wine - **No** screw lids, please

If you have any further questions please feel free to write, call or e-mail me. My business hours are Monday through Thursday 8:30am to 5:30pm. **Thank You!**

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FOR ADDITIONAL ARTICLES GO TO MY WEBSITE OR
CALL
TO SCHEDULE A SAFETY SEMINAR FOR YOUR GROUP