

## WEBSITE HIGHLIGHTS

**Weekend Reports:** The report is found by clicking on the Flying tab at the top of the page and then going to Weekend Reports found in the left column.

<http://nutmegsoaring.org>

## CALENDAR

**May 28 7:00 PM - Membership Meeting** at Freehold. Preceded by pot luck dinner starting about 5:30 PM (details inside).

**June 19 -25 - Region 1 Contest** at Sugarbush, VT.

**June 27 - July 10 - Encampment** at Freehold.

**July 23 - Membership Meeting** at Freehold.



**DON'T BE A LINK IN THE CHAIN OF EVENTS THAT LEADS TO AN ACCIDENT!**

**THINK BEFORE YOU ACT!**

**BE SAFE!**

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Editor: Jim Sidway

## PRESIDENT'S MESSAGE

Bruce Stein

The 2005 season is a month old but it seems as if we have barely started our operations in earnest. The weather has not cooperated at all since opening day and worse yet are the terribly inaccurate forecasts given out for the weekends. One thing remains constant with operating an airport 2 or more hours away from the majority of us: Never believe the forecast. We had a terrible forecast for the past two weekends but those of us who came to airport were pleasantly surprised to find flyable and sometimes soarable conditions. On my first day as duty instructor the forecast was for clouds with occasional showers. By noon we had lift and some very nice thermals developed during the afternoon. One student took me to 6000' in an 8 knot thermal in a 2-33! Our airport is located in an area that seems to create its own strange weather. You never know what to expect until you get there. And even if the weather is not flyable there are plenty of other activities and tasks to keep us occupied.

Since the season is getting off to a slow start I would like to remind everyone who missed going to one of the safety meetings that they are required to get a briefing from an instructor prior to flying solo. In addition a spring check-out is required to fly as PIC in clubs ships and may be recommended by the duty instructor before flying your own ship if you did not fly during the off season. As always running a safe operation is of paramount importance. We all need to keep an eye out for each other and follow the guidelines necessary to keep us all out of harms way. Crossing the runway, staging aircraft, launching gliders, securing gliders and briefing visitors are just a few of the many things we must constantly pay attention to when at the airport. If you do not think an action or situation looks safe then stop and ask someone. You might just break a chain of events that is leading to an incident.

I would like to extend a great thanks to all of our members who helped with the Pawnee wing project this past winter. The number of man-hours invested is incredible and I am very proud to be associated with such a dedicated group of people. Not only have we made the Pawnee a better and safer towplane but also we have increased the knowledge and skill level necessary for these types of projects. The leader of the project, Randol Webb, has given a great deal of his time, patience and energy over the last 7 months and in some instances too much. It is now time for all of us to tell Randol how great a job he did and ask him what projects of his can we help him with this season.

Each season we lose a few members and slowly gain a few during the season. This year we will have to say good-bye (hopefully not forever!) to Bryan Cotton and his family. Bryan

is being transferred to Elmira, NY and has the good fortune being able to fly at Harris Hill, the site of the National Soaring Museum. Bryan intends to keep in contact with the club and will remain a member of the Freehold Airport, LLC. I know we all wish Bryan and his family good luck in the future and hope to see them back in Freehold soon.

Do not forget that there are always many chores that need to be done every weekend at the airport. Grass cutting, glider and towplane washing, trash removal, office cleaning, golf cart maintenance and bathroom cleaning are just a few of the items that need some attention nearly all of the time. We continue to have the dedicated few that do a lot of the work so let's all pitch in and help them when we are at the airport.

Thanks and let's have a safe and fun soaring season.

## MINUTES APRIL 2005 BOD MEETING

April 23, 2005 - The meeting of the Board of Directors was called to order at 3:57 p.m.. Members present: B. Stein, M. Opitz, R. Webb, L. Ramsdell, W. Kenyon

1. The following provisional members from 2004 were voted in as permanent members: Saul Shapiro and Chris Atkins.
2. Runway Improvements: A local contractor provided an estimate for repair of the runway. Depending on the extent of the repairs the costs would be between \$20,000 and \$55,000. These repairs are only to preserve the existing runway structure with oil and stone.
3. Wally Moran reported that the AFD has been updated to remove erroneous information and include pertinent information for the airport.
4. Scholarship Students: The Board discussed the current list of students and voted to accept Anthony Loux as a new Scholarship Student for 2005. This was contingent on a final recommendation by Linda DeMarco, Scholarship Student Chairman. The Board also voted to accept all Scholarship students from the local area that can be reasonably accommodated by the staff of instructors.
5. Grob: The Grob factory due to problems with the old molds will not build the horizontal stabilizer. The factory found a used part at a local soaring club and will refurbish and sell it to Nutmeg. The overall cost will be approx. 2/3 of a new one.
6. Fence: The Board approved the installation of a triangular pipe style of fence at the entrance from the county garage parking lot. The county garage supervisor will be contacted to coordinate this project

7. Nursery Land Swap: The owner of the nursery to the west of the airport was contacted regarding a formal land swap. This was initially turned down as a possibility but other options such as first option to purchase or an easement or right of way for the over run were left open for further discussion.
8. Vie-Prescient: Mike Ampela will be resigning as vice-president. A new vice-president will be appointed. Anyone wishing to participate on the Board of Directors should contact B. Stein to discuss options.
9. Marketing: A quarter page ad in a local tourism guide was placed similar to last year's effort. Anyone with other ideas for opportunities to get positive exposure for the club and soaring should contact a Board member or Jeff Driscoll to discuss.

Adjourned at 5:17 pm - Respectfully Submitted by Bruce Stein

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### BOOKS

Wally Moran

I have ordered a small supply of soaring books to help keep us all up to date. I have the FAR/AIM 2005, Glider pilot log book, and the Glider Flying Handbook (FAA-H-8083-13).

The new Glider Flying Handbook is the current and complete FAA reference for glider flying. It is very well done and covers all the subjects necessary to fly a glider.

I will keep these books in my camper at the field. If you would like to purchase any of them just send me an email or catch me at the airport.

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### FIRST POT LUCK OF 2005

The May 28, 2005 general membership meeting takes place at 7:00 PM in the 'clubhouse' at Freehold. This will be the perfect opportunity for our first of the season pot luck dinner to commence between 5:30 and 6:00 PM (depending on how good a soaring day it is). This will be a true pot luck event - there will be no attempt to organize it due to the late date of this announcement. Bring something to share - an appetizer, entree, salad or dessert. Everyone should BYOB even if it is enough to share just to be sure you will have something you enjoy to drink.

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### WAVE OVER THE SCHOHARIE RESERVOIR

By Bill Kenyon

The morning was overcast, and the previous day had offered no flying, so the outlook was not good. As we worked on campsite cleanup in late morning, Wally kept tempting me, saying, "That looks like a nice cloud street." (It did, but there wasn't any blue visible between the 'streets'.) Wally tempted me more by offering to tow. Dave Rossetter declared his intention to fly the 2-33 to make currency and spring-checkout flights, and that

encouraged me, too. In addition, I was feeling frustrated because I hadn't been able to fly my glider yet this season, due to bad weather and other work to be done.

In the early afternoon I rigged, and launched at about 2:30 behind Wally's tow. The wind at surface was strong down the runway from the west; the weather briefer's winds aloft (if I recall right) at 3000 feet was 320 at 17 knots or thereabouts. My agreement with Wally was to tow out west under the cloud street, and to break off toward Windham High Peak if the street didn't contain lift. But it did; I released at 3000 agl, and headed west (upwind).

There was a lot of turbulence coming off the peaks along the north edge of the Catskills; I kept pushing west/northwest, expecting to find workable thermals coming off the edge peaks, and I did -- although I was keeping a close eye on the glide slope back to Freehold, and noting the strength and prevalence of the sink.

I reached the west-most of these peaks (about 17 miles west of Freehold), and looked out west across the Schoharie Reservoir (the long wiggly one, oriented north-south). Although most of the sky was cloud-filled, the sky over the Reservoir was clear. I worried that the whole area was full of sink, but my altitude was about 7000 msl by now, about 2000-3000 feet above glide slope back to Freehold, so I headed west. I found that there was lift; I turned and worked my way back and forth (north and south) across the front of the cloud bank I had just left to the east.

There was lift in front of the cloud -- evidently wave, because it was smooth and fairly consistent. As it turned out, I managed to stay in the lift for a half-hour or an hour, and worked my way gradually up to about 12,000 feet. I kept close to the open area in the clouds so I could make a quick descent if the open area started to close up (like a seal staying close to his breathing hole). The open area didn't move around much, according to my GPS. I was consistently about 18 miles west of Freehold, and 5-7 miles north of Maben Airport. The ground visible through the cloud-free opening was in cloud shadow, so I couldn't make out ground features most of the time; but from time to time, I could see the Schoharie Reservoir or the town of Prattsville, and that reassured me substantially.

My transponder was on, and I would watch it from time to time to check its response. Most of the time it was indicating two trigger pulses a second or two apart, repeated every 15 seconds (Albany & Schenectady airport radars?) A lot of the time I had my radio tuned to Albany Approach Control (125.0 that day), listening to what was going on, and wondering if I should announce myself.

Gradually, the lift weakened. I worked my way out farther west (to about 25 miles west of Freehold), looking at the top of the solid-looking cloud bank to my west for signs of an 'up' part of some wave activity. In a few places, I could see wispy layers

lying over cloud banks that looked like convection-generated cumulus clouds, but the few I tried didn't have any lift. I was now descending gradually, well below the top of the cloud bank (which was at around 11,000 - 12,000 msl) going round and round in the cloud-free area, and exploring some of its bays and inlets.

I came out below the cloud bank at around 8000 msl, and headed back toward Freehold, after overflying Windham High Peak and Thomas Cole Mountain. As I approached the airport from 8 miles south, my intention was to land so I was flying fast, at the top of the green arc on the airspeed indicator, to burn off altitude, but just off the east end of the runway, I found a nice thermal at around 2700 msl, and couldn't stop myself from thermaling back up to 5700. From there, I took a trip out east to Catskill and Hudson, then back to Freehold.

I have found wave before, on days when there are also thermals. This is the first time I have found wave on trips out 15-20 miles to the west; all other times, I found the wave in the vicinity of Freehold -- coming off the east end of the Catskills, or off the north end.

In retrospect, the cloud-free area was an obvious clue to the presence of a down-going part of a 'wave.' During my half-hour or so in the wave, the cloud-free area did not move. Unfortunately, when you are trying to go somewhere on thermals, and spending a lot of time not far below cloud base, you don't have a really good perspective on which clouds are not moving.

Evidently, the source of the wave was the set of mountains/ridges just west of the Schoharie Reservoir. I could see no evidence from 12,000 msl that there were more up-parts of wave further to the west.

This experience strengthens a feeling I have that was growing stronger last fall -- that there is wave around much more frequently than we go looking for it -- maybe not very strong, and not very widespread, but there just the same. (The strongest wind reported by my Filser during this flight was 22 knots from 280). Thanks, Wally!

#### DUTY SCHEDULE

<u>DATE</u>	<u>DUTY PILOT</u>	<u>INSTRUCTOR</u>	<u>PAWNEE</u>	<u>SUPER CUB</u>
5/21	C. Hoffmaster	D. Rossetter	M. Ampela	D. Page
5/22	OPEN	J. Driscoll	D. Rossetter	M. Ampela
5/28	N. Jackson	W. Moran	T. Huber	D. Rossetter
5/29	D. Jackson	B. Stein	S. Neal	R. Cox
6/4	D. Laitinen	W. Moran		
6/5	A. Lennon			
6/11	R. McNamara	B. Stein		
6/12	P. Meny			
6/18	F. Molnar			
6/19	M. Neal			
6/25	P. Quinn			
6/26	W. Rogg			
7/2	S. Shapiro			
7/3	P. Scarpelli			
7/9	B. Stobbe			
7/10	L. Stoller			
7/16	R. Szigeti			

If you want to enter your name in an OPEN Duty Pilot assignment go to <http://nutmegsoaring.org>, click on Admin and click on the Duty Schedule link. On the Duty Assignment Form pick the appropriate date and your name from the Member list. Click Submit - that's all there is to it. You can do the same for Instructor, Pawnee and Super Cub.

If you want to modify an existing assignment, e.g. you are swapping with someone, go to <http://nutmegsoaring.org>, click on Admin and click on the Duty Schedule link. 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 (yours) from the list and click Submit. You will then see the Duty Schedule displayed again but reflecting the change you made. If you are swapping with someone be sure both assignments have been updated.