



The image above will appear on the 50th Anniversary Commemorative shirts that can be ordered through June 5. See details inside.

CALENDAR

May 27 - June 3 - Encampment - the first of two one week encampments this year.

May 27 - Membership Meeting at Freehold Airport. End of the day meeting preceded by a Pot Luck Dinner - plan to attend and bring a dish to share. BYOB.

July 1 & 2 - Nutmeg's 50th Anniversary Celebration! Details Inside!

July 1 - 9 - Encampment #2 - the second encampment of the 2006 Season!

**NUTMEG SOARING TURNS 50!
BIG CELEBRATION PLANNED FOR JULY 1 & 2!
DETAILS INSIDE!**

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

The season is now in full swing. We have had a few good days with only one weekend of rain so far. At the risk of being too repetitious I want to remind all of our members that the weather is often flyable at Freehold while it may be raining at home. It is a peculiar phenomenon but has been proven many times over the last 4 seasons.

Flyable days are what students should be looking for, not necessarily the booming days that the experienced cross-country pilots wait for. So if you are a student this year or are working on a new rating sometimes the best days to get instruction are those when the clouds are flat and the air is smooth. Also, if you are a student a few phone calls during the week can pay off with weekend instruction. Sometimes there may not be an instructor scheduled for a given Saturday or Sunday. When this occurs a phone call during the week to an instructor along with some persuasive begging may get you into the glider during the weekend.

The glider fleet continues to age and requires more care than ever. When you are pulling a glider out of its tie down please make an effort to stop by the water spigot and give it a good washing (and even some wax) before bringing it to the line. In addition there are several areas on the gliders that require lubrication periodically.

And it is not only the gliders that need our TLC. The entire airport facility is in constant need of cleaning and fixing. Most of you probably get enough of the fixing and repairing type chores at home but a few minutes or an hour working on the airport will help keep our facility in the best shape possible.

A large part of the upkeep at the airport is grass cutting. We have a few dedicated members who can be found cutting grass when the ships are not flying. If you are interested in getting on that great mower we have and grabbing some of the fun for yourself be sure to get a thorough check out from one of our experienced mowing team members.

As you probably know the Nutmeg 50th Anniversary Picnic will be held on July 2nd. We hope to have a great weekend of flying and reminiscing with current and former members. Jim Sidway has been doing a great job of putting together the event together for us. Keep an eye on the newsletters and our website for details and updates.

Dave Rossetter is beginning to get his feet wet with handling our Operations Committee. Dave along with his group will be working towards communicating the clubs flying policies along with running a safe operation. Make sure you listen when Dave wants to discuss our operations or safety issues and give him your support 100% of the time.

See you at the airport - Bruce Stein

OPERATIONS COMMITTEE REPORT

Submitted by David Rossetter

This winter, the Nutmeg BOD appointed me your new Chair of the Operations Committee. I am honored to serve in this key position.

For those who do not know me well, here is a brief outline of my experience. My first flying lesson was in the front seat of a 2-33 in 1973 in Plymouth, NH. Since then, I have towed, instructed, and managed a soaring school in Hinckley, IL. I have owned a share of a PIK-20, belonged to clubs in Missoula, MT and Boulder, CO. I flew regularly in Kalispell, MT, Blairstown, NJ and still spend several weeks per year in Driggs, ID soaring in the Tetons. After running Hinckley Soaring in the 70's, I spent several years managing an FBO in Aurora, IL. Since then, I have pursued an airline career and am currently a 737 Captain out of beautiful EWR.

I joined Nutmeg in 2002 and got back into soaring after a ten year hiatus. Wally helped me renew my CFGI and checked me out in the towplanes (with Randol's help). It is wonderful to be back doing what I loved in 1979.

Joining me on the Operations Committee are our Chief Flight Instructor, Wally Moran, our new Chief Tow Pilot, Bob Ward, Mike Ampela (overseeing tow plane maintenance), Instructors Bill Kenyon and Jeff Driscoll, Robin McNamara (overseeing glider maintenance), and our esteemed President, Bruce Stein. Great thanks and good wishes to our retiring Operations Committee Chair, Randol Webb. What a wonderful job he did during our transition to Freehold. He truly deserves his "retirement".

Many people have asked me what our priorities are this year. My answer is "communications". We have a lot of good and safe practices at Nutmeg. As long as informed members kept newcomers apprised of our safety practices, the operation went well (and what a great job you all have done). However, as the club starts to grow again, keeping the operations information flowing becomes more of a challenge. It is my goal to improve the flow of that information. To that end, look for a new and improved Operations Rules document combined with general descriptions of all flight (and flight-related ground) operations in a handy booklet (available on the web). This should be an easy to reference document that all can understand. Your input is welcome! In addition, signs will be posted at key areas describing important safety practices to all pilots and visitors. I hope to have all this information put together by the end of May.

There are many other safety and operations ideas that we plan to implement. We will also expand tow pilot operating and checkout procedures and work on instruction standardization. Finally, we plan to define exactly what the Operations Committee does (and does not do) as well as what the different key members' job descriptions are.

We have lots to do and not much time to do it as the season is underway. While we work through all this, please do your best to do a great job of operating efficiently and safely. We welcome your input and comments.

THINK SAFETY

Submitted by Wally Moran

Just who's job is it to maintain the safety of the operation on a given day? It's easy to say, at Nutmeg everyone's job is safety, but let's think about that for a moment.

It is a beautiful sunny day, soaring is great and you are almost ready to go flying when you spot something that you think may be a minor safety issue. Since you know everyone's job is safety, you may takeoff without a care as someone else will surely take care of that minor problem. So you do nothing.

On another occasion you observe what appears to be an unsafe flying practice, but after investigation you learn that the pilot is a senior member of Nutmeg. You assume that others more experienced than you also observed this problem and will respond accordingly. After all safety is everyone's job. So you do nothing.

You hear two other members talking about a procedure they believe could be safer and since you know safety is everyone's job, you assume that will be changed soon. So you do nothing.

Next you are talking with some fellow members and the conversation turns to safety. You comment that you have recently observed a number of safety issues and no one seems to be doing anything about them. Your friends agree, they too have seen the same things but no one seems concerned. So, just who is responsible for safety here any way?

Anyone of these issues could be that link in a chain of events that leads to an accident. That chain could have been broken along the way if someone, anyone, everyone would have brought the problem to the attention of the right party.

So just who is the correct party? If your issue is with something going on at the line, speak to the duty pilot and the instructor on duty. Just because you may be a student pilot or junior member does not mean that your observations are not important. In fact newer people may provide some of the most objective

observations. If you are concerned with general policies or procedure, speak to the Chief of operations, currently David Rossetter or the President. If you wish your comments to remain anonymous, just say so and confidence will be kept.

So who is responsible for safety at Nutmeg? You are. As a member, you have the responsibility to report problems, encourage safer operations and be always observant. Most accidents result from a series of minor unsafe actions or policies. It is our job to break that chain before it turns into an accident.

A NUTMEG RETROSPECT - FIRST FLIGHT

Submitted by John Boyce

On September 19, 1956, Ev Keeler flew 3800A, the third 1-26 ever made, at the end of a long rope attached to a Cessna 170 flown by "Batch" Pond. Departure was from Elmira, NY, destination Woodbury, Conn. Time enroute: 2:30.

With no radio communication available, information was passed back and forth by means of colored flash cards carried in the glider, the towplane, and an Ercoupe flown by Connie Moeller, who would fly along side each aircraft and pass along information as needed.

Arriving above an undercast in what they hoped was the general vicinity of their destination, Ev found a hole, circled down through it and soared the remaining distance to a safe landing at Woodbury.

Nutmeg Soaring Association was born that day. (Incorporation occurred two days later.)

Note: John has promised to provide some additional Nutmeg history over the course of this season. Ed

*** COMMEMORATIVE SHIRT SALE ***

50th Anniversary commemorative shirts in several styles and colors will be available for purchase from Winnie Kenyon (see the enclosed order form). June 5 is the deadline for ordering. Several samples will be available to see at Freehold over the Memorial Day weekend and during the week of encampment that follows. Each shirt will be adorned with an embroidered, specially designed 50th Anniversary logo (a sample of the logo is printed on the mailing page of this newsletter). Stay on the cutting edge of fashion - order your shirts now!

A note regarding the 50th Anniversary Celebration weekend: A lot of time effort is being invested in making this a fun and memorable event. If you are planning to attend, and we hope you are, please return your picnic reservation today. Time has a way of getting away from us all and it is important that we have your reservation secured sooner rather than later. There will be no tickets sold on the day of the picnic. Don't be disappointed because you ended up forgetting to send in your reservation.

2006 DUTY SCHEDULE

<u>DATE</u>	<u>DUTY PILOT</u>	<u>INSTRUCTOR</u>	<u>PAWNEE</u>	<u>SUPER CUB</u>
Sat 5/6	D. Laitinen	W. Moran	M. Ampela	D. Rossetter
Sun 5/7	P. Meny	J. Boyce	D. Page	S. Neal
Sat 5/13	T. Albrecht	B. Stein	J. Boyce	R. Cox
Sun 5/14	C. Atkins	J. Driscoll		J. Boyce
Sat 5/20	B. Duckworth	J. Boyce	R. Ward	R. Cox
Sun 5/21			M. Flynn	R. Ward
Sat 5/27	R. McNamara	B. Stein	R. Ward	J. Boyce
Sun 5/28	R. Szigeti			R. Cox
Sat 6/3	B. Stobbe	W. Moran		
Sun 6/4	P. Scarpelli	J. Driscoll		
Sat 6/10	O. Horvat			
Sun 6/11	P. Veldkamp	B. Stein		
Sat 6/17				
Sun 6/18	L. Demarco			
Sat 6/24	D. Y. Jackson	B. Stein		
Sun 6/25	D. O. Jackson			
Sat 7/1	C. Boyce-Jacino			
Sun 7/2				
Sat 7/8	S. Baroody			
Sun 7/9	F. Molnar			
Sat 7/15	K. Boyce-Jacino			
Sun 7/16	W. Rogg			
Sat 7/22	A. Loux			
Sun 7/23	M. Young			
Sat 7/29	N. Jackson			

Please check the above roster to see when you have been scheduled as Duty Pilot. Remember, it is your responsibility to make arrangements for a substitute in the event you are unable to serve on your scheduled day. If you see an empty slot that you would be willing to fill (this will count towards one of your two possible duty dates for the season) please log onto <http://nutmegsoaring.org> > click on the *Admin* link in the upper right quadrant > Enter your full name and the password to gain access to the restricted area (for those who do not know the password you can e-mail Jim Sidway at jsidway@earthlink.net - Hint: The password is the combination of the call letters for the Pawnee and Super Cub) > Click on the *Duty Assignment* link in the list in the left pane > Follow the instructions on the Duty Assignment Form to enter your name (you can use this same form to change an existing assignment - something you should only do if you have arranged for a substitute; do not simply remove yourself from your assigned date). You can manually enter the date or use the convenient calendar function to select the proper date, choose your name from the dropdown list and be sure Duty Pilot is selected for the Duty Type. Instructors and Tow Pilots can use this same feature being sure to select the appropriate Duty Type before submitting. NOTE: You must click the Submit button after filling in the form in order for your assignment to be posted.

**NUTMEG SOARING ASSOCIATION
50TH ANNIVERSARY SHIRTS**

I would like to have as many orders as possible over the Memorial Day weekend so that I can have the shirts embroidered and distributed for our July 1 - 2 weekend. I will bring them to Freehold.

Your Name _____ Phone _____ Date _____

You may send checks to: **Winnie Kenyon 19 Bayberry Hill Road, Ridgefield, CT 06877**
Questions?? Call me at work (203) 431-9910

ITEM	MEN'S SIZES: QUANTITY DESIRED						COST EACH	TOTAL	
	S 34 - 36	M 38 - 40	L 42 - 44	XL 46 - 48	XXL 50 - 52	3X			
Collared Polo - With Pocket Pique knit/ hemmed sleeves # OB2101							N/A	\$21	
Collared Polo - No Pocket Pique knit / welt sleeve band # OB2100							N/A	\$21	
Tee Shirt - With Pocket Hanes Beefy T, 100% Cotton # 5190							N/A	\$19	
Tee Shirt - No Pocket Hanes Beefy T, 100% Cotton # 5180								\$15	
ITEM	WOMEN'S SIZES: QUANTITY DESIRED							COST EACH	TOTAL
	XS 2 - 4	S 6 - 8	M 10 - 12	L 14 - 16	XL 18 - 20	2X 22 - 24	3X 26 - 28		
Collared Polo - No Pocket Shorter sleeves/tails # OB2400								\$21	
Scoop Tee Pinpoint Pique 96% Cotton, 4% Spandex # 5201								\$22	
									
YOUTH SIZES: QUANTITY DESIRED									
	XS 2 - 4	S 6 - 8	M 10 - 12	L 14 - 16					
Tee Shirt - No Pocket Hanes Beefy T # 5380								\$14	
Merchandise Total									

PLEASE NOTE: ORDERS AND PAYMENT MUST BE RECEIVED BY WINNIE NO LATER THAN JUNE 5TH.

Date Payment Received by Winnie _____ Cash _____ Check _____

Date Shirts Delivered _____ and Received by _____