

Please do your part to keep our airport clean and safe!

When crossing the runway to or from 'Creekside Acres' be sure to cross at the designated location based on the active runway. That would be across from the east end of Ramsdell Blvd (in line with where the 2-33s are tied down) when runway 12 is active and the west end of Ramsdell Blvd (the west end of the paved runway) when we are operating on runway 30. Be sure to check for traffic every time you cross. It really hurts when you get hit by landing aircraft!

CALENDAR

July 15 After Flying - Membership Meeting: We will have a **pot luck dinner** either before or after the meeting. Please plan to **bring a dish to share** - an appetizer, entree, salad or dessert. Please also plan to **bring a beverage** as we were short on things to drink at the last meeting. The weather looks like it should be good so please plan to attend. See you there!



<u>Date</u>	<u>Duty Pilot</u>	<u>Instructor</u>	<u>Pawnee</u>	<u>Cub</u>	<u>Husky</u>
7/15	K. Boyce-Jacino		M. Ampela		R. Ward
7/16	W. Rogg		T. Smith	B. Stein	
7/22	A. Loux	B. Stein	C. McIntyre	R. Ward	M. Ampela
7/23	M. Young		R. Ward	R. Cox	
7/29	C. Atkins			R. Cox	
7/30			D. Rossetter	R. Cox	

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Editor: Jim Sidway

50th ANNIVERSARY A SUCCESS!

By Jim Sidway

The weather gods were happy and gave us two good summer days during which we celebrated Nutmeg Soaring's 50th anniversary. A good time was had by all who attended - current members, Nutmeg alumni, family and friends. Former member Bill Batesole visited from Vermont bringing with him the glider that started it all back in 1956 - 3800A, the third Schweizer 1-26 off the line (and the first sold to the public), was there in all its restored glory. Bill and his dad did a fantastic job making it look better than new. Bill even added a really cool 50th Anniversary graphic on the tail fin. Several Nutmeggers were lucky enough to have a chance to fly this great old bird.

Saturday proved to be an excellent soaring day and many former members had a chance to fly with a current member in a 2-33 or the Grob. I had a chance to fly with my dad, Pete Sidway, who after about 30 years absence from a glider cockpit could still thermal well enough to provide us with an extended time aloft during the last flight of the day. The spot landing contest was postponed until Sunday due to lack of interest.

Saturday evening provided an opportunity for smaller gatherings of old and new friends. The aromas of a variety of great foods wafted from many a camper kitchen and grill along Ramsdell Blvd. that night.

Sunday proved to be a bit more summer like, hazy, hot and humid, but decent flights were to be had none the less. I spent a good part of the day preparing for the picnic-under-the-tent scheduled for 5:00 that afternoon, all the time praying that predicted thunderstorms would pass us by. At one point during the early afternoon Jeff Driscoll, Bill Batesole and I set up for the spot landing contest by marking the spot and locating the stopping cones. No sooner had we finished this task when the wind shifted and operations were moved to the other end of the field. The spot landing contest was not to be.

Top Shelf Caterers arrived around 2:30 and set up shop. Before long they had ribs barbecuing on their giant 'grill on wheels'. The smells were enough to whet the appetite of everyone who walked by. Later on there were predictions of violent thunderstorms with hail, high winds and possible tornadoes - yikes! But again the weather gods spared us and before the night was over several folks wondered why we bothered with the tent.

When 5:00 finally rolled around folks were hot, thirsty and hungry and as promised the caterers began serving what proved

to be delicious ribs, chicken, corn on the cob and assorted side dishes. Clem Hoovler could be seen going for thirds on ribs!

In his remarks made during the 'formal' portion of the evening's festivities Bruce Stein recognized all of the former members attending the dinner. The list included Mike Clarke, JB Gardner, Robert Johnston, Joe Murphy, Corwin Sharp, Pete Sidway, Rye Thompson, Bob Thulin and Bill Batesole. Bill spoke to the crowd relaying portions of an essay his dad, also Bill, had written regarding the history of 3800A and Nutmeg Soaring. It was a moment of nostalgia and emotions ran high. Linda DeMarco hustled the entire crowd outside around the vintage glider for a group photo to commemorate the event. We are hoping to see the picture in a future issue of Soaring magazine.

Before, during and after the meal folks were able to browse a variety of photos and memorabilia from Nutmeg's past. Thanks to all who brought along their memories to share.

The evening ended with an unexpected pyrotechnics display, the source of which remains a mystery. Soon after dark the sky was suddenly filled with bursts of dazzling colors and the percussion of fireworks exploding. They appeared to be emanating somewhere to the west of the airport. Regardless of who was responsible it proved to be a fitting climax to a great weekend.

I would like to thank everyone who participated in the event for being a part of Nutmeg history. I would especially like to acknowledge all those whose contribution of their time and effort made the weekend the success that it was:

Beth & Tom Albrecht
Bill Batesole
John Boyce
Bob Cox
Anna Maria Draganovic
Amy & Jeff Driscoll
Bob Duckworth
Bob Griffen
Diana & Ovi Horvat
Nan Jackson
Carol Kinney & Don McKinlay
Frank Molnar
Dixie Moran
Joan Rothfuss
Linda DeMarco
Courtney Ramsdell
Lee Ramsdell

Penny & David Rossetter
 Melissa Schipul
 Sue Sidway
 Bruce Stein
 Deb Stobbe
 Carol Ward

And a special thanks to Winnie Kenyon not only for the incredible job with the 50th Anniversary commemorative shirts but for her organizational efforts with regards to organizing and decorating the hangar and tent for the picnic.

If I have forgotten anyone *I truly apologize* - I really appreciated everyone's help. And for those who asked if they could do something and for whom I had no task, thanks for asking - I appreciate your willingness to help out. And yes, I will be willing to do it again for the 100th anniversary!

ONE MAN'S ENCAMPMENT EXPERIENCE

Submitted by Donald "Mac" McKinlay

Saturday, May 27th we arrived at Freehold at 12:30 and set up our supplies and the usual trailer preparation. I had an appointment with Clem to do the annual on N77BS. That took most of the rest of the day.

Sunday, May 28th I slept late and eventually got my ship ready for some flying. I spent a good deal of my 2-hour flight over Windham High Peak where both lift and sink were strong. Eventually I returned to the valley where thermals were moderate. Most everybody had a decent flight (in spite of the heat). There were 33 tows in all - a good day for Nutmeg.

Late in the afternoon I used the small Craftsman tractor to mow between the cornfield and the Ramsdell Blvd.

Monday, May 29th I managed to stay aloft for an hour at 24 to 25 hundred feet. Several of the ships were working the same thermals. Again it was very hot.

That morning my "crew" and I cut some brush along the creek on the east end of the field between the creek and our launch area.

Tuesday, May 30th both the flying and the heat were a rerun of Monday. Lift was weak and bubbled out at 25 hundred feet. Morale was dropping. The weather reports for the rest of the week looked bad. Many went home and by late evening the airport looked like a ghost town with few lights on. Very Quiet! The weather went from heat to strong thunderstorms with heavy rain.

Wednesday, May 31st the overcast was low over the field. I got my "crew" together and we spent the morning cutting more brush along the creek and filled woodchuck holes and a large hole that developed in front of Clem's office in the tie down area. Finished the day off with a little mowing. More thunderstorms with rain for the night.

Thursday, June 1st I gave my "crew" the day off and spent about 6 hours on the tractor rolling the airport. I can't explain how unusual that rolling operation feels. As you steer the tractor in one direction the roller pushes you in another. You soon learn that all turns must be made real wide, and I mean real wide! My thoughts were that I was riding on a giant serpent that slithered as it went. You very quickly realize how limited your control is. I couldn't help but think about Frank and the many hours he has spent on this contraption and how it's the kind of job where nobody sees the results. At some point I switched horses and spent a couple of hours mowing. No thunderstorms just very heavy rain.

Friday, June 2nd I gathered my "crew" together and in front of the Administration building we dug dry wells and filled them with crushed stone and laid flat stone on top. Our hope is that this will cut down on the erosion from the roof drains. Before we finished cleaning out the gutters we discovered the driveway had once again developed another hole. The farmer had plowed the field and that always kicks out a few stones onto the area where we mow. So my "crew" and I made a circuit of the field picking up those rocks and used them to fill the hole in the driveway. We know that this is only a temporary repair that has been done several times now and it's only a matter of time before a vehicle or person falls in there. The pipe under the drive is separated and needs major repair or possibly it needs to be replaced.

Saturday, June 3rd several of our diehard members showed up today (some last evening). My hopes were temporarily lifted but they all said the weather looked very iffy. Sure enough we woke up to heavy rain and it was predicted to last all day.

My "crew" (RAZIE my faithful four legged friend) said she wasn't going to work another day in the rain and if I didn't get more help she is quitting as my "crew".

Sunday, June 4th I finally gave up and went home!

A PLEA FROM THE SOLID WASTE MANAGER

Once settled in at Freehold I became aware of a chore that needed to be done. Several garbage cans placed around the buildings had to be dumped. It became a weekly ritual for me to empty them in the dumpster behind the barn.

Lately campers have been putting their already bagged garbage in these cans. This causes the cans to be full sooner and causes overflow. It's also a waste of my time and Nutmegs money to put bagged garbage in bags Nutmeg is paying for. PLEASE put your bagged garbage in the dumpster.

There are can liners in the storage room. Don't dump garbage in cans without liners as it blows around the airport when the dumpster is left open and when the garbage is being transferred from the dumpster to the hauler's truck.

Thanks, Mac - your Solid Waste Management Team Leader

MINUTES JUNE 2006 BoD MEETING

The meeting was called to order at 6:40 PM on June 16, 2006

In attendance: Bruce Stein, Lee Ramsdell, Marty Opitz, Jim Sidway, Bob Cox, Don McKinlay

The following items were discussed:

- 1) Our President, Bruce Stein was authorized to retain Richard White, a CPA, to review our tax obligation.
- 2) The Supercub will be retained by Nutmeg until the Husky is in service. However adds will be placed in several publications and on the Web.
- 3) The tow hook has arrived for the Husky and will be installed as soon as possible.
- 4) Tow pilots are working on familiarizing themselves with the Husky so they can be certified for the FAA regulations and to satisfy the insurance requirements.
- 5) The 50th Anniversary party appears to be shaping up. Currently 94 reservations have been made for the picnic. Jim Sidway has made extensive efforts to contact any member past or present who might be interested in attending. Jim has worked for many hours putting this party together.
- 6) Dave Rossetter has been working on a manual for safe operations at Freehold airport. He feels that it is about 2/3 complete. Once it is printed each member should have a copy and be familiar with how we should be operating.
- 7) Currently we are running at slightly fewer tows than in previous years. This is due in part to the poor weekend weather.
- 8) The runway improvements have also been delayed because of the extensive rain. The contractor halted operations in order to do the job as it should be done.

The meeting was adjourned at 7:35 PM

Respectfully submitted - Donald McKinlay, Secy/Treasurer

50K TRIANGULAR COURSE

Esteban Draganovic has developed a 50K triangular course suitable for cross country and contest training. The task was created with the Blanik L-33 in mind but would be suitable for a 1-26 under good conditions. The beauty of the course is that one should always be within easy reach of Freehold or Greenville/Rainbow airports. Please see the enclosed document for complete details.

*** ET CETERA ***

June and July were busy months for several Nutmeggers who enjoyed a variety of soaring accomplishments:

Jeff Wise passed his Private Glider flight test (you can read about Jeff's soaring adventures on his 'blog' at www.Popularmechanics.com/glider). **Anthony Laux** and **Chris Atkins** both achieved their first solo and earned their A Badges. And **Tom Albrecht** earned his Bronze Badge (yours truly witnessed his excellent third spot landing).

Congratulations to all on these fine achievements!

FINAL GLIDE

Former member **Jack Sargent** died this May, in Florida, aged 79.

Jack was president of Nutmeg in the '70's, and was a member of the Tunxis group...99S, a 2-33, as well as a member of Nutmeg. He also had a share in a Pilatus, along with Dave Jackson and Jim Wright.

Jack was an Air Force veteran of WW 2 and Korea. He was a graduate of Dartmouth and had a Ph.D. in chemistry from Columbia. His working career was as a research chemist with Uniroyal, in Naugatuck.

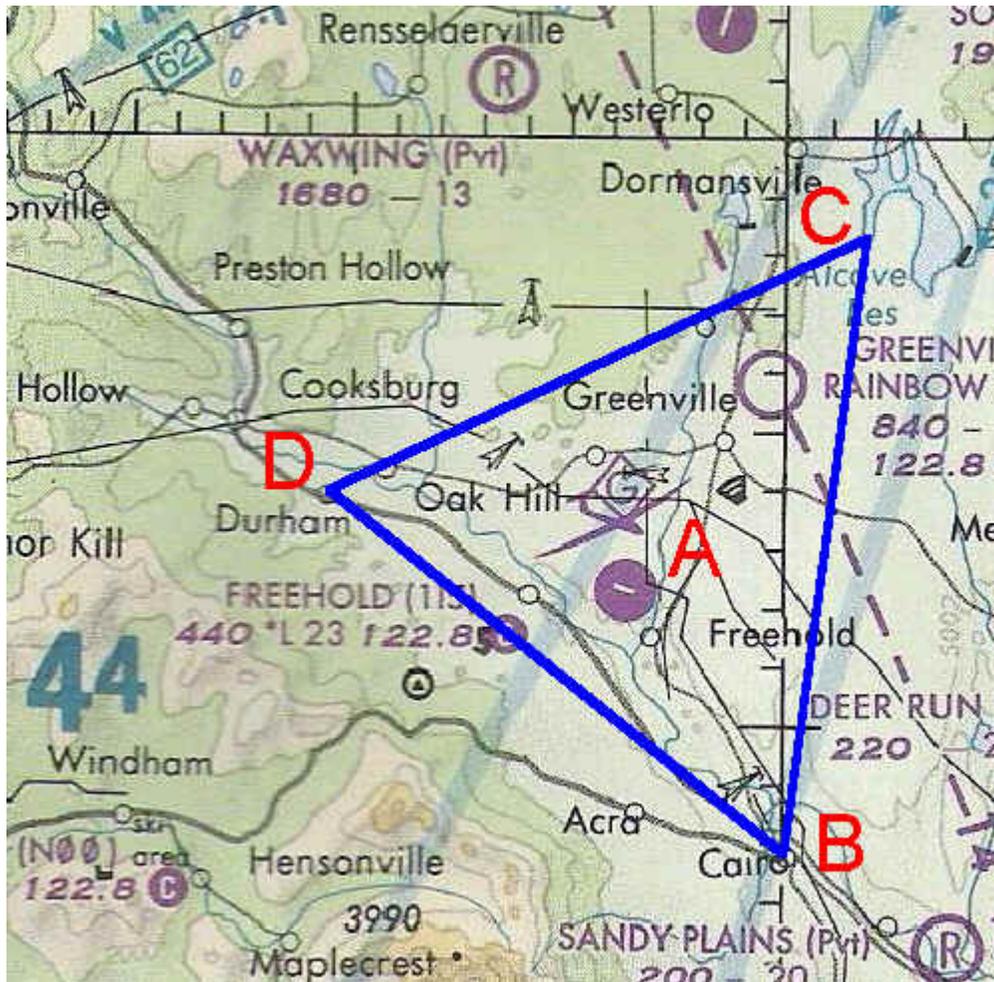
As I write this, the memories come flooding back, too many to recount here. But all of us who were active in those years will never forget the (in)famous green Mustang.

Truly a unique character. - John Boyce

Note: You can read an obituary for Jack at the following link while it remains active:

[Http://www.townonline.com/brewster/obituaries/view.bg?articleid=533170](http://www.townonline.com/brewster/obituaries/view.bg?articleid=533170)

50K Triangular Course
Nutmeg Soaring Assoc.
Freehold Airport 115



Proposed 55.7 Km triangular course

A 50 Km (Half FAI 100 Km) triangle task is proposed for cross country task training, competitive task training and internal contesting. The layout of the task complies with the FAI 28% rule but there is no FAI definition for a 50 Km competitive task. Therefore this task is only useful for training and club internal purposes. This task was created with the L-33 sailplane in mind. With very good conditions the 1-26 type sailplane could also complete this task. With 4Kt thermals this task could be accomplished at 31Mph in the 1-26, and with thermals of 2Kt at 23 Mph. It is also proposed that the task be run twice consecutively if a pilot is using a ship of 1:35

L/D or higher making the task challenge similar to the 100 Km triangle except for the max distance from the starting point.

TURNPOINT LOCATIONS

NAME	COORDINATES	ELEVATION
Freehold, 115	42 ⁰ 21.850 N; 74 ⁰ 03.950 W	440 ft
Cairo	42 ⁰ 18.131 N; 74 ⁰ 0.460 W	410 ft
Alcove Reservoir (Thin Arm southern tip)	42 ⁰ 28.448 W; 73 ⁰ 58.018 N	640 ft
Durham	42 ⁰ 23.979 N; 74 ⁰ 10.416 W	870 ft

DISTANCES

LEG	DISTANCE
B-C	19.39 Km – 35% of total
C-D	18.91 Km – 34% of total
D-B	17.44 Km – 31% of total
Total=	55.74Km, FAI symmetry

The distances have been calculated from the turn-point coordinates using the standard Geoid. The program used was GeoidTest.exe, for further details on the program visit <http://www.soaringpilotssoftware.com/Geoid.htm>

The task should be run in ABCDA, or ADCBA order depending on conditions (Pilot's choice).

A proposal for internal competition or ranking:

Each pilot participating will accumulate points in a 2 month period, selecting the best two flights in the two months (May-June; July-August and September-October). At the end of the season the points for each two months period are added together (so a max of 6 flights for the year can be used).

The task yields points for distance and speed:

- a) Finishing the task in any time yields 1 point
- b) For every Mph above 23 Mph an additional 1/10 of a point is granted.

Ships with L/D better than 1:35 need to run twice over the course in any time to earn 1 point.

Handicap de-rating applies.