

Safety Tip:

When driving a cart to retrieve a glider that has landed when operating on runway 30 stay as far to the right as possible until directly across from the glider. DO NOT cross the runway if you see the towplane in position and the wings of the glider being launched are level! Wait until the launch has progressed to the point where you are sure the glider will not be making a downwind landing due to a rope break - simulated or real. Then, after checking for traffic, drive straight across to the waiting glider.

CALENDAR

September 2 - Membership Meeting The September membership meeting will be held in conjunction with an open house at Linda and Lee's. RSVP required. Details Inside.

September 23 - 30: Annual Mifflin Ridge Soaring Trip - details inside.



NOTICE!

The Duty Pilot schedule has been completed through the end of the season. A copy is enclosed for your reference. Please remember that if you cannot serve on your scheduled day it is your responsibility to find a replacement and update the website accordingly. If you need assistance updating the Duty Schedule on the website please contact Jim Sidway at jsidway@earthlink.net for guidance.

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ANNUAL MIFFLIN RIDGE SOARING TRIP

Submitted by Bruce Stein

The annual trip to Mifflin to fly on the ridges of PA will be September 23 to September 30. If you plan on going this year make hotel reservations as soon as possible. For new members or those who have not made the trip before the airport we fly out of is RVL.

We will need volunteers to bring the Grob and Blanik down and back for the encampment. The Grob requires a truck or SUV but the Blanik can be towed with nearly any vehicle with a tow hitch. If you can tow a glider in either direction please let me know ASAP.

Flying on the ridges of PA is a fantastic way to get some great flying in before the end of the season. Also for those interested in flying for Badges Mifflin is the place to get it done.

SEPTEMBER MEMBERSHIP MEETING

The September Membership Meeting will be held on Saturday, September 2 in conjunction with an Open House at Lee and Linda's new home in Medusa. All Nutmeg members and their significant others are invited to attend (space limitations prevent accommodating extended families or pets - junior members are invited to attend with the adult of their choice). Happy Hour will begin at 5:30 and dinner will be served at 7:00. The business portion of the evening will be conducted at the end of the meal and will be followed by schmoozing, hobnobbing, and billiards for those so inclined. Because this will be a catered affair you are requested to RSVP by August 27th by e-mail at leeramsdell@direcway.com or calling 518-239-6455. Please bring a beverage of your choice to share - no food contributions please.

Directions:

- Route 67 West (turn left out of the airport)
- Turn Left on 67-A towards East Durham (cross the creek) just past Story's nursery.
- Turn Right onto Route 145 at the blinking light.
- Go 8 miles and turn right on County Route 352 (Fox Creek Rd) in Preston Hollow - turn sneaks up on you.
- Drive 3 miles and turn left on County Route 358.
- Linda and Lee's driveway is on the left just past the old red barn.

LAUNCH INCIDENT

Submitted by Bill Kenyon

Lead-up:

Launch runway: 12

Wind aloft: 260 at 39 knots at 3000 feet.

Preparation: I strapped into the cockpit while the glider was parked off to the side, then Dave Rossetter and others pulled me out. We then had to pull off the runway for a landing aircraft, and then re-stage.

Traffic in the pattern: I didn't want to waste time, as Wally Moran in Nutmeg One (1-26 N3800A) was on the downwind leg of his pattern.

The launch:

1. As the glider began moving, towed by the SuperCub, I started to wonder whether the tail dolly had been removed by the launch crew.
2. At the usual place, I gave a little back stick pressure to get off the ground, and the glider accordingly lifted off the ground.
3. The glider settled back on the ground, which it hasn't done before (in contrast, Grob102 N2LE, which I flew for 3 years and about 400 hours, would routinely settle back).
4. The glider didn't seem to want to take off again, and the controls felt a little unresponsive. I was still worried about the tail dolly.
5. I released.
6. I was now back on the ground, rolling along at a high speed. The end of the runway (the south turf) seemed to be coming up quickly, and there was a 2-33 motionless off on the right. I stepped on the brake (activated by pushing simultaneously with both heels on the bottom of the rudder pedals), did a bit of a "stoppie" (the glider tilts forward on the nose because of the braking deceleration) and rolled off to the right.

Information from others:

Don McKinley was right on the scene in a golf cart; I had come to a stop just across from the taxiway. Mac said that there had been a strong gust of tailwind during my takeoff run. The tail dolly was not on the glider.

Tow pilot Bob Cox said that the SuperCub had also settled back on the runway, and that he was glad I had pulled off. He had continued the takeoff and went around the pattern to land; he said that there was lot of turbulence in the pattern.

(continued)

Later thoughts:

1. What happened: based on the comments by others, a strong tailwind gust occurred during my takeoff run, and had caused my glider to settle back onto the ground after it first took off. The tailwind also explains the less-than-normal control authority that I sensed as the glider settled back, and my long roll down the runway after releasing.

2. The wind. In retrospect, having a headwind for runway 12 was unusual, considering that the wind at 3000 was so strong (39 kts) from the southwest. We are blessed at Freehold in that the wind is usually pretty much straight down the runway. However, the downside is that the wind can reverse direction. This day, it did that suddenly.

3. The tail dolly. I normally remove the tail dolly myself after I have pushed the glider into launch position and before climbing into the cockpit. When I strap in on the side of the runway and the launch crew pulls me out to launch position, I obviously can't remove the tail dolly myself. I should check more closely whether the tail dolly has been removed. It also helps greatly if the launch crew brings the tail dolly (AND its accompanying strap) around where I can see it after they remove it.

4. Towing the glider/pilot into launch position. At North Adams (Mohawk Soaring) during encampment a few years ago, I launched with the canopy unlatched because I wasn't used to this procedure. Mohawk – to minimize time on the runway -- connects the tow rope to the glider while the latter is parked on the grass, the tow plane then tows it onto the blacktop, they quickly remove the tail dolly (if any) and the tow pilot immediately applies full power. I had the canopy open to check for removal of the tail dolly and strap, and when I closed it, I didn't latch it. (I made a new rule for myself that day: If I close the canopy, I must immediately latch it). ***You should review whether you need to do things differently if you are towed out to the launch position IN the glider.***

5. Awareness of the launch-line community. They were unaware that I had aborted my takeoff, and that there was therefore an extra glider on the runway. I could have helped by getting on the radio after I stopped, and saying " .. aborted takeoff ".

6. The glider that was on downwind. Its pilot's report follows directly. I had hurried my takeoff to stay out of his way, but when I settled back, I was not thinking of him (nor on my roll down the south turf). As luck has it, my long run down the runway, and my getting off the runway next to the 2-33 left him more room than if I had stopped quickly, and not rolled off to the side.

CRM IN GLIDERS?

Submitted by David Rossetter

Many who fly professionally or follow the industry closely have heard of Crew Resource Management (CRM). For those who do not, CRM is a concept that encourages pilots to use all their resources to their fullest advantage - specifically, human resources. These resources may include a First Officer, Flight Attendant, or Air Traffic Controller. In addition, the concept encourages crew members to offer their input, perspective, ideas, and expertise. The end result is safer operation that uses all people associated with the flight, participating in most decisions. While the Captain is still the ultimate decision maker, this approach comes a long way from the "Captain is God" syndrome.

In a most glider operations, aircraft are operated with just one pilot. No cabin crew, no First Officer, usually no ATC. Does that mean CRM can not apply to glider operations?

Let's take a look at a typical flight. Joe Eyesoar arrives at the airport ready to fly his brand new AS-W-45. After taking it out of the box he notices that his electrical system won't power up. He finds the club's electrical expert (just up from South America) who fixes the broken wire. After finishing the assembly and preflight (without interruption), Joe calls the flight line for a golf cart tow. The young, enthusiastic, glider student shows up with the cart and they head down to the flight line at runway 12. There, the Duty Pilot directs Joe to the best glider parking area. Joe chats with the Instructor of the Day about the weather. He works with a fellow -45 pilot to figure out the best way to control the new glider during the initial roll. A chat with the wing/rope runner about procedures and he is towed on to the line ready to go. The towplane shows up, a quick radio briefing to work out speed and direction, Joe approves the weak link, a hook up (and release check), signals, traffic checks, and the final rudder waggle. The wing runner keeps the wings level then watches the initial climb out to ensure Joe isn't having any problems and won't return immediately to the field. After a incident-free tow, the tow pilot drops the AS-W-45 off in a four knot thermal and returns to the field. Joe has a great time with his new ship. They climb to 6,000 msl in a gaggle with three other ships (including a student pilot in the 1-26). They all keep an eye on each other and follow the right-of-way rules in the thermal. After some airwork, Joe returns to the pattern. He follows the 1-26 and makes his downwind call (calling the 1-26 in sight), finishes his checklist, and enters the pattern. The duty pilot hears the call and pulls a glider off the line (who's pilot was not quite ready) to open up the approach end of 12 for the two gliders. Joe lands uneventfully, rolling past the 1-26 (who thoughtfully landed short and pulled way off to the right) and stops next to the corn. A golf cart meets him immediately and they pull the ship back to the flight line.

Don't you just love nice, simple, single pilot operations?

Who is part of Joe's crew? How about the spouse who waits to cross the runway (at the far end) to let Joe land? How about the visitor who clears Joe left wing tip as he is pulled on to the runway? How about everybody associated with the operation that day? That is right! We are all part of Joe's (and each other's crew). CRM means each one of us does our job correctly.

What if something goes wrong? Who is responsible? Well, the FARs say the Pilot in Command is ultimately responsible? How about his crew? Can the line person point out to Joe that his spoilers are partly open before take off? Does the line person care? He is not flying. Maybe Joe decided that was the best way to control the early take off roll. But does the line person know that? Why not just ask? Joe can then inform the crew that spoilers partly open is part of his plan.

What if Joe answers "I want them that way! Now, stop distracting me!"? Is the line person going to offer any more observations? Does Joe now have an effective crew member?

Good CRM is all about observation and communication. Give the pilot any information you think s/he might need. Do it in an appropriate way (don't overload them with trivia). The pilot can use the information as they think is appropriate while communicating their decision. As a pilot, learn to encourage and accept your crew's input.

A big part of CRM is Error Management. Start with an assumption: you will make errors. Everyone else will also make errors. Error Management means coming up with a strategy to minimize errors (checklists, interruption free assembly, and pre-flights, etc.), working to uncover errors, then managing the errors that do come through. Error Management also means involving the crew. Encourage crew members to point out errors ("your tail dolly is still on").

As a crew member, assume others (and you) are going to make errors. Don't dwell on the errors, just correct them and move on. Later, you can reflect if there might have been a better way of doing things. Talk things over with others and come up with a better strategy. If you see major errors happening, do what you have to do to correct them. Later, discuss the situation with others (preferably those involved) and work to improve the operation.

Let's look at some examples of situations where CRM/EM worked or might have worked better.

During an unsettled day this spring, operations were running out of runway 12. The wind started out from the southeast. Airborne, the winds were westerly. The operation was running fairly well (12 is always the more challenging operation). Soon,

tows and approached were getting more challenging (very rough air). At one point, the Cub began to sink on takeoff and the alert glider pilot released and landed straight ahead. The Cub climbed out safely. The next tow was the Pawnee with a 2-33 behind. I was running the wing. My son pointed out to me that he thought the wind was shifting. Being in "Go Mode" I decided that we could get one more tow off and then we would turn the operation around (I had not seen the previous release). A "high club official" radioed the Pawnee to reconsider towing and to recheck the windsock. When he did, he saw the sock standing straight out in the wrong direction and elected to not tow. It was not until after that decision that I noticed how dangerous that situation had become. In spite of input from my son, I did not evaluate the conditions. Thankfully, the "high club official" noticed and stopped the operation. He used good CRM and all involved finally listened. A possible accident was avoided.

Later, I talked with all involved and realized we all knew things were changing. The Cub pilot reported that his last landing rollout was very long. However, he did not appreciate the situation and did not report his conditions. The Pawnee pilot, as well, noticed the changing wind but did not realize the extent of the shift. Each one of us saw some hints of the wind shift but none of us put all the hints together in a solid observation and communication. Sometimes, it takes a slap in the face to make us take notice. We all learned a lot that day. However, it is important not to beat ourselves up over such a situation. We are not bad people or rotten pilots. But we do make errors. It is important to discuss and analyze the situation and learn to run a better operation in the future.

Another difficult situation occurred just a few weeks ago. Lots of gliders were in the air on a good soaring day. However, the sky recycled and lots of gliders had to land at the same time. I follow a 2-33 with the Pawnee on to runway 30. After I landed I heard lots of downwind calls on the radio. I watched the 1-26 land and pull way south by the corn. I watched another 2-33 land longer and pull way south. I made sure a golf cart did not cross the runway to get one of the gliders until all had landed. I watched the Blanik land very short and roll north. Then I heard the Grob call that he was going to land north of the pavement. I pull the towplane over by to hangers to stay out of the way. The Grob landed beautifully as planned. Several more glass ships also landed. What could have been a bad situation was handled perfectly by alert pilots who communicated, planned, and executed the plan. That was CRM at its finest!

Safety is always the most important part of Nutmeg's operations. Using CRM/EM to follow proper procedures is a great way to maximize our safe operation.

REMAINING DUTY SCHEDULE FOR 2006

| Date | Duty | Assist. | Instructor | Pawnee | Super Cub | Husky |
|-----------|-----------------|---------|--------------|--------------|-----------|---------|
| Sun 8/6 | M. Beattie | | B. Stein | S. Neal | R. Cox | |
| Sat 8/12 | L. Herman | | J. Driscoll | D. Rossetter | | S. Neal |
| Sun 8/13 | R. Szigeti | | D. Rossetter | L. Abend | B. Stein | |
| Sat 8/19 | M. Beattie | | B. Stein | D. Rossetter | R. Cox | |
| Sun 8/20 | S. Ragan | | | S. Neal | | R. Ward |
| Sat 8/26 | B. Stobbe | | | M. Flynn | | R. Ward |
| Sun 8/27 | D. Laitinen | | | S. Neal | B. Stein | |
| Sat 9/2 | R. McNamara | | | | | |
| Sun 9/3 | A. Loux | | | | | |
| Sat 9/9 | P. Scarpelli | | | | | |
| Sun 9/10 | B. Ramey | | | | | |
| Sun 9/17 | O. Horvat | | | | | |
| Sat 9/23 | W. Rogg | | | | | |
| Sun 9/24 | D. Baroody | | | | | |
| Sat 9/30 | C. Boyce-Jacino | | | | | |
| Sat 10/7 | P. Quinn | | | | | |
| Sun 10/8 | P. Meny | | | | | |
| Sat 10/14 | P. Veldkamp | | | | | |
| Sun 10/15 | L. Demarco | | | | | |
| Sat 10/21 | J. Wise | | | | | |
| Sun 10/22 | F. Molnar | | | | | |
| Sun 10/29 | C. Atkins | | | | | |
| Sat 11/4 | D. Jackson | | | | | |
| Sun 11/5 | D. Jackson | | | | | |