

Nutmeg News

Volume 47, Number 10

December 2006

Editor: Jim Sidway

PRESIDENT'S MESSAGE

The calendar indicates that winter is nearly here but the weather has been anything but winter like. Every relatively warm day is so much better than the cold ones we should be experiencing and means we are one step closer to the 2007 season. Although we are in the off season there will be a few events and items that will keep us occupied with club business.

The Annual Membership meeting has been scheduled for January 20, 2007. It will take place at the Miry Brook Firehouse in Danbury. The meeting will begin promptly at 7:00 PM. The meeting room will be open at 6:00 PM to give everyone an hour to socialize and get caught with our friends. The Annual Meeting of the club is used to discuss and approve a budget for the upcoming season in addition to normal business and discussions.

The next event will be our Banquet in February. This social event is always a great time and allows us to look back on the 2006 season's accomplishments (both good and bad, don't forget about the Kudos Awards!). Please look for details about the banquet in the newsletter and make your room reservations early.

We are keeping the Husky and Blanik L-33 on flying status for the winter as an experiment. Hopefully we will have some members take advantage of this opportunity and get a little winter soaring in. As always soaring is not a solo sport and any winter ops will require several members to help with rigging and setting up the operation. If you do fly this winter don't forget to send the paperwork to Bob Cox so we can tack all of the flights and of course send out invoices.

The Blanik L-23's were ordered shortly after the approval for the purchase at the last club meeting in November. The delivery date has not been set as of yet but when it is determined I will put out a notice. Part of the deal to buy these new ships requires the sale of our existing 2-33's. Although we will need to use them until the L-23's arrive we will be advertising them for sale. Some cosmetic work may need to be done to them to help with their sale and all of that work will take place in the beginning of the 2007 season.

The Christmas Party was hosted by the Quinn's this year in early December. The party was a lot of fun and they put out a great spread of food and drink. On behalf of the club I would like to thank Paul and Lynne for their hospitality and all of the effort they put into the event.

See you at the airport - Bruce Stein

ANNUAL MEETING 2007

The Annual Meeting will be held on Saturday, January 20th at the Miry Brook Firehouse in Danbury, CT at 7:00 PM. There will be a social hour from 6:00 PM to 7:00 PM.

Directions to Miry Brook Firehouse - traveling East or West on RT. 84 towards Danbury:

Exit 3 to RT. 7 South

Second Exit (Danbury Airport)

Left at traffic light at end of ramp

Right at first traffic light onto Miry Brook Rd

0.7 miles to Firehouse on right

MINUTES NOVEMBER MEMBERSHIP MEETING

November 11, 2006 - 4:39 PM at Freehold Airport

There will be an attempt made this year to have some winter operations at the airport. Lee Ramsdell will use his snow blower to keep the runway open but operations will only be allowed when the ground remains frozen.

The Husky will be kept in running condition those qualified are encouraged to use it.

The Pawnee has been winterized please do not turn the prop or the pickling fluid will be disturbed allowing corrosion to occur.

All the water will be turned off on the 12th with the exception of the Admin. Building.

There were many other topics discussed covering a wide range of subjects, parachute training as it relates to spin training. Much of this was leading up to the topic on every one's mind, the possible purchase of two new training ships to replace our 2-33s.

Every conceivable approach to an economical solution seemed to turn back to purchasing new ships. Currently

the Blanik L-23 two place trainer would meet our needs (outside storage) and price.

The major item of this meeting was the purchase of two new L-23s two place Blaniks. With 29 full members present the motion was made and passed to proceed with the purchase. The motion was carried with a 28 to 1 majority.

Until, delivery which is not likely before July of 2007, we will continue to use our current fleet. Once the new ships arrive we will sell off the 2-33s , no decision has been made on the 1-26 we will watch the time it is used and let the members tell us their desire.

The club has a new easy up canopy for next season.

CONGRATULATIONS TO ALL NUTMEG MEMBERS FOR A VERY SAFE 2006 SEASON WE APPARENTLY HAD NO INJURIES AND NO DAMAGE TO OUR FLEET. Lets hope for many repeats in the years ahead.

The meeting was adjourned at 6:05 P.M.
Respectfully submitted - Don McKinlay
Secretary/Treasurer

ANNUAL BANQUET 2007

By Jim Sidway

The 2007 Annual Banquet is scheduled for the Saturday, February 17, 2007 with a 'snow date' of February 18 at the Southbury Crowne Plaza Hotel (same place it's been for as far back as I can remember) so mark your calendars now. As usual we will have a block of rooms available at a discount price for those who wish to make a weekend getaway of the event (you can enjoy the pool, spa, and room service!). Full details and a reservation form will arrive with your January newsletter.

The multimedia retrospective of the 2006 soaring season is already taking shape with some pretty cool content guaranteed to impress. **THE ANNUAL MEETING IN JANUARY WILL BE YOUR LAST CHANCE TO DELIVER YOUR PHOTOS/VIDEO TO ME.** I know a lot of pictures were taken this year so please plan to share them with your fellow Nutmeggers!

LOOKING AHEAD TO SEASON 2007

We should be thinking about safety even in the off-season. The following is a reprint of a column by Steve DuPont submitted by John Boyce.

Downdraft on Final

I used to think that the standard excuse for the inept pilot who didn't quite make it is "I hit downdraft and couldn't make the field". Even the NTSB reports this as the probable cause of some glider accidents. Now, maybe I see it differently since it happened to me.

Some time during the late 1960's I was coming in for a landing in my SH-1 Austria on a very windy day at a popular eastern gliderport. The wind was across the runway from the northwest, and I was landing with the traffic towards the southwest. There is a very large hill to the right of this final approach just across the road from the runway. I had the spoilers out and was coming in on final high because of the gusty wind with plenty of speed added for the homefolk. As the rather large hill came abreast, I anticipated the usual rough air there, but not until I was about 150' above the ground and over the end of the runway did I really know why the spoilers were out, and why I was plenty high and what the extra the knots was really for.

The wind blew there with a violent and unexpected downwards component. The plane entered a sudden and frighteningly fast descent. I let off the spoilers, but the descent kept up. I held on to the extra knots as I watched my rate of descent with great misgivings.

One fact of flying that I programmed into my reflexes over thirty odd years of glider flying was that come hell or high water, trees or terra firma, keep that airspeed up. It's better to hit something in full control along the ground than it is to stall over it and fall on it. As the glider descended closer to the ground and the descent rate did not slow, I may have had thoughts of dripping into mile deep tin mines in buckets with broken cables. Or I may have just sat there concentrating on keeping the airspeed where it belonged, but I knew that the glider must not stall, and that only I could make it stall. Resist, repeat, resist I told myself, any tendency to pull the nose up to arrest the descent.

At what I think was no more than four feet above the ground, and where I would normally have been well into landing flare, the descent suddenly slowed, and the Austria rolled onto the ground as gently as a dove. A popular contest pilot who was putting his bird away exclaimed "what kind of landing was THAT?" There wasn't really anything for me to say. I had walked away from it and the bird was unscathed. Isn't that all the flight manual expects of the pilot? So watch it, won't you?