

TEST YOUR KNOWLEDGE

What must be in a pilot's physical possession during every solo flight?

- a. Pilot Certificate and Radio Telephone Operator's Permit
- b. Pilot Certificate and Photo ID
- c. Pilot Certificate and logbook with solo endorsement
- d. Copy of the Nutmeg News

(see answer inside)

CALENDAR

April 21, 2007 - Rescheduled opening day and second safety meeting. See item below.

May 28 - June 3, 2007: First of two planned encampments. Details in the May newsletter.

June 30 - July 8, 2007: The second of two planned encampments. Details in May newsletter



OPENING DAY POSTPONED

You may have been scratching your head on Saturday, April 14 wondering why opening day was postponed. But if you could see what the airport and surrounding area looked like the next day you would understand why it was a good thing we didn't have gliders tied outside.

Opening Day is now scheduled for Saturday, April 21 (weather permitting?) And the second Safety Meeting will be held at or about 4:00 PM that afternoon. Please check your e-mail and the Nutmeg website for any updates before heading to Freehold on Saturday.

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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Volume 48, Number 3

April 2007

Editor: Jim Sidway

STUDENT CERTIFICATES

Submitted by Wally Moran

If you are operating on a student certificate, this is a good time to pull it out and check the expiration date found in the lower left corner. If yours is about to expire, contact Wally Moran to fix that problem. You are not allowed to solo unless you have a current student certificate. You can contact Wally via e-mail at: wjmoran@optonline.net or call him at: 203-761-9095

EXCITING NEW FIELD LAYOUT

Submitted by Bill Kenyon

The line of glider trailers has been moved to be parallel to the line of hangars and closer to it (now 80 feet from the gravel, previously about 100 feet). This leaves enough room for gliders to rig on the hangar-side of the line of glider trailers (allow 25 feet) and for a 35-foot-wingspan power plane to taxi CAREFULLY past. It also leaves enough room for a 66-foot wingspan glider to taxi on the hangar side of the line of glider trailers, in case this should ever happen.

As before, trailer owners should pick their orientation (nose or tail towards hangars) to make efficient use of rigging space – i.e., alternate from one trailer to the next.

The new line of glider trailers is marked by two insubstantial looking stakes, marked “Trailer Nose 4/14/2007” (thank you, Lee) and also by two actual glider trailers, 2Q and Matt Neal’s HP-14 trailer.

We also plan to relocate the line of glider tie-downs to line up with the aforementioned 80-feet-off-the-hangar line. This, however, will require installing actual new tie-downs. We visualize each tie-down to consist of 3-foot-long ½”-dia threaded rod, with a 10x10” pressure-treated wood deadman at the bottom, a threaded eye-nut at the top, and a short length of chain; and to rent a motorized post-hole auger to make the necessary holes. Please feel free to volunteer for this exciting project.

The general idea in these moves is to make better use of our space (call it “space management” if you like) – including a tie-down for the incoming two-place Blanik -- and to keep potential targets away from the runway.

SAFETY ITEM

Submitted by John Boyce

With spring comes spring weather, with summer weather to follow. With summer weather comes the occasional TRW+... that's weather shorthand for the stuff you want to stay far away from. One of the accompanying benefits of the TRW+ is... VIRGA!

Here is what Nutmeg's Poet Laureate, the late Jerry Bramblett had to say:

Virga's rain that starts to fall
But doesn't reach the ground at all.
Even to a seasoned pro
It looks like VMC below.

But venture underneath that stuff,
You'll find it can get very rough.
There's much in flying that can thrill'ya,
Believe me, though, that stuff can kill'ya!

The heat that makes the raindrops go
Can leave the air as cold as snow.
Then down from out the sky it drives,
A microburst that threatens lives.

So, when you see that floating Cu
With streaks below that fade from view,
Best give it lots and lots of room.
There's nothing gained by tempting doom.

Jerry Bramblett

Editor's Note: For those who have not yet encountered the terms: TRW+ = 'thunderstorm with heavy rain' and virga is rain that evaporates before it reaches the earth's surface (as the poem says).

MINUTES MARCH MEMBERSHIP MEETING

March 24, 2007 - Miry Brook Firehouse, Danbury, CT

The meeting was called to order at 6:18 PM

President Stein made a few announcements to get the meeting going.

- April 14th is still our season opening, weather permitting. He read the letter from Blanik America stating that they could not fill our order for 2 new ships as they have halted production for the foreseeable future.

- Several options were discussed including the purchase of a used L-23 being offered through Vitek Siroky. The ship in question is 12 years old but reportedly has only flown 100 hours.
- A motion was made and passed authorizing our President to negotiate with Vitek Siroky for the used Blanik. With the consent of the Board of Directors it may be purchased. Spending cap of \$50,000 was agreed upon

This decision was not easily reached. There was considerable discussion both before and after the vote. We have very few options available at this time.

A committee is needed to relocate the glider tie downs from their present location to a more westerly direction in front of the new hanger building. A person is needed to take charge of this plan immediately.

The watercourse that borders our field on the north side needs to be cleaned out. The pipes that give us access need to be repaired or replaced. A responsible person is needed to organize and oversee this project.

The meeting was adjourned at 6:55 PM

Respectfully submitted,

Don McKinlay
Secretary/Treasurer

MORE NUTMEG HISTORY

Submitted by John Boyce

To all you old Nutmeg people who may still remember, (and those who don't):

Some months ago, before the anniversary celebration last year, J B Gardner and I contacted Grayson Brown and invited him out for lunch, intending to get some early Nutmeg history. Grayson couldn't make it, but he agreed to dust off his memory files and fill in the gaps in our memory.

Herewith is his letter in reply to our request:

I belonged to a local flying club and flew up to Elmira to see the 1963 National Soaring Contest.

Fell in love with the sport and took lessons with Steve Bennis at Randall Arpt, Middletown, NY and passed Comm glider tests on 9/4/63.

Opie Blanchard took same test on the same day. We got our heads together and decided to try to start a soaring club.

We invited everyone we knew, that might be interested, to a meeting at Opie's house. I believe 14 showed up and all 14 anted up 50.00 each for down payment on a new 2-22.

We later got up the rest of the money and bought Schweizer 2-22 (N2732Z) from Bennis and he air-towed Opie and I to Bethany Airport where Nutmeg had a 1-26 based. At Bethany they had banner towing aircraft. We called our club "SNESA" (Southern New England Soaring Assn.)

Very soon merged with Nutmeg group & took name Nutmeg Soaring Assn.

*We evaluated the worth of the two Gliders and divided by 21 members, and came up with a membership price, refundable if member sold his share.**

Not sure but believe it to be about \$150.00.

**Provided we had a waiting list.*

Best regards, Grayson

TRIVIA

Submitted by John Boyce

The FAA's annual activity survey shows that there were 2,074 gliders active which flew 121,000 hours in '05.

Sound impressive? There were 4,380 hot air balloons, flying 146,000 hours. (Or so they claim.)

Answer to 'Test Your Knowledge' Question: The correct answer is (b). FAR 61.3 states: *A person may not act as pilot in command... unless that person (1) Has a valid pilot certificate... in that person's physical possession or readily accessible in the aircraft... (2) Has a photo identification that is in that person's physical possession or readily accessible in the aircraft... Don't leave yours on the ground!*