

NOTICE TO ALL STUDENTS!

It is now club policy that all primary students (those who have not had all of their syllabus certifications completed) have their syllabus with them in order to receive flight instruction. The purpose of this policy is to ensure the highest quality training is provided to Nutmeg students. See David Rossetter's article inside for further details.

CALENDAR

May 19, 2007 - Membership Meeting at Freehold somewhere around 6:00 PM depending on flying.

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



TEST YOUR KNOWLEDGE

When flying VFR (visual flight rules) at Freehold Airport at less than 10,000 ft MSL and above pattern entry altitude the basic weather minimums are:

- A) One mile visibility and clear of clouds
- B) Visibility: one mile Cloud Clearance: 500 ft below, 1000 ft above, 2,000 ft horizontal
- C) Visibility: three miles, Cloud Clearance: 500 ft below, 1000 ft above, 2,000 ft horizontal
- D) There are no minimums if you're flying a glider.

(answer inside on page 4)

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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% Jim Sidway
211 Lum Lot Road
Southbury, CT 06488-1960

Nutmeg News

Volume 48, Number 4

May 2007

Editor: Jim Sidway

PRESIDENT'S MESSAGE

The season is in full swing finally and this is the time of year to experience the best soaring conditions in our area. Already several members have had multi-hour flights with great altitude gains. In addition to the flying we always have the routine chores to get done. While these seem to always take a lot of time we all have to pitch in and help with the cleaning, grass cutting and the rest of these maintenance tasks. Also we usually have a couple of projects that will require some extra helping hands.

As noted on the website we are having a General Meeting of the club on Saturday evening. The meeting will be held in the administration building and will begin at 6:00 PM. In addition to the usual update of ongoing projects and operations we will discuss future plans for the club and our great airport.

I like to remind everyone from time to time about getting instruction in our club. As everyone knows we are an all volunteer organization. This means all of the instructors donate their time to teaching and put in some long days when all of our students show up on the same day. Many of us will simply show up to the airport and wait for the instructor to "get things going" for the entire club. If you need instruction for any reason there are some things you can do to make the most of your time and help everyone else. The number one item should be getting to know the instructors. The better you know them the more at ease you will be and this will make your flights more productive. While we try to have an instructor on duty every Saturday and Sunday there are times when no one has signed up on the web site. If you see this has happened and you need to fly with an instructor here is where knowing the instructors really helps. Rather than approaching an instructor on the field on Saturday morning while they are rigging their glider and the sky is filling with cu's you should call one or more during the week to see what might be possible for the weekend. A friendly conversation on a Wednesday evening may get you and others some good flying time on the weekend. So always try to be proactive and do not wait to be led down to the flight line. Also make sure you have done your reading and other ground school tasks, if any were assigned, BEFORE coming to the airport. Preparation is a very important part to having a successful flight no matter the distance or duration.

Along with instruction we also want to promote badge flying in the club. As of now we have two members I know of who are planning on doing their Silver Badges this year. The most important part of badge flying is the preparation involved. Before attempting any badge flight make sure you have

discussed the flight with an instructor – this is required if using club equipment – and have a detailed plan. You want to have the best possible chance of success and definitely do not want to complete a great flight only to have it not count do to a transgression of the badge flying rules.

The latest news on the L-23: The annual inspection will be completed by the time you read this and hopefully a member will be driving to Arkansas to bring our new ship home. There will be an article that will describe the need for everyone to get a complete checkout in the L-23 before flying solo. A few of the instructors are putting together some information regarding the ground handling and flight characteristics so that everyone can get to know our new ship as quickly as possible.

In addition to enjoying the great sport of soaring our home at Freehold has stimulated a great social aspect. All of our meetings have a pot luck included and if not we group up and head out to the local restaurants. Once the warm weather arrives there are usually several cookouts going on during a typical weekend. Many of these cookouts occur at the Creekside Campers. While many of us do not spend the entire weekend at the airport please try to take advantage of any invitation you get to a cookout. Whether it is for 6 or 60 they are always a great time and you will be afforded an opportunity to get to know your fellow members and the club a lot better.

See everyone at the airport,
Bruce Stein
President

OPERATIONS NEWS

Submitted by David Rossetter
Chair, Operations Committee

Lots going on over the winter and early season on the Operations front. If you have not already heard, we have a new manual to help guide you with operations procedures. A great deal of information in it but I think it is fairly easy to understand. Not much has changed since last year procedure-wise, but now things are documented for easy reference. Look for the latest version of the *Nutmeg Flight Operations Manual* (NFOM) on the Web Site.

If you have not attended a safety meeting this year, you must be briefed by an instructor before flying. Part of the briefing is a review of the NFOM as well as a written quiz administered by the instructor. I plan to make sure this quiz is available to all instructors, shortly.

On the flight training front, at the last Instructors Meeting we decided to make sure that an instructor is available every weekend day – rain or shine. This gives all our students (or anyone) the opportunity to review ground school materials when the weather prevents flying. As you know, there is lots of reading, teaching, and reviewing to do to get your glider rating. Why not take advantage of the knowledge of our instructors and show up on non-flying days for (free!) ground school? The instructor will usually be hanging out near the Administration Building but if no one is there, just ask around. We'll be there!

On a similar subject, in the new NFOM, **we now require primary students to have their Nutmeg Syllabus (in addition to the logbook and Student Pilot certificate for solo) with them for flying and ground school.** The syllabus is used to document all training in much greater detail than can fit in the logbook. This helps instructors do a better job of ensuring students get quality instruction. In addition, we can track students' progress on their non-flying studying. Nothing frustrates an instructor more than a good flying student who has not done their homework. Don't expect students to receive the free instruction if they do not make the effort to come prepared. Instructors will help whenever they can (see the above paragraph) but they need help from the students. We are really serious about this as the Syllabus is now a required document for club training. **To paraphrase the NFOM: "no Syllabus, no fly".**

Please, please, please, make sure you have tied down the club gliders correctly at the end of the day. The NFOM has general directions and techniques including the new "official" Nutmeg knots. But also remember to take out the battery (and hook it up to the charging stand), secure the controls (slightly different in each model glider), and secure the tail and/or nose. If you have any questions, just ask a knowledgeable member to check you out.

I had a good experience the other day before flying the 1-26 for my first glider flight of the season. I was fiddling with the seat adjustment (quite temperamental in that glider). A student pilot who was familiar with the ship helped me and suggested putting an additional seat cushion behind the seat back to prevent it from moving in the likely event I did not secure it correctly. As many of you know, I am a big proponent of CRM – Crew Resource Management. Even though I am an instructor and chair of the operations committee, this student pilot (Chris Atkins) was willing to help me out. I REALLY appreciate that! I hope we are all willing to help each other out and consider anyone to be a member of our "crew". Thanks Chris!

Finally, I enjoyed hanging around the flight line last Saturday when we were using runway 12. That is the most challenging operation for us. Folks were getting into the groove of minimizing the time a glider spends in position to prevent fly overs (by any aircraft). There is a balance that we need to work

on to minimize tow plane ground-running time and glider position time. We are getting much better at finding that balance.

THE STEEP STALL AS A TRAINING MANEUVER IN A 2-33

Submitted by Bill Kenyon

How it's done:

1. Pick up speed to about 65 mph, by dropping the nose 10-15 degrees.
2. Smoothly apply back stick to obtain nose-up pitch of about 45 degrees; more if you have experience and want a more dramatic effect.
3. Maintain the 45 degree pitch attitude by continuing to come back smoothly with the stick, until it runs into the stop.

With this recipe, the nose will pitch down very suddenly, probably to about 60 degrees nose down (more if you picked a steeper nose-up pitch). At this point, you apply the normal stall recovery procedure: release stick back pressure and move the stick forward somewhat until the glider has what sounds like the right airspeed, without using aileron to correct any bank; then smoothly and gradually apply back stick to gradually pull out of the dive, without exceeding Vne or g-loading limit.

Discussion:

1) The aircraft can recover from unusual attitudes with the proper pilot input – and the proper pilot input in this case is a simple one. As Randol Webb once said to me, "it's easy to learn to fly an aircraft if you haven't learned to drive a car first". Most adults approach an aircraft as a car, and find it uncomfortable to have marked pitch attitudes or banks. I propose instead that flying is more similar to skiing or snowboarding – you control your speed by controlling your descent angle, down the fall line or traversing; and you turn by inducing a lean. This maneuver provides experience with both nose-down and nose-up attitudes.

2) As airspeed decreases, you need more back stick to hold the 45 degree nose-up pitch attitude. This illustrates a) that you need more control input at lower speed, and b) the glider wants to drop the nose rather than the tail. In a stall (steep or not), the nose drops, and recovery is easy. If the tail were to drop first, recovery would be much more difficult (if not impossible) and more complex. This is an illustration of why it is important to keep the center-of-gravity within the specified range.

3) You observe in exaggerated form, and therefore very clearly, five of the six symptoms that usually accompany impending stall: a) wind noise decreases, b) control authority decreases – stick becomes mushy, c) nose is high, d) stick is back, and e) airspeed is low. The sixth symptom, which you don't observe in

this maneuver because stall comes so fast, is a shudder or shake. The reason to become familiar with these symptoms is so that you can notice by feel when you are approaching stall, which you don't want to do in normal flying.

4) At the moment of stall, it is crystal-clear that the elevator is having no effect: the nose pitches suddenly to a 60-degree down attitude, in spite of the stick being held full back.

5) In spite of the dramatic nose-down attitude, the recovery procedure is no different from what you learned in your gentle stalls, as described above. Note: Stall recovery is really simple as long as the ground doesn't get in the way; and as long as the CG isn't out of range.

Who is a candidate for this maneuver?

This probably isn't something a student should experience on an early flight – it will just make them feel uncomfortable about flying forever. It is most appropriate for students who have already learned a normal gentle stall, and the stall recovery procedure. The student should first understand what is going to happen and then be asked if she/he would like a demonstration.

The steep stall, spins and "the controls don't work"

The steep-stall maneuver is relevant to spins, because there is a period of several seconds when it is very clear that the elevator no longer does anything useful – i.e., has zero effect to prevent the pitch-down.

Most (all?) spin instruction is done under the scenario, "OK, now we're going to do a spin, or spin entry. Grit your teeth, we're going to have to do something weird to make this happen, and the result is not going to be nice." As a result, the student never has to diagnose the spin – he knows ahead of time that he will be in a spin, and what the recovery procedure is.

In contrast, my first unexpected spin happened in a very different scenario. I had been thermaling away for many minutes in a 1-26, and had gotten tired of doing the standard dropped-wing recovery. Suddenly, I found the glider pointed at the ground, rotating, and – most alarming of all – it did not respond to my basic-instinct attempt to pull the nose up with the elevator, and to roll up with the ailerons. ***In other words, the controls did not work.*** It was necessary for me to ***diagnose*** what was happening and then to apply the correct recovery action.

It is this ***diagnosing*** aspect that is inherently missing from spin-practice sessions, and is therefore so important to teach the only other way that we can – with words.

As we all know, once "spin" has been diagnosed, the correct combination of controls ***does*** work –release back pressure on

the stick, and apply outside (usually top) rudder to stop the rotation.

In contrast to the loss of elevator effect in the steep stall, in the usual gentle stall the elevator never totally loses effect, and we lose the nice illustration of loss of control function that extends to spins.

It is reputed that the Blanik L-23 spins in the blink of an eye, so it will be important for us all to get good at handling it. A checkout flight will be required for everyone.

COMPLACENCY

Submitted by John Boyce

We completed last season's flying with just a tad under 1,000 flights, 979 to be precise, with no accidents and few minor incidents. So, we should pat ourselves on the back for that, right? I hope not.

Complacency, like anoxia, is insidious. It creeps into one's attitudes and practices, unbidden and unnoticed, then sits there and waits.

High time professional pilots have to fight it all the time. Nothing ever happens. When something does, the first reaction might be ...Whoa, this ain't the simulator! These things aren't supposed to happen, and thank goodness they rarely do. Therein lies the problem.

If it's a problem for the steely eyed, grizzled veteran who is frequently and rigorously trained to overcome it, how about yourself, who may fly two or three times a month, if that, for a six month season.

As we begin a new season, I ask you to think about the following statement:

"When anyone asks me how I can describe my experience in nearly forty years at sea, I merely say, "Uneventful". Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident...or any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort."

That was Captain E. J. Smith, one hundred years ago. He was Captain of the RMS Titanic, five years later.

CESSNA 170 FLY-IN

Area members of the Cessna 170 Association have asked if they might be permitted to convene a fly-in at Freehold Airport on Sunday, May 27 and the Board of Directors has tentatively

agreed to their request. The event is being hosted by associate Nutmeg member Bob Mayer, himself a Cessna 170 owner and the Connecticut Area Representative of the Association. Bob expects there will be 10 to 15 participants flying into Freehold that day. It will be a 'land and park' event so there will not be a lot of ongoing traffic throughout the day. Here is what Bob has proposed with regards to coordinating the event:

1) And this IS truly #1 – SAFETY. It is important for all fly-in participants to know and understand that Freehold is an ACTIVE glider port facility with ONGOING operations on weekends. This demands that pilots approaching the field WATCH FOR GLIDER TRAFFIC in the vicinity, and in the traffic pattern allow for generous spacing and give FULL PRIORITY to gliders, which are trying to land. Safety does not stop once on the ground. I would need to work out with you where you would like our planes to shutdown and park so as to be a safe and adequate distance away from the active glider operations. I need to convey to the attending members beforehand what to expect in terms of arrival and once they are parked. It is especially important that 170 members know how to safely walk around the airport without compromising the safety of the ongoing launches and landings. Because I have been a member of Nutmeg Soaring for a number of years, I believe I know the operations well enough to convey the safety procedures to the fly-in members. I welcome further Nutmeg input to convey any additional concerns or issues along these lines, which should be addressed.

2) It will also be my responsibility to confirm with attending members that they know the physical restrictions of operating into and out of Freehold which most likely are quite different than their home airport, or most airports they normally fly into, i.e., shorter runway lengths, narrow runway widths, no fuel available, etc. I have actually begun to assemble (in hopes the fly-in is approved) an information packet for all attending members about a) operating into and out of this airport, b) procedures to be followed after landing, during run-up, and prior to departure as well as, and c) safety procedures in effect.

Nutmeg members are encouraged to be gracious hosts to the fly-in attendees and, of course, are urged to pay special attention to power traffic in the air and on the airport surface in order to affect safe flight and ground operations that day. For more information on the Cessna 170 Association go to www.cessna170.org.

AREA ACTIVITIES FOR THE NON-FLYERS

Submitted by Winnie Kenyon

Memorial Day Weekend: Carol Ward will be at Freehold and is offering a yoga class to the ladies - time yet to be determined - to be held in the Admin building. She brings a video - I learned a lot from the class she held last year.

Now - June 10: Greene County Arts & Crafts Guild Spring Exhibit & Sale. Fri. - Sun. 10 AM - 5 PM Mountaintop Gallery, 5348 Main Street, Windham, NY 12496 (518) 734-3104 www.greenearts.org

Sat. June 2 from 10 AM - 4 PM: The Greene County Historical Society will hold its 31st annual Tour of Homes in Cossackie. This year's tour features eight homes, including two Dutch stone houses. Tour will begin at the Second Reformed Church on Washington Ave. in Cossackie. Tickets are \$20 the day of the tour; \$15 in advance. To reserve advance sale tickets, send check payable to GCHS, 90 County Route 42, Cossackie, NY 12051. For more info call Terez Limer at (518) 966-8131.

Sat. May 19 and Sun. May 20 - 10 AM - 4 PM: Columbia County 5th annual Art in a Landscape Studio Tour - Art tourists will drive through the glorious landscapes of the county and the City of Hudson to visit these private studios. For info call (518) 671-6213. Tickets are \$25 and you can buy online at www.artscolumbia.org

Sun. May 20th - ?? (at least through June): Thomas Cole Historic Site - It's the year of Asher Durand! Cedar Grove will have an exhibition of his paintings (one of the most celebrated figures of the Hudson River School). You also get a tour of the residence. Cedar Grove is "right by" the Rip Van Winkle Bridge. For more info (518) 943-7465. See also www.thomascole.org

Opening June 16: Riverside Farmer's & Artisan's Market - at Historic Catskill Point. The market is open every Saturday 9:30 - 1:30. I went once last year and the local produce was really good and there were some interesting crafts and used books. See also www.greenetourism.com

I would be up for a couple of field trips!

FINAL GLIDE

Nutmeg Soaring said good-bye to former longtime member Fred Jacobs who recently passed away. Fred was an active member of the club in the 70's and 80's filling many roles including instructor, tow pilot and mentor. He was one of the first glider pilots to go completely self-sufficient with the purchase of a self-launching Scheibe. See John Boyce's tribute to Fred on our website at <http://nutmegsoaring.org>.

Editor's Note: Fred was my official observer when I flew my five hour flight back in 1971 - I remember him fondly.

Answer to Test Your Knowledge: FAR Sec. 91.155 states that when flying VFR at less than 10,000 ft MSL in Class E airspace visibility must be 3 statute miles and cloud clearance must be 500 ft below, 1,000 ft above, and 2,000 ft horizontal. Answer (C) is correct.