

MID SEASON THANKS

Thanks to all those who cut grass. Thanks to all the towpilots and thanks to the instructors, too. Thank you members who faithfully show up for your Duty Pilot assignments. Thank you to all those who keep our fleet flying and the radios operating. Thanks to all those who keep the bathrooms clean and the airport looking good. Thanks to everyone who contributes to the success of the Nutmeg Soaring Association!

CALENDAR

September 2007: Mifflin Ridge Soaring encampment. Make your reservations early!



TEST YOUR KNOWLEDGE

What force provides the forward motion necessary to move a glider through the air?

- A) Inertia.
- B) The horizontal component of lift.
- C) Gravity.

(answer inside on page 3)

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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Editor: Jim Sidway

MINUTES JULY BOD MEETING

July 14, 2007 - Freehold Airport - Called to order: 6:30 PM

The following items were discussed:

1. A discussion was held on tow plane usage. Currently we are getting a reasonably high number of tows. Budget wise this seems to be good for Nutmeg and the owner of Husky 1GR.

2. Membership numbers have taken a drop below that anticipated when the 2007 budget was proposed. There is no great concern about our finances. We are more than able to meet our current costs. However, any organization needs to grow in order to stay healthy and prosper

Some of our members are taking the current publications on Nutmeg Soaring to air shows they plan to attend.

Jeff Driscoll will be asked to upgrade our PR material and to also place ads in Albany area papers.

Bill Kenyon and Debbie Stobbe will work on the current signage on our barn in an attempt to have it more informative.

3. Considerable discussion involved the Nutmeg Web page. The page as it stands now serves our membership well. It was felt that it would not be of great interest to a nonmember who would like to learn a little more about soaring before driving out to our airport. Can something be created that would be easy to find that might stir a non pilot's interest?

4. Our new L-23 has a new canopy cover. New seat belts and new radio are all on order. (*Ed. The belts and radio have been installed.*)

The tie down has been upgraded and is basic and easy to use. The L-23 requires some special ground handling. PLEASE LEARN THE PROPER PROCEDURE BEFORE ATTEMPTING TO MOVE.

5. The 1-26 was damaged while being returned to the tie down. In any given year 80% of the damage to aircraft occurs during ground handling.

6. The Tost release for the Pawnee has arrived and should be installed during the coming week. This will eliminate the confusion as to which of the tow ropes goes to the tow plane.

The meeting was adjourned at 8:00 PM.

Donald K. McKinlay - Secretary/Treasurer

LANDOUT IN THE HILLS

Submitted by Jeff Driscoll

A couple weeks ago I landed at Hitchcock airstrip near the dam on the other side of Windham high peak. All turned out well, but I wouldn't want to do that again. It's a short field, about 1200' long mowed only 40' wide, with high grass on each side and a windsock halfway down the length. After landing I estimated it to be about 15' from the edge of the mowed part. From the air it looked like it might have been too close to clear with a 50' wingspan.

I decided that landing before the windsock could easily result in contact in the event of a probable ground loop or grass-induced loss of directional control. So I touched down after it with a low speed side slide at the end of my roll out as the right wing contacted the grass. I ended up in the middle of the runway, turned about 90 degrees and had perhaps 150' left of runway.

Debbie Hitchcock was most gracious and we quaffed a couple of glasses of iced tea while waiting for the crew to arrive. She was sorry her husband wasn't there as he would have loved to see a glider on his strip, but she did take pictures. He doesn't fly anymore, but keeps the field mowed in the event that one of his two sons might fly in.

Many thanks to Dave Jackson and Len Herman for the retrieval, and to Bill Kenyon and Nan Jackson for radio support! There was great car access to the field from their house. A couple days later Bill Kenyon and I drove through the area looking for alternative fields and have identified two that would be better alternatives. More on those later. I had my cell phone with me that proved very helpful. In the event that nobody was home at the Hitchcocks where I switch to their land line, the cell phone would have been a critical piece of equipment.

An interesting note is that Bill and I found and walked a field that I had picked out first and almost decided to land there. It looked nice from the air, but had very high grass/hay, was pretty rough, and shorter than it appeared as there was a grass covered berm before the end that defined an obsolete pond.

That detail could not be distinguished from the air. I believe some glider damage would have resulted.

SAFETY TIP

Submitted by Wally Moran

A recent glider accident was caused in part by the pilot keeping his hand on the release knob during take off and early climb. While flying through turbulence shortly after take off, the pilot inadvertently pulled the release. The glider was unable to return to the airport and was seriously damaged; fortunately the pilot was not hurt.

It is considered good practice to physically touch the release knob prior to the start of take off to insure you can locate it if needed but not a good habit to keep ones hand on it during take off.

GROUND TOWING GLIDERS

Submitted by Don 'Mac' McKinlay

RESPONSIBILITIES OF TOW VEHICLE OPERATOR

The operator of the towing vehicle does not have any precise directional control of the glider. A very general forward movement is all that the tow vehicle can provide while attempting to give a wing's width of clearance to anything in the forward path.

While towing a glider the operator of the towing vehicle should constantly be on the lookout for:

- Air traffic (landing or taking off)
- The potential for objects being put into motion (tow planes, golf carts or vehicles being used for work details)

The operator of the towing vehicle should be making constant glances to the rear and be aware of the following:

- Is the pace too fast for the wing walker – is he/she running?
- Has the wing walker dropped the wing, perhaps tripped or fallen?
- Is he/she trying to get your attention – yelling – waving their arms?
- Is the wing walker paying attention – is he/she steering the glider?

Once you have reached the active area at the launch line do you both know where you want to go? A brief stop and a joint discussion may be required. Don't assume the other person knows what you are attempting to do. **CONFUSION CAN LEAD TO DAMAGE!**

WING WALKER'S RESPONSIBILITY

The wing walker has the responsibility of the precise directional control of the glider. Our tow ropes were made long and give the wing walker a very wide range of directional control.

As the wing walker with near total control of the glider's directional path **YOU MUST BE AWARE OF WHAT'S AHEAD AND STEER THE GLIDER.** Don't rely on the tow vehicle to pull through an area safely. The tow vehicle does not have the ability to steer the glider. If it did we wouldn't need people walking the wing.

EAR BAROTRAUMA

Submitted by Tom Albrecht

“Ear barotrauma can occur when these tubes become blocked or partially blocked. It can create pain and hearing difficulty similar to a middle ear infection. The eardrum can rupture in severe cases of ear barotrauma, causing bleeding and hearing loss. To prevent barotrauma, your Eustachian tubes must stay open”.

A pilot (or passenger) can take an FAA approved decongestant to help prevent ear barotrauma. Sudafed (pseudoephedrine) is one such medication. For a complete list of FAA approved medications AOPA members can find them on the AOPA website:

[Http://www.aopa.org/members/databases/medical/druglist.cfm](http://www.aopa.org/members/databases/medical/druglist.cfm)

Anyone can check out this site:

<http://www.leftseat.com/medcat1.htm>

A prudent pilot is well advised NOT to fly if he/she has a head cold or sinus infection! I unfortunately did not recognize that I had the beginning stage of a head cold and suffered the consequences. It was a PAINFUL, and scary to experience the hearing loss from both ears!

UPDATE YOUR E-MAIL ADDRESS

It is VERY IMPORTANT that your e-mail address be current in your Nutmeg Membership profile. If your e-mail address has changed recently or if you have not received any e-mails from Nutmeg recently please send your current e-mail address to Jim Sidway: jsidway@earthlink.net - thank you.

PREFLIGHT KUDOS

Ben Ramey and Matt Beattie performed the first preflight of 24H after it was returned to service (the fractured tailwheel assembly having been expertly repaired by Clem Hoover). They deftly discovered that the pitot tube appeared to be clogged with a foreign substance. As it turns out there was mud packed into the tube beyond the bend - several inches worth. Working together with Jim Sidway the obstruction was cleared thereby ensuring the airspeed indicator would in fact indicate airspeed. Good work guys! It just goes to show why a preflight inspection is so important.

*** ET CETERA ***

Congratulations go out to:

Bob Pett on his first glider solo and A Badge! To **Anthony Loux** on obtaining his Private Pilot Glider ticket! To **Bruce Stobbe** on obtaining his CFIG and for completing the 50 KM

cross country flight for his Silver C badge! And to **Matt Beattie** on his first solo and A Badge! Great work everyone!

Answer to Test Your Knowledge: The correct answer is C - the pull of gravity provides the forward motion necessary to move the wings through the air in the same way a car coasting downhill receives its forward momentum through the pull of gravity on its own weight.

DUTY SCHEDULE

| <u>DATE</u> | <u>DUTY PILOT</u> | <u>INSTRUCTOR</u> | <u>PAWNEE</u> | <u>HUSKY</u> |
|-------------|-------------------|-------------------|---------------|--------------|
| Sat. 8/11 | R. Szigeti | | D. Rossetter | R. Cox |
| Sun. 8/12 | K. McLean | | S. Neal | |
| Sat. 8/18 | A. Pett | R. Ward | M. Flynn | R. Cox |
| Sun. 8/19 | B. Ramey | | R. Ward | |
| Sat. 8/25 | ??????? | | J. Boyce | R. Cox |
| Sun. 8/26 | R. Rogg | | S. Neal | |
| Sat. 9/1 | S. Kohrs | | | |
| Sun. 9/2 | D. Laitinen | | | |
| Sat. 9/8 | R. Pett | | | |
| Sun. 9/9 | P. Meny | | | |
| Sat. 9/15 | P. Scarpelli | | | |
| Sun. 9/16 | P. Meny | | | |
| Sat. 9/22 | P. Veldkamp | | | |
| Sun. 9/23 | P. Whitbeck | | | |
| Sat. 9/29 | P. Quinn | | | |
| Sun. 9/30 | T. Albrecht | | | |
| Sat. 10/6 | C. Atkins | | | |
| Sun. 10/7 | M. Beattie | | | |
| Sat. 10/13 | L. Demarco | | | |
| Sun. 10/14 | R. Duckworth | | | |
| Sat. 10/20 | L. Herman | | | |
| Sun. 10/21 | D. Baroody | | | |

Be sure to check the Duty Schedule at <http://nutmegsoaring.org> for changes and additions. If you are scheduled for a day you can't serve it is your responsibility to find a replacement and update the website accordingly - **DO NOT SIMPLY REMOVE YOUR NAME FROM THE ROSTER!** If you need assistance in updating the Duty Schedule on the website contact Jim Sidway at jsidway@earthlink.net.