



# Nutmeg Newsletter



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## A Message from your new Editor

### Bob Pett

Hello Nutmeg members! As you may have heard, Jim Sidway has passed the editors baton to me. Jim has done a phenomenal job with the newsletter for the past 8 years, so I have big shoes to fill. Thank you Jim! If I haven't met you yet, my son, Alex, and I have been members going on 3 seasons now. We live in Slingerlands, NY and try to get to the airport as often as possible. If you would like to contribute content to this newsletter please email it to me, <mailto:bobpett1@verizon.net> by the 15th of every month. Of course, any feedback or advice on what you would like to see is always welcome. ◇

## Head's up at Duanesberg.....literally.

### Peter Scarpelli

If you didn't already know it, there's a very active skydiving operation at Duanesberg. The good news is that you can get current information about it by monitoring Albany Intl. approach as you get near the area. The Albany frequency can change but is given on their ATIS. There will be multiple communications between the jump plane and the Albany controller as they ascend. Moments before the skydivers are released there is a call to the controller in which an advisory will be given about observed traffic on radar. As a general rule, the jumpers are usually released within a few miles from the airport. ◇

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## Duty Schedule

Date	Duty	Assist	Instructor	Pawnee	Husky
14-Jun	C. Atkins		B. Stobbe		D. Rossetter
15-Jun	P. Veldkamp		B. Ward		S. Neal
21-Jun	F. Molnar		J. Driscoll		R. Cox
22-Jun	P. Meny		B. Ward		S. Neal
28-Jun	D. Baroody				B. Ward
29-Jun					S. Neal
5-Jul	R. Pett				
6-Jul	W. Rogg				

## **Tie Down Reminder**

**Bruce Stobe**

Just a reminder to all of us to remember to be particularly careful when tying down the club gliders at the end of the day. They represent one of the most important assets that we have as a club, and we certainly do not want to lose one of them because it was not properly secured.

As an example, I have found the L-23 without its aileron gust locks in place a number of times already this year, sometimes after it had apparently spent the night without them, and even after we put the tie-down checklist on the nose chain!

Consider this for a moment - if you are unhappy about the fact that we no longer have the Grob, consider what it would be like if the L-23 was damaged on the tie-down and our only 2-place glider was 24H.

A reminder of a few of the other particulars with regard to the L-23:

- Do not push the glider backwards with the tail wheel on the ground as we have been advised that this can cause potentially expensive damage to the rear bulkhead. I am not sure what the mechanism is here because the tail wheel can swivel freely, but better to be safe than sorry.
- On landing the goal is to touch down on the main wheel first and then allow the tail to touch smoothly. After landing, try not put yourself in a position to have to use the brake so aggressively as to raise the tail back off the ground and then have it slam back down on the ground after stopping. Doing so exposes the nose section to damage as it slides along in contact with the ground, as well as the tail wheel and rear bulkhead when it slams back down.
- Secure the stick forward or back when towing so the elevator does not bounce against its stop.
- Secure the stick forward on the tie-down so water can drain out of the elevator, and be sure to use the aileron gust locks.
- Do not lift the ballast weight by the seat cushion as you will tear it off since it is only glued in place with contact cement.
- Use the tie-down checklist so as not to forget any important items when securing the glider at the end of the day.◇

## **Boyce Family Reunion**

**Betty Boyce**

There will be a Boyce family reunion at Hangar Six (6), Saturday, 12 July. Our son is coming from California, and we hope to have the whole family together for the first time in several years. And you are all invited. Brats, beer, german potato salad, cole slaw, coffee, and dessert. Don't plan to bring anything but a healthy appetite. This one's on us. Please let us know by the previous mid-week if you're coming. Wouldn't want anyone to go home hungry. (Wine and soft drinks will be provided. too.)◇

## **New Glider Ground School - Update**

### **David Rossetter**

In May, in response to demand, David Rossetter and Jeff Driscoll started a (relatively) formal ground school. We usually meet on Saturday evenings at 5:00pm in the club house. Schedule changes are announced via the club e-mail system.

So far, we average about six participants per class. Most are current private pilot students with a few certificated pilots refreshing their knowledge. The small size of the class allows a casual, discussion oriented, approach to learning the necessary information.

Topics covered so far include: NFOM (Nutmeg Flight Operations Manual), Airport Familiarization, Theory of Flight, Glider Familiarization, Flight Maneuvers, Weather and Soaring Techniques. In the weeks ahead, we will discuss Advanced Area Familiarization, Federal Air Regulations, Airman's Information Manual, Airspace, Charts, and knowledge and practical exam preparation. ♦

Feel free to join us! No reservation required.

## **Minutes General Membership Meeting**

### **Don Mc Kinlay (Mac)**

**MAY 24, 2008 5:45 P.M.**

The following items were discussed by the membership:

1. The Pawnee project: a major portion of the paint is applied. The control panel is nearing completion. Help is still needed on this project.
2. There is a mail box on the interior wall of hanger #10. All tow pilot and duty pilot daily sheets should be put in this box at the end of each day's activities including checks or cash.
3. The Civil Air Patrol will be making occasional visits to our airport with both a glider and tow plane. Please extend a welcome to them. Every possible effort will be made to keep their activity from interfering with ours.
4. The Grob committee so far has had little luck in finding a suitable replacement for us. Currently there are none on the east coast and the one out west doesn't appear to be in good condition.
5. A motion was made and passed to make the Super Blanick L23 our primary training ship. This will require the purchase of a second one
6. Our current finances appear sound. As our E-mail is not 100% secure it has been our practice to avoid posting any financial information on the web. Unless informed otherwise by the BOD this will continue to be my practice.
7. Membership recruitment is being worked on by J. Discoll, T. Albrecht, T. Mays and P. Whitbeck. Over 400 mailings to pilots in the area have been sent. Contact is being worked on with area publications, local Chamber of Commerce boards and plans to participate in area fly-ins are being formulated.

The meeting was adjourned at 6:5 P.M.

Respectfully submitted,  
Donald K. Mckinlay  
Secretary/Treasurer♦

## **Kline Kill Flyin**

**Tom Albrecht**

Twice a year a fly-in breakfast is held at Kline Kill airport in Ghent, NY. For the second year in a row Nutmeg Soaring Association has participated in the fly-in. This morning, June 14<sup>th</sup>, Jeff D., Tom M., and myself trailored "UC" over to Kline Kill airport and rigged it for display to the visitors who either flew in or drove in.

Our effort to market Nutmeg Soaring Association did generate about a dozen names and addresses that we can use for follow up calls. A number of people remembered the glider from last year's fly-in. A few of Nutmeg Soaring Assoc. "powered pilots" also flew in to Kline Kill this morning to participate. Please remember to give visitors to our glider operation at Freehold airport the "red carpet treatment". In some cases it takes some effort on our part to get people to come see our operation. ◇

## **Awareness items**

### **As heard on the field**

- Members recently witnessed an "event" where a power pilot took off against the flow of traffic while a glider was in the pattern on downwind. The wind sock clearly showed that runway 12 was favored for use. Additionally, the power pilot was using frequency 122.80 while the glider and ground were using 122.85. A discrepancy in the published frequencies for Freehold (115) was noted. Bottom line: mistakes do occur so be prepared to make a safe decision quickly if you are faced with a similar situation.
- New Information Kiosk near the administration building
  - Great pictures
  - Nutmeg Soaring Association trial membership information
  - Don McKinlay built it, Jeff Driscoll and Tom Albrecht put up the pix and info last weekend, and Bruce Blakeslee (a local pilot who has volunteered his time to the airport installed the roof shingles. He helped Lee build the bbq pit last month).
  - The purpose of the Kiosk is to make it easy to get basic info about NSA to visitors who may come out during the week when nobody might be around or on the weekends when for some reason they don't get to talk with an NSA member. It also gets the glider info out there right up front. Most people coming to the airport probably think it's where you learn to fly powered airplanes or get scenic flights!!
  - NSA members are encouraged to make contact with anyone who might be reading the board and at least get their name/address. If so, pass the name/address to the NSA marketing group!◇

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ADDRESS CORRECTION REQUESTED

Mailing Address  
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