



Nutmeg Newsletter



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“The Five Bobs” – Courtesy Bob Cox

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FAA extends parachute packing interval

Bob Cox

Pilots who use parachutes for various flight operations will need to have them repacked a little less often under a final rule issued by the FAA on Nov. 19. Under the new rule, parachutes with canopies, shrouds, and harnesses made of nylon, rayon, or other synthetic material will need to be repacked every 180 days, instead of the current 120 days. The decision to lengthen the interval was based on data from the parachute industry and will reduce the cost of maintaining a parachute by eliminating one packing interval each year. The new rule takes effect Dec. 19.

Courtesy AOPA ePilot, Volume 10, Issue 47, November 21, 2008 ◇

Setting the 2-33 Record Straight

Bob Pett

After some research John Boyce reports he in fact had 300 flights in 12S and 590 flights in 24H. John says he was “Sorry to see them go. I was just beginning to feel comfortable in them.” 24H first appeared in John’s logbook April 12, 1980 in Canaan, CT. 12S came to the club as a rental in September 1991 with eventual ownership by Nutmeg in July of 1995. ◇



Checklists – Who needs ‘em?

Bruce Stobbe

Following are a few fictional tales of soaring-related adventure. See if you think that any of them could actually happen:

It's a beautiful day and the sky is filled with CUs. Everyone who has already launched is still up, and it's finally your turn. The tow plane is almost back to the line and everyone is shouting that you're next and to get ready, so you hop in the L-23 and hurriedly buckle in and prepare for takeoff. A quick glance at the altimeter shows it to be already set to 440 feet, so you close, latch, and carefully check the canopy and give the thumbs up. The line is taut, and with a quick waggle of the rudder you're off and rolling. It is then that you realize that the rubber tie-down bungee was never removed from the controls in the back seat when the glider was towed back to the line after the last flight.

You vow to never let something like that happen again, and it's a hot and muggy day when you are next waiting in line to launch. This time you have gotten ready well ahead of time and have used your pre-takeoff checklist, but it's roasting hot in the glider and that darn tow plane pilot is taking forever to get back to the line, so you open the canopy just long enough to get some fresh air. Finally the tow plane arrives and everything goes as expected - you hook up, thumbs up, the line is taut, you waggle the rudder, and the takeoff roll begins. Just as you become airborne the canopy flies open.

You are returning to the airport after a nice afternoon of flying and it's bumpy, windy, and busy. You are approaching the pattern and just starting your pre-landing checklist when suddenly, and to your surprise, you see the tow plane climbing out just ahead of you! You also hear another glider announce downwind, and are looking everywhere for him. You finally see him when he turns base and realize there will not be a conflict, but you are concerned about the glider already on the runway as well as the mower you now notice, and you feel somewhat anxious as you prepare to land. You pick an open spot to land and as you complete final, round out, and begin the landing flare you realize that in all the excitement you forgot to lower the landing gear.

Could any of the above scenarios happen to you? If you rely on your memory alone to insure that your glider is configured properly for a given phase of the flight you just might be putting yourself in the position of playing the lead role in one of them.

Our memories are unreliable in more ways than one. For instance, you might close and latch the canopy and then open it again at some point prior to takeoff if a delay is expected. If you close it without latching it afterwards and you fail to use a checklist, you are at serious risk of taking off without latching it because you can confuse the memory of having checked it the first time with the second event of closing it without latching or having checked it.

Distractions and anxiety can also adversely affect memory and routine. A distraction in the middle of a routine can take you mentally away from the routine long enough so that later you believe you completed the routine, as in the example with the controls tied back as well as the gear up landing described above.

If you are a student pilot you may be thinking that there are only a couple of basic things to check and they will never be forgotten – so who needs a checklist? Well, if the above examples don't convince you otherwise, consider that you may not always be flying the aircraft you are flying today, and the disciplines you establish for yourself now will follow you throughout your entire flying career. Remember, it's not bad habits that are hard to break - it's all habits. Establish good ones now and they will stick with you - establish bad ones and they will stick with you too. ◇

TFR's

Bruce Stobbe

Be sure to check for TFRs (Temporary Flight Restrictions) before you fly. You can get this information separately or as part of a weather briefing from flight service (800-992-7433), or on-line at either of the following sites as well as a few others:

<http://map.aeroplanner.com/mapping/tfr.cfm?>

<http://tfr.faa.gov/tfr/tfrmap.jsp>

A TFR is a type of Notice(s) to Airmen (NOTAM) which typically defines an area restricted to air travel due to a hazardous condition, a special event, or a general warning for the airspace in question. The text of the actual TFR contains the fine points of the restriction such as the effective boundaries and the altitudes that are affected. Presidential/VIP movement TFRs can be issued with little advance notice, so be sure to get your briefing as close to your proposed flight time as possible - the morning of the day in question is usually adequate, but it is not unheard of for a VIP related TFR to be issued with very little advance notice.

The last thing you want to do is find out that you busted a TFR on that personal best xc you just completed. ◇



NUTMEG SOARING ASSOCIATION
GENERAL MEMBERSHIP MEETING
ADMINISTRATION BUILDING
FREEHOLD AIRPORT
NOVEMBER 15, 2008

The meeting was called to order at 4:35 PM. Twelve members were in attendance. The following items were discussed:

Item # 1: Due to the larger rudder on the new Grob the trailer had to be customized. It is now ready to travel. However, next season the trailer could use a little T.L.C.

Item # 2: The second 2-33 has been sold and has left the field.

Item # 3: A few of our members would like to learn cross country soaring with a Silver Badge in mind. Nutmeg by-laws require that they must complete the Bronze Badge first. Signup sheets will have an additional box added as a reminder of this requirement.

Item # 4: John Benson obtained a reel type hose and static cable for the new gas tank at an excellent price.

Item # 5: Several things need to be completed before we are able to use the new tank.

A: Once the tank is in place the roof will have to be completed. This may require new sheeting.

B: Electricity will have to be run from hanger #10 to the pump site.

C: A new permit will be required due to the size of the tank and the requirements that pertain to it. This means an inspection.

D: A keypad will provide the security necessary for us to protect what will be a large asset.

Item # 6: We will attempt to sell the old tank, most likely through the company from which we obtained the new one.

Item # 7: Due to the national financial crisis our grants for the airport have been frozen pending a review by the NY Governor's office

Item # 8: A safety survey of our airport was filed in 2008.

Item # 9: All parties using Freehold airport as a base of operation will be required to provide a Certificate of Insurance appropriate to their activity. This is an absolute requirement. NO EXCEPTIONS.

Item #10: CAP was so accommodating that the Board felt they should be welcome in 2009.

Item #11: Our old Ford tractor would require excessive expense to rebuild or repair. The Board will look into renting a tractor from John Benson for towing the roller.

Item #12: Nutmeg is still in black ink heading into the 2009 season.

The meeting was adjourned at 5:55 PM.

Respectfully submitted,

Donald K. McKinlay
Secretary/Treasurer ♦





SEASON'S END

The November sky is now cold and gray
Fourteen members have arrived this day
The rain never halted, all hands did stay
The toys of summer must be put away

Our ships now on trailers, broken down and apart
They barely reflect the beauty of their designer's art
Our planes and our friends will remain in our heart
After five months of winter again we shall start

As of now we will recede into a winter respite
Soaring dreams will come to us both day and night
Of last year's successes and next year's great flight
For soaring, friendship and parties Freehold's the site
For great soaring and friends our airport is right

Now we must settle for our soaring magazine
While we wait to ride in our long winged limousine

- Mac

Get Ready for the Nutmeg Banquet

Frank Molnar

When: *Saturday, February 21, 2009*

What: *Reception: 6pm – 7pm*

Dinner & Meeting: 7pm – 11pm

Where: *Danbury Plaza*

Hotel & Convention Center

18 Old Ridgebury Road

Danbury, CT 06810

Who: *Contact Frank & Michelle Molnar*

Phone: (203) 264-8703

mailto: michelepm7@aol.com

http://www.danburyplaza.com/map_and_directions/

We are required to provide a minimum of 50 reservations, so please let Frank and Michelle know your plans as soon as you can.

Cocktail Reception

Domestic and Imported Cheese display

Assortment of Crackers and Flat Breads

Dinner Buffet

Mixed Green Salad – Choice of Dressing

Assorted Rolls and Butter

Sliced Roast Beef, Burgundy Demi Glaze

Chicken Marsala

Penne Ala Vodka

Chef's choice of Starch

Fresh Seasonal Vegetables

Dessert

Chef's Choice of Dessert

Coffee, Tea and Decaffeinated Coffee

Cost: *\$45 per person – includes 19% service charge and 6% sales tax. ◇*

Nutmeg Newsletter is the official publication of the Nutmeg Soaring Association, Inc.

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