



Nutmeg Newsletter



Volume 50, Issue 2

February 2009



Freshly inaugurated, President Driscoll hits the ground running.

NSA - Campers: 2007-8 Expenses Report

Jeff Driscoll

The camper slush fund, which covers expenses for the creek-side road repair, water wagon, "special duty" truck and 2 creek-side electric carts, began in 2007 with a balance of \$250 each. After the initial truck project, Lee turned over \$965 to me as campsite manager.

To date, campsite #6 from the right was transferred from Dave Page to Kendal Toussant, increasing the fund by \$250, and a total of \$655.37 has been spent from 7/1/07 to 12/31/08, leaving \$559.63 in available funds.

\$655.37 was spent on 3 new golf cart batteries, a golf cart fwd-reverse switch, truck tune up parts, battery terminals and cables, and flat tire repairs. I have all the details for whoever would like to see them, just email me.

Mac is taking over as campsite manager and remaining funds. Please contact him for any campsite issues or needs. ◇

INSIDE THIS ISSUE

- 1** NSA - Campers: 2007-8 Expenses Report
- 1** New Member Welcome
- 2-3** General Membership Meeting Minutes
- 3** From the Archives
- 4** Nutmeg Change of Address
- 4** 2009 Meeting Dates
- 4-8** Soaring Over the Catskills – Safety! – Part 1
- 9-10** Nutmeg Banquet Information and Registration Form

New Member Welcome

Betty Boyce

A big welcome to new member Jeff Quackenbush. After a trial flight in October, Jeff caught the soaring bug and joined Nutmeg. Jeff is a junior at Rensselaer Polytechnic Institute (RPI) and enjoys snowboarding, cars, dirt bikes, and music in his spare time. Welcome to Nutmeg Soaring Jeff, we're looking forward to seeing you at the airport!
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NUTMEG SOARING ASSOCIATION ANNUAL MEETING

Miry Brook Fire House

Danbury CT

January 24, 2009 6:45 PM

- Old business from 2008 was discussed.
- There is a new A.D. on Blanik L-23's that requires inspection of a section of the control linkage. This inspection will have to be performed annually. Should cracks be found, the rod will have to be replaced.
- The 2008 budget was reviewed and accepted by a unanimous vote.
- At 7:25 Bruce Stein, our president for the last 4 years, stepped down and a new slate of officers was nominated and elected by a unanimous vote.

President	Jeff Driscoll
Vice President	Len Herman
Secretary/Treasurer	Jim Sidway
Director at Large	Esteban Draganovic
Director at Large	Peter Veldkamp
Chief Operations Officer	Bruce Stobbe

- The first order of business for the 2009 season was a review of a projected budget for the coming season. The projections are based on previous years and what is known to be expected. All figures are estimates. The members felt the projected figures were reasonable and approved the projected budget.
- In the 2009 season several members have volunteered to take on responsibility for specific needs of our club. They are as follows:

Marketing	Peter Whitbeck
Membership	Betty Boyce
Financial Auditor	Nan Jackson
Insurance Overseer	Len Herman
Newsletter	Bob Pett
Campsite Manager	Don "Mac" McKinlay
Recording Secretary	Don "Mac" McKinlay

- This year's first Safety Meeting will be held at the Miry Brook Firehouse on March 28th 2009.
- There will be an LLC Meeting on tentatively scheduled for March 14th 2009 at the Miry Brook Firehouse. Check the Nutmeg Website for the time for this meeting.

- Nutmeg has a need for more Tow Pilots and Instructors.
- There is also a need for more mower operators, weed whacker operators and tree cutters.
- There is a problem with our radio frequency as it has been published both as 122.8 and correctly as 122.85. Bruce Stobbe has contacted the appropriate FAA authorities about this.
- The meeting was adjourned at 9:15 PM.

Respectfully submitted,

Don “Mac” McKinlay
Recording Secretary



From the Archives

John Boyce on behalf of Steve DuPont

This article was first written for the October 1965 edition of Soaring by former Nutmeg member Steve DuPont. Yes, one of those DuPont's. The DuPont family was very much involved in getting soaring off the ground, no pun intended, starting in the early thirties. Steve was the fourth member of Nutmeg, from October '56....

Most gear up warning systems cost a great deal of money and are far from foolproof, fools being what they are. Paul Schweizer, who flew a 2-32 with a retractable gear at Adrian this year, has a warning system that probably didn't cost more than a quarter--and a perfect record for gear down landings. Paul uses nothing more complicated than a white linen handkerchief which begins its service tied to the release knob. Thus, when Paul pulls the release knob he is reminded to retract the gear. At this point the handkerchief is switched over to the spoiler knob where it reminds the pilot to lower the wheel prior to landing. You can also use this warning system to wipe your brow or blow your nose, which is more than can be said for flashing lights, ringing bells, and sweet whispered somethings. ◇



2009 Meeting Dates

Jim Sidway

Board of Directors	General Membership
April 18	March 28 (safety) - Miry Brook Firehouse - Danbury, CT
June 20	May 30
August 1	July 11
October 17	September 5
December 12	November 7

General membership meetings will be held at Freehold with the exception of the March meeting that will be held in conjunction with the first Safety Meeting at the Miry Brook Firehouse in Danbury, CT.

April 18th - Freehold Soaring Season begins!

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Nutmeg Change of Address

Jim Sidway

Nutmeg's official address has changed to:

**Nutmeg Soaring Association
PO Box 1179
Middlebury, CT 06762-1179**

Nutmeg members are encouraged to send any correspondence directly to Jim Sidway at the following address:

**Nutmeg Soaring Association
c/o Jim Sidway
211 Lum Lot Rd
Southbury, CT 06488-1960**

Items sent to this address will likely be received sooner than if sent to the Middlebury address. ◇



Soaring over the Catskills - Safety! (Part 1 of 3)

Bill Kenyon

Why talk about it?

When you soar over -- or near -- the Catskills, there are more dangers than when you stay away. But there is often more lift. If you want to benefit from it, you need a way to progress to soaring the Catskills safely. This article is a step in that direction.

Getting Back from Windham High Peak

Before you go, have the numbers for getting back.

The distance to 1i5 from Windham High Peak (WHP) is 5.3 statute miles or about 27,000 feet. Elevation of WHP is 3540'.

msl altitude needed -- WHP to 1i5					
Glider	book L/D	SSA L/D	Alt. loss via L/D	msl pattern entry alt.	msl alt for 'safe' trip home
Superblanik	28:1	14:1	2000'	1400'	3400'
Grob 103	38:1	19:1	1500'	1400'	2900'
Schweizer 1-26 (not recommended)	23:1	11:1	2600'	1400'	4000'

The SSA recommends dividing the book L/D by 2, and we've done that in the table above. This makes the 'altitude loss' conservative, but it doesn't guarantee that you won't run into big sink.

Effects of wind?

N, NE, E wind: You will have a headwind (or partial headwind) on the way back to 1i5. Know the wind aloft **before** you fly so you can choose a return altitude that's conservative. Keep track of your drift as you thermal -- this will at least tell you the direction of the wind, and how fast the airport is getting farther from you.

A headwind gives you more "altitude loss" on the way back than the table shows -- double, if the speed you are flying is half the headwind; 50% more if your airspeed is 1/3 of the headwind (20 kt vs 60 kt). Fly **faster** than the "still air" best-speed-to-fly to make the best effective L/D over the ground. -- the headwindier, the faster. Yes, if your airspeed is lower than the headwind, you won't make it back.

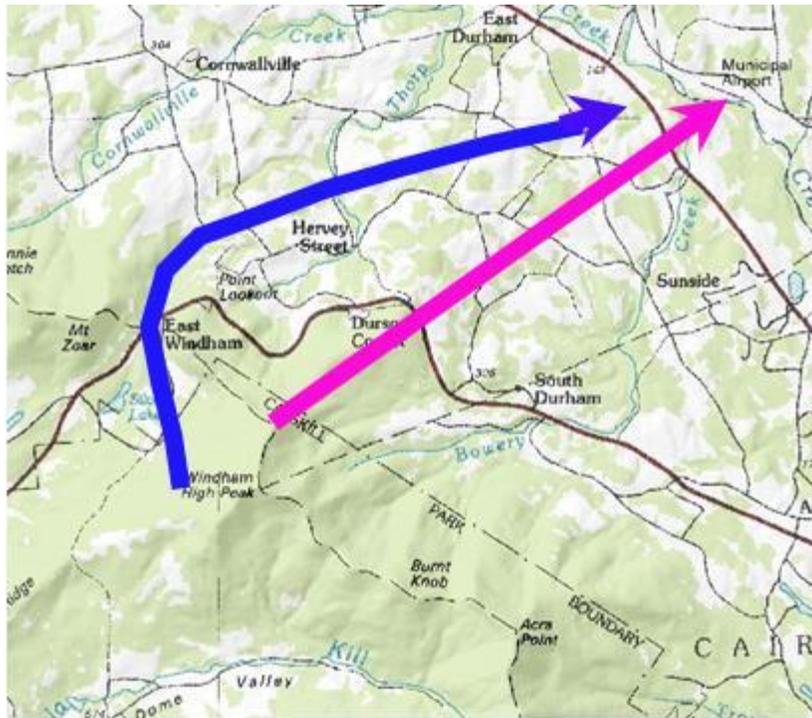
SW Wind: Now you have a tailwind coming back, so there are no problems, right? **Wrong!** On the home-side slope of WHP, you are in the region of downwash (sink) on the downwind side of the mountain. When you are in sink, you must fly **faster** than the book best-speed-to-fly to make the best distance-over-the-ground -- the sinkier, the faster. This is easy to remember -- you want to get out of the sink **fast**. But if you have a minute of 500 fpm down, you have lost 500 feet of altitude.

Landout Sites on the way back?

There aren't any. The terrain is mostly wooded, and is quite hilly and sloping (exactly what you should expect on the side of a mountain; and you can't land safely **across** or down a slope). Take this into account along with the altitude when you plan your flight home. And take a drive through this terrain to check it out.

Don't get trapped!

The table above applies if you fly straight back from WHP (red line on the map below). If you start farther away, then you will lose more altitude. If you are very low, terrain may require you to go through the Point Lookout gap, elevation **2000' msl** (blue line below). If you're too low even for that, you have very few landout sites on the Catskill (south) side of The Gap -- and they're not close to The Gap, so you have to plan 'way ahead to use them.



Again: the elevation of the Point-Lookout gap is ~ **2000 msl**.

List of hazards -- soaring over the Catskills.

1. **Rescue is chancy.**

The terrain is wooded and mountainous. No-one may know you are there in the trees; you're probably invisible from above, hence unspottable; rescuers may not get to you until the next day (or later). So be conservative. And talk to Peter S. about safety devices like ELT's -- a cell-phone is only one item on the list.

2. **Landing sites are few** -- again, it's wooded and mountainous

3. **You're low over terrain.** Most of the valleys are at 1500 - 2000 msl, putting you lower over terrain than your mental altimeter interpretation tells you. 4000 feet msl sounds good over Freehold, but if the local valley is at 2000 feet msl, you're only 1000 feet above pattern entry.

4. There's more **turbulence** (and turbulence includes episodes of sink).

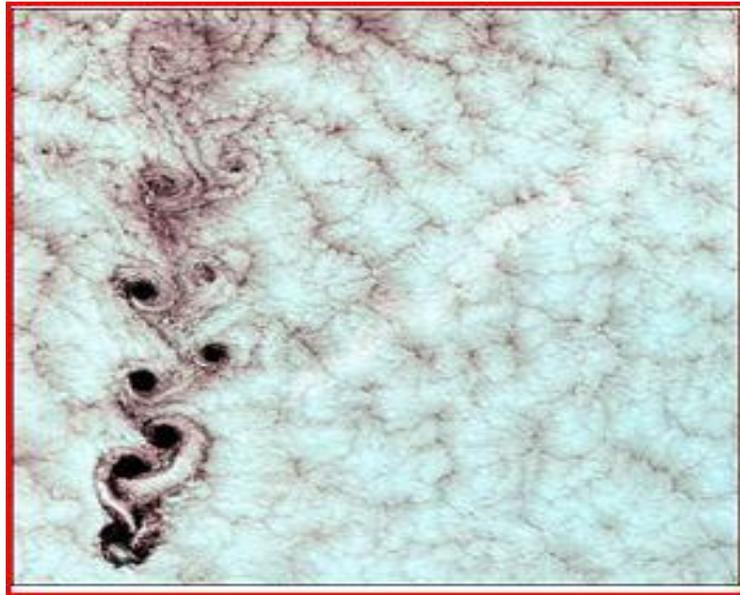
5. There's **downwash**.

6. **Exit** from the Catskills is restricted -- Point Lookout gap at 2000' msl.

Below we say more about items 2-6.

Turbulence

What is this a photo of?



It's a satellite photo of clouds around Alexander Selkirk Island (located off the coast of Chile). The mountaintop is about 4000' msl.

If you're flying at slow speed downwind of the island, you'll experience turbulence as the vortex pattern goes past you -- left, right, left ...

If you imagine looking from the side, you can imagine a similar downwind turbulence pattern rolling off the top of the mountain -- sink, lift, sink ...

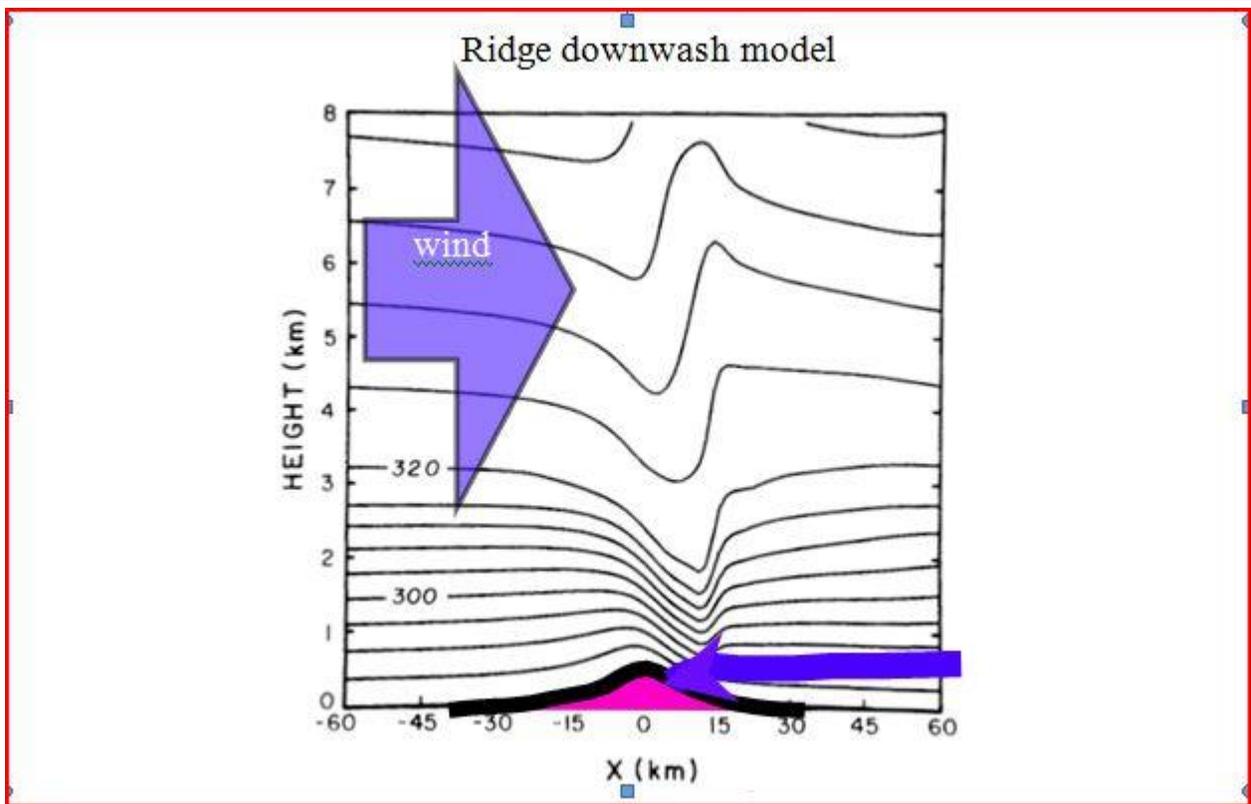
Common sense tells you that the turbulence increases with wind strength and obstacle size. Don't pick a very windy, turbulent day for your first experience over WHP -- expand your envelope gradually.

Bottom line -- expect turbulence (including sink) downwind of a mountain, even well off to the side.

Downwash

The figure below is a numerical model for airflow over a ridge.

The ridge has downwash on the lee side. The ridge also disturbs the flow up to a high altitude.



The heavy blue arrow on the right represents a sailplane going into the wind, expecting to clear the top of the ridge and reach the upwind side. The pilot visually assesses his clearance as he approaches, and figures he's golden -- but his eyes haven't anticipated the downwash he now encounters, and he hits the ridge head-on at 70 kt, 20 feet below its top.

This ridge approach from downwind is a serious danger. It's probably responsible for a large fraction of the numerous NTSB mountain fatalities that Wally M. reviewed in last year's safety meeting. So **don't ever** approach a ridge head-on from downwind unless you have 100's of feet of clearance, and lots of speed. If you must approach, be prepared for a blast of sink. Approach from a small angle, not head-on, and plan an escape route in case you have to turn away, and a land-out site in case you don't make it over. So plan waaay ahead.

An important case of downwind downwash is -- coming back to 1i5 from WHP with a southwest wind. Expect downwash, plan for it, and remember to fly fast when you are in sink.

Bottom line: Expect a lot of downwash when you are on the downwind side of a mountain. Plan way ahead and be very conservative when approaching a ridge from downwind. ◇



NUTMEG SOARING ASSOCIATION
ANNUAL BANQUET 2009

Saturday, February 21, 2009
(snow date Sunday, February 22)

Danbury Plaza Hotel & Conference Center
Danbury, Connecticut 06810

Cocktail Reception

Domestic and Imported Cheese display - Assortment of Crackers and Flat Breads
Chef's selection of Three (3) Hors d'Oeuvres

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

ONLY \$45.00 per person includes tax and gratuity!

***** 2008 REVIEW - KUDOS AWARDS *****

A display table will be setup for crafts or pictures, so please bring along whatever you might like to share with everyone.

Directions: http://www.danburyplaza.com/map_and_directions/ - formerly the Danbury Hilton.

NOTE: A special room rate of \$79 per room (single or double occupancy) for Banquet 2009 attendees has been arranged with the Danbury Plaza. You must reserve your room by calling the hotel directly at 203-794-0600. Deadline for making room reservations at this special rate is Friday, February 20th, 2009 (Yes, Friday!).

Cut and Mail

Names: _____ **No. of attendees:** _____

Address: _____

City: _____ **State:** _____ **Zip:** _____ **Phone:** _____

Total Enclosed @ \$45.00 per person: _____ (checks payable to Nutmeg Soaring Association)

NOTE: All banquet reservations must be prepaid and received no later than February 16, 2008. Tickets will be held for pick up at the door. NO phone reservations accepted. NO refunds.

**Please Return with Full Payment to:
Michelle Molnar
175 Old Highway
Southbury, CT 06488**

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