



# Nutmeg Newsletter



Volume 50, Issue 4

April 2009



Esteban leads a review of Calendar Year 2008 accidents as documented by the FAA at the March Safety meeting. Courtesy: Tom Albrecht.

## Opening Day, All hands on deck!

Jeff Driscoll

We need full participation by all your smiling faces and helpful hands to tackle the opening day projects (April 18<sup>th</sup>)! Glider assembly, tie down inspection and repair, grass rolling, golf cart maintenance, admin building cleaning and fence repair, there is enough to keep us all busy! If you can't figure out what to work on, don't be shy about asking.

We look forward to another bright, safe and thermally season. Spring check-rides are just a couple weeks away, see you there. ◇

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### Spring Duty Schedule

Date	Duty	Assist. Instructor	Pawnee	Husky
Sat 4/18	F. Molnar			
Sun 4/19	P. Meny			
Sat 4/25	R. Pett		M. Flynn	D. Rossetter
Sun 4/26	J. Quackenbush		S. Neal	R. Cox
Sat 5/2	B. Ramey			
Sun 5/3	L. Ramsdell			
Sat 5/9	W. Rogg			
Sun 5/10	P. Scarpelli			
Sat 5/16	R. Szigeti			
Sun 5/17	R. Webb			
Sat 5/23	P. Whitbeck			
Sun 5/24	T. Albrecht			
Mon 5/25	C. Atkins			
Sat 5/30	D. Baroody			
Sun 5/31	S. Baroody			
Sat 6/6	M. Beattie			
Sun 6/7	G. Buzas			
Sat 6/13	L. Demarco			
Sun 6/14	R. Duckworth			
Sat 6/20	D. Jackson			
Sun 6/21	N. Jackson			

# Duty Pilot Checklist

## Peter Meny

The primary responsibility of the Duty Pilot is to run a safe, efficient ground operation.

### Before Flying Begins

- Receive and post weather briefing for the day. (If the weather may preclude flight operations, consult with the Duty Instructor.)
- See that all ground equipment (golf carts, mobile phone, base station, hand-held transceiver, tow ropes and log sheets) are ready and properly used during the day.
- Organize members to untie club gliders, perform pre-flight inspections, and stage gliders for launch.
- Ensure that Pre-flight log sheets are completed for all Nutmeg gliders prior to first flight.

### Once the Flight Operation Begins

- Monitor the airport frequency (122.85).
- See that member participation in towing operations (i.e. glider hookup and launch) conforms to standard signals and is conducted in a safe manner.
- Arrange for prompt retrieval and parking of aircraft after landing (good practice has the next pilot signed up to fly a glider that has just landed assist in returning it to the takeoff area).
- Log glider flight times from take-off to landing and record the elapsed time to the nearest 5 minutes.
- Record the tow fees for each flight.

### At the End of the Day

- Batteries are back on the charger.
- Gliders are tied-down securely.
- Golf carts are put away.
- All ground equipment including trailer, mobile phone, base station, hand-held transceiver, tow ropes are put away.
- Log sheets in the mailbox in Hangar 10. ◇



## Wanted for the 2009 Season!

### Tom Albrecht

We could use another volunteer to receive some specialized training, at no expense, in the operation of Nutmeg's Exmark mower.

There is a lot of grass to cut at the airport and ***too many hours are being spent on the mower by too few people!*** We need your help!

- Day shift only, no nights.
- Ideal job for retirees or workers with nothing to do.
- Equal opportunity employer, male or female applicants considered!
- Too many benefits to list.
- Contact Tom Albrecht for more information. ◇



## Safety Meeting Sticker

### Bruce Stobbe

Please be sure to obtain your logbook sticker after attending one of the two safety meetings this year. You will need this in your logbook when it comes time to take your spring checkout flight with your instructor. If you were at the safety meeting on Sat 3/28 but didn't get a sticker, send me an email and I will see that you get one. ◇



## NSA Nutmeg Fleece Orders

### Amy Driscoll

I'm going to put in another order for Nutmeg Fleeces, so if anyone would like one, please let me know.

Sizes are Men's S, M, L, XL; grey or green. Cost \$35.

Email me or call 860-315-7635. ◇

## Freehold Turf Update

### Jeff Driscoll

Freehold Turf is still too soft for any car or truck traffic, so please "keep off the grass" until further notice, especially those who are anxious to move their campers!

We are hoping for dry weather next week, which might allow camper moving by Friday, April 17, but will keep you posted. Until then, please don't make our grass worse than it already is and increase the job of rolling it. ◇

# NUTMEG SOARING ASSOCIATION GENERAL MEMBERSHIP MEETING

March 28, 2009

Miry Brook Fire House  
Danbury, CT

The meeting was called to order at 6:10 P.M. by our new President Jeff Driscoll.

The following items were discussed.

- Jim Sidway gave a report on our current finances. It is Nutmeg policy to not publish the figures but we appear to be in good shape for the 2009 season.
- Weather permitting; we want to start our season April 18th. We will need all the hands we can get to assemble the new larger (Super Blaniks). Many of us still need to learn how they go together.
- A long discussion on installing the Internet for Nutmeg use was carried out and a motion was made and carried to table any discussion until we have more information.
- At the present time we believe Clem will continue to do annuals on our Club and member's ships. We are not requiring that he have insurance for this work. Clem's needs and our requirements still need some discussion.
- Once again there was considerable talk about insurance. It is the belief of the Board of Directors that any and all commercial operations performing work at Freehold Airport, be properly insured. It will take time and effort to make this policy known and adhered to.
- Doug Laitinen has stepped forward and will attempt to keep track of the need for repairs and upkeep of our gliders. This is not a simple one-man task. He will need all of us to observe report and help with this task. Keep him informed of everything you believe needs attention and HELP whenever you can.
- Tow Planes - Bruce Stein will oversee the service and upkeep of the Pawnee and Bob Ward will be responsible for his Husky.
- As much as we feel a need for control over repair work at our airport we have to realize the importance of having skilled, certified mechanics on hand. Currently no one seems to know what the cost of insurance for repair persons would cost.
- Betty Boyce, Peter Whitbeck, Tom May, Peter Veldkamp, and Tom Albrecht have taken on the task of being a Marketing Committee. A Membership Drive for 2009 has been proposed. There will be two instructional packages that will require a larger investment of interest and money from candidates

Respectfully submitted,

**Donald K. McKinlay (Mac)**  
**Secretary/Treasurer ♦**



## New Introductory Memberships approved for 2009

### Jeff Driscoll

The Marketing Committee, headed up by Peter Veldkamp, presented their recommendations for a new membership drive at the last general meeting and met with full support by the club. These new memberships, described below, will dovetail well with the call for each and every member to commit to bringing at least one potential member to Freehold and getting them up in a glider. The natural follow up to that effort is to tell them about two ways they can try soaring before considering a full membership.

**1. Introductory 30 day membership.** Cost \$275, which is fully applicable towards a full membership in the same year. Also part of bargain is a one-year membership in the SSA, with 12 issues of soaring magazine, and a glider log book. Tows are additional, and the member signs up for a flight and instruction the same as a full member.

**2. Introductory 90 day membership.** Cost \$500, which is fully applicable towards a full membership in the same year. Includes a one-year membership in the SSA with 12 issues of soaring magazine, an FAA Glider Flight Manual, a glider log book and best of all: participation in Nutmeg's 2009 Ground School held Saturday mornings from June through August. Tows are additional, and the member signs up for a flight and instruction the same as a full member.

Consequently, Trial Memberships as we knew them will be discontinued. It really came down to an insurance issue and whether those would be considered more of a commercial operation than rides for prospective members.

The Marketing Committee is working on efforts to aggressively market these memberships locally and in the Windham area as well as regionally through EBay and Craig's List. If you have any ideas and can volunteer to help, please contact Peter. ◇



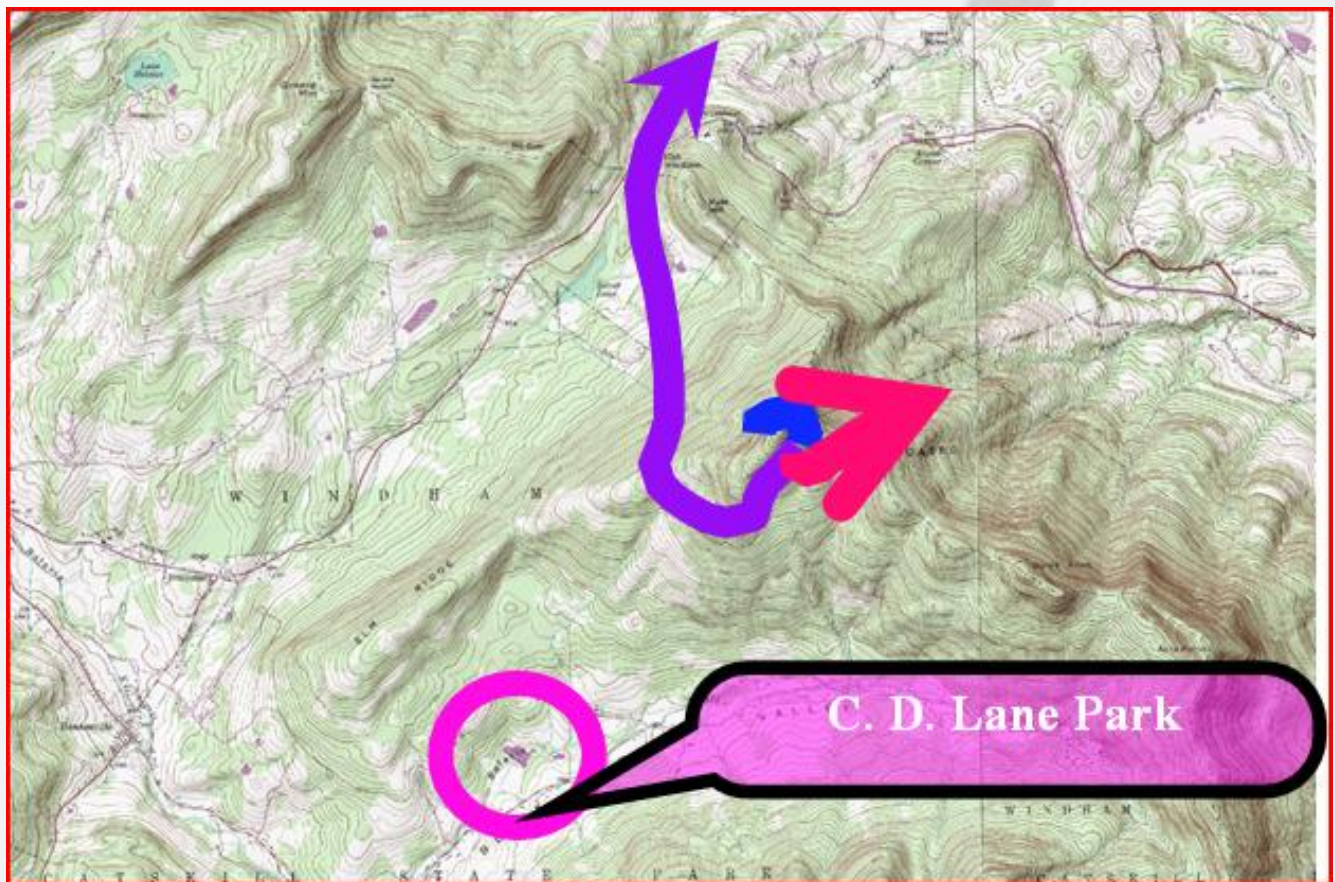
## Soaring over the Catskills - Safety! (Part 3 of 3)

Bill Kenyon

### Scenario -- with a few minor mistakes

The figure below is a contour map of the Windham High Peak (WHP) area.

The pilot is making a right-hand thermal circle over the top of Windham High Peak (blue curve), not very high and at book thermaling speed (say Grob, 57 kt). He is not far enough upwind, and as he gets to the east side of the circle, facing roughly south, he encounters a burst of sink.



He doesn't like the idea of flying straight ahead at that point to escape the sink, because he knows:

1. the valley in front of him dead-ends to the east,
2. he will have a ridge separating him from the airport.
3. he can't land out there, "it's all mountains and trees".

Adrenaline grips him, and he urgently wants to turn back toward the airport and safety. He **wasn't prepared for a burst of sink**, but 3 possibilities run through his mind:

- A. Try to complete the circle to get back on the upwind side, using will-power, prayer, and a tighter grip on the stick. This either works or doesn't; let's assume it was not a prudent decision in this case.

- B. Turn right (purple path), and run close along the SE side of Windham High Peak - close, because he wants to minimize the distance he must glide. Since he's now on the downwash side, he's in sink all the way along, and must go a long way SW before he can turn the corner to the north at a safe height over terrain. He rounds the corner, and finds he is now low on the NW side of Windham High Peak, a situation he's never been in before. He sees Kate Ridge (2300 msl) a mile away, between him and the airport (which he can't see from this point). To guarantee (?) terrain clearance, he decides to go around Kate Ridge, through/over the Point Lookout gap. This makes his path longer. If he's in the Grob, he may be alright; if he's in the Superblanik, he may be too low by now. Or ...
- C. Turn left (red path) and hope that he makes it over the top of the ridge to the north. He's already close to it, in a zone of sink and turbulence, and has little separation from terrain. He has only a few seconds to make the last-minute decision whether he will make it over the ridge. If not, he must roll suddenly back to the right (with a danger of sticking his wingtip in the trees); then he is back in situation B or A.

With either B or C or particularly A, the pilot will be loaded up with adrenaline, which makes it difficult to fly well (coordinated, and at the best speed-to-fly), to see alternatives, and to make good decisions -- cognitive lockup!

**Things would be much different** if he felt confident that he could land at C. D. Lane Park (red circle on the map)? Then he would be less reluctant to head into the valley when he encounters the sink. He would likely find that he is soon out of the sink, and he can make either the right or left turn with room to spare. Or he could land at the park. In fact knowing he could land out might have changed A. into a different decision with no need for will-power and prayer.

**But do not count on landing** at C. D. Lane Park unless you have driven there and looked it over thoroughly. There is a soccer field; adjacent is an area off the end of the dam which is not long but smooth and fairly flat. At certain times/weekdays/seasons, there is a chain across the entrance to the park, and goal-posts on the soccer field.

SW of the dam, running between the dam and the road, is a 1200' privately-owned grass strip. If it is mowed, it is mowed only to power-plane width. Jeff. D. got low coming back from Windham Ski Area and landed there in 2007. The long grass caused a ground loop at the end of his run-out (with no damage, fortunately). (It could be OK for Superblanik with its high wings -- if the hay isn't high -- but not for the Grob. Both have a 7-foot longer wingspan than Jeff's ASW-24).

Jeff and I later went looking for sites for a WHP landout, and decided that Lane Park was the best of them -- if there weren't people all over it at the time (summertime, on nice weekends?).

**Summary of 'Scenario'** -- don't let little mistakes build up. Not knowing the good land-out sites is a **big** mistake -- go look them over, **and** always be prepared for a burst of sink.

## Summary -- Soaring over the Catskills

1. Know the altitude-loss for the glider you are flying.
2. Know the wind aloft before you launch.
3. Be wary of the exit trap -- el. 2000' msl.
4. Turbulence and sink are common & strong downwind of mountains.
5. Look for lift on the upwind side of ridges/mountains.
6. Always be prepared for a burst of sink - **FEMPR = fast, exit, murphy, plan, recalibrate.**
7. Fly best-distance-over-the-ground airspeed in sink and/or head-wind glides -- i.e fast.
8. Inspect landout sites -- more than one.
9. Be conservative. Expand your envelope gradually. Take instruction.

10. Carry a charged cell-phone.

## Disclaimers:

- Do not attempt to 'ridge fly' in the Catskills without prior experience on a real ridge, for example, the Appalachian ridges of our Mifflin County trip. This article is not a 'how to ridge soar' or 'slope-soar' article.
- This article does not constitute permission for you to fly club gliders over the Catskills. Speak to your friendly instructor.
- This article represents the opinions of only the author and not any other individual or group.

## Soaring over the Catskills - Knowledge Test

**1. Name the Catskill land-out places you have examined from the ground.**

- A. \_\_\_\_\_  
B. \_\_\_\_\_  
C. \_\_\_\_\_

**2. Give the msl altitudes of:**

WHP \_\_\_\_\_,  
Point Lookout Gap \_\_\_\_\_,  
Kate Ridge \_\_\_\_\_,  
Zoar Mountain \_\_\_\_\_,  
Accra Point \_\_\_\_\_,  
Thos. Cole Mtn. \_\_\_\_\_.

**3. Give the distance to 1i5 from:**

WHP \_\_\_\_\_,  
Stiefel Factory \_\_\_\_\_.

**4. What is the book L/D for:**

Superblanik w/standard wings \_\_\_\_\_;  
Grob 103 \_\_\_\_\_;  
Schweizer 1-26 \_\_\_\_\_.

**5. What is the no-wind altitude loss flying to 1i5 from WHP for:**

Superblanik w/standard wings \_\_\_\_\_  
Grob 103 \_\_\_\_\_  
How much does the altitude loss increase with 20-kt headwind (%)? \_\_\_\_\_



**6. What is the book still-air speed-to-fly for:**

Superblanik w/standard wings \_\_\_\_\_

Grob 103 \_\_\_\_\_

Schweizer 1-26 \_\_\_\_\_.

**7. As you start back from WHP to 1i5, you expect downwash when the wind direction is from the \_\_\_\_\_.**

**8. In the acronym FEMPR for ways-to-be-prepared-for-a-burst-of-sink, what do the letters stand for? \_\_\_\_\_/ \_\_\_\_\_/ \_\_\_\_\_/ \_\_\_\_\_/ \_\_\_\_\_.**

**9. Gliding for best distance-over-the-ground offers 2 circumstances in which flying faster than book best-L/D speed is appropriate. What are they?**  
\_\_\_\_\_/ \_\_\_\_\_

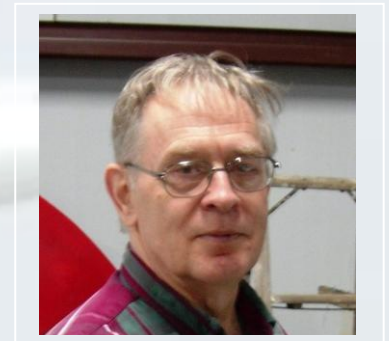
**10. Mountain flying tends to offer two circumstances in which flying fast represents safety. What are they, and why do they represent safety? (Hint -- different from answers to previous question.) \_\_\_\_\_**

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**11. Do you carry a cell-phone in the glider with you? \_\_\_\_\_.**

**12. Do you get signal at C.D. Lane Park? \_\_\_\_\_.**

**13. Give 2 reasons why you should know the wind aloft before you launch. ◇**



## What If ....

### Peter Scarpelli

Most of us spend the long winters dreaming of those fun soaring flights of warmer days. It won't be long now until we return to them again. Perhaps you haven't thought of it, but **what if** one of those flights turned into a disaster. None of us like to think of it, and the likelihood of it occurring is small, but the potential of an accident always exists. This could be as simple as an off field landing gone bad, with the glider sliding into a ditch with you trapped inside, to an outright glider or parachute landing in the tops of trees. In all these instances, the pilot could go through the accident without a single scratch, only to be helpless and stuck, waiting for a rescue.

The thought of an accident seems unreal. Maybe we think of unlucky people we've read about like Steve Fossett or the US Air landing in the Hudson. Think again. They've happened very nearby us too. When our Grob crashed at the top of Windham Peak there were some very fortunate circumstances. Had it occurred just a few hours later or a few hundred feet down the mountain, things may have been very different. Hikers may not have been around or the search pilot may not have spotted them so quickly. A rescue may not have been completed that afternoon and the occupants could have spent one long cold October night out there.

Or consider the crash of the discus. It landed in the tops of trees. Anyone who flew over the site after the crash will tell you that were it not for the fact that you knew exactly where to look, the ship was barely visible as it quietly lay there. Perhaps more alarming was that as one walked up to the scene, it was almost invisible from the ground too. Branches and leaves kept it hidden. Had this occurred just a little further away, a quick rescue may not have been possible.

So, if the "**what if**" ever came true, is it a big game of luck or is there more to it than that? Certainly, the circumstances of a crash may be difficult to control, but the potential for a rescue and survival are two things well within your control. This article deals with things you can do to raise the chances of being found relatively quickly. Survival until being found is a separate issue and probably warrants another article.

Contacting help or being found in a timely manner is a matter of using what you have available to you at the moment. The more preparation you do ahead of time, the better the chances.

You may think of other possibilities, but here are some common ways to contact help:

- **An eyewitness sees you and comes to your aid.**

This is certainly a possibility but don't count on it. Talk to pilots who have landed off field and most will tell you that it is a rare that anyone ever sees their land-out or stop by to see if they're safe.

- **Use the glider radio.**

This may work well. Do you know what frequency you'd monitor? (122.85, 123.3, 121.5?). You could be sitting there for some time until someone responds to your call or until an airplane is dispatched to look for you when you haven't returned to the airport. What if your ship was damaged? The radio may not work at all. If you contacted someone, would you know your exact position? A report that's off by a mile is a long way. If you have a GPS, would it still be working? (especially below tree line).

- **Cell phone**

Do you routinely carry this with you? If trapped, could you get it out of your pocket? Will it get a signal....? If you were ok, would you leave the crash site and start walking to try to find help? Would you know where you were?

- **ELT**

Emergency locator transmitters are a device which can be crash and manually activated. They are mounted in the ship and give off a radio signal. Older ones give off a signal on 121.5Mhz which allows a rescuer to slowly home in on your signal. The good news is they are only \$200. The bad news is that finding an ELT source can take quite a bit of time and if you happened to use a parachute, you might not be near the aircraft. There is a newer version now for about \$1500 which uses 406Mhz and will broadcast your GPS position (providing it can get the GPS signal out).

- **Personal ELT**

This type ELT for about \$600 is portable and will broadcast your GPS position. Their advantage is that they can be attached to your parachute or the portable factor allows you to carry it should you decide to try a walk for help. The only disadvantage is you must manually activate it. In the event of incapacitation or being in a position which doesn't allow the GPS signal to get out, their use may be limited.

- **"Spot device"**

This is another portable alternative. This parachute attached unit is left on for the entire flight. It broadcasts your position every ten minutes which can be followed on a website (often called the "husband finder"). Should you be incapacitated, the unit still works provided that you are still located where a GPS signal can get out. It also has a unique feature in which the user can press a button and activate 911. They will receive your position and a message with personal information which you've programmed. Even if GPS position is not available the message is still sent. The unit costs \$150 plus an annual \$150 subscription. They work remarkably well and are becoming popular with pilots of small aircraft, hikers, or activities in which it could be desirable to leave a history of one's position.

You may be able to think of other ways to launch a successful rescue. Perhaps it's a signal mirror or a loud whistle. The purpose of this article was not to raise the specter of what is an unlikely event. Its intention is to give some simple alternatives which could keep an accident from becoming an unnecessary tragedy. Any one or more of the above, could certainly help accomplish the task. ◇





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