



Nutmeg Newsletter



Volume 50, Issue 5

May 2009



Opening day kicks off as planned. Courtesy: Bill Kenyon.

2009 Encampment Dates

Jeff Driscoll

This year's encampments are scheduled for Saturday, May 23 through Sunday May 31 (Monday May 25 is Memorial Day and Saturday July 4 through Sunday July 12.

We'll be arranging for tow pilots for as many days as possible, but please plan to attend one or both encampments and grab your share of the fun! ♦

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Duty Schedule

Date	Duty	Assist. Instructor	Pawnee	Husky
Sat 5/9	W. Rogg		B. Stobbe	R. Cox
Sun 5/10	P. Scarpelli		J. Boyce	
Sat 5/16			D. Rossetter	
Sun 5/17	E. Draganovic		B. Stobbe	
Sat 5/23	P. Whitbeck		M. Flynn	D. Rossetter
Sun 5/24	T. Albrecht		B. Ward	
Mon 5/25	C. Atkins		B. Stobbe	
Wed 5/27			B. Stobbe	
Sat 5/30	D. Baroody		B. Stobbe	R. Cox
Sun 5/31	S. Baroody		B. Ward	
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			
Sat 6/27	S. Kohrs			
Sun 6/28	D. Laitinen			
Sat 7/4	T. May			
Sun 7/5	F. Molnar			
Sat 7/11	P. Meny			
Sun 7/12	R. Pett			

2009 Meeting Dates

Board of Directors	General Membership
June 20	May 30
August 1	July 11
October 17	September 5
December 12	November 7

➤ Meeting location is Freehold (115) unless otherwise noted.

U.S. Navy Commissions Aileen Lennon

Paul Quinn and Bob Cox

Aileen Lennon, former Nutmeg Soaring Association scholarship student member, was commissioned Friday, 14 May 2009 as an Ensign in the United States Navy during Naval Reserve Officer Training Corps commissioning ceremonies at Rensselaer Polytechnic Institute, Troy New York. Ensign Lennon's commissioning oath was administered by Paul Quinn, Lieutenant Commander, USN (RET).

Aileen attended Curtiss High School in Staten Island, NY where she was enrolled in the Junior Naval Reserve Officer Training Corps headed by LCDR Paul Quinn. Being also a member of Nutmeg Soaring Association, LCDR Quinn sponsored Aileen as a scholarship student member of Nutmeg in 2003 and 2004.

Aileen's first flight with Nutmeg was on 17 May 2003 and her last flight with Nutmeg was on 25 July 2004. During that time, Aileen flew forty

dual and three solo glider flights and accumulated 13.6 hours total time. Her first solo flight was 30 June 2004 endorsed by instructor Jeff Driscoll.

Over the ensuing five years, Aileen became totally engrossed in her studies at Rensselaer Polytechnic Institute from which she graduated on Saturday 15 May 2009 with a Bachelor of Science Degree in engineering. Quite a week for this young lady becoming a commissioned officer in the United States Navy and a graduate engineer!

Ensign Lennon's initial duty assignment is NAS Pensacola for flight training. Aileen aspires to become a helicopter pilot flying Navy SH60B Seahawk helicopters. Nutmeg salutes Aileen and wishes her continued success in the Navy! ◇



Paul Quinn, Bob Cox, and Aileen Lennon at the U.S. Naval Reserve Officer Training Corps commissioning ceremony - Rensselaer Polytechnic Institute, Troy, New York.



News and Tidbits from the Ops Guy

Bruce Stobbe

- All of the annuals and ADs are now complete on the glider fleet. Let's try to preserve the timeless beauty and performance of these fine ships by giving them the occasional bath and proper canopy cleaning that they deserve. If you are unfamiliar with how to properly clean the canopy please ask first because they scratch very easily.
- The Pawnee still needs a few things done but we hope to have her back in service by Saturday, May 2nd.
- At the end of the day please be sure to double-check that the gliders are secure on their tie-downs. This is one of the end-of-the-day duties of the Duty Pilot, but it is primarily the responsibility of the person tying the glider down. All control surfaces should be secured with gust locks in place where applicable. If you are left with the responsibility of tying a glider down and are unsure of how to go about it, please seek out help. Never leave a glider partially secured on a tie down - if a gust lock is lost or the mower eats one, or something breaks and you cannot properly secure the glider you must find someone to help you. Never leave it as it is, hoping someone else will notice it and take care of it.
- Rumor has it that the tow pilots appreciate your help at the end of the day with cleaning and stowing the tow planes. Please try to lend a hand at the end of the flying day to help these fine aviators who will undoubtedly repay you by towing you to a 10kt thermal next time out. Just present your coupon on the flight line.
- We need your help to get the fuel tank ready for inspection. We need to install the roof and several other items such as the pump, plumbing, etc., etc. It is very important that we get this done ASAP in order to avoid running out of fuel and having to make fuel runs to another airport which will slow the day down to a painful crawl and bring an entirely new meaning to the phrase "I'm going for fuel". Please plan to lend a hand for awhile this weekend when you see us working on it if you can. As a reward you will receive the respect and admiration of your fellow club members, and that's not something you can put a price tag on! Or, you can always ask for another 10kt thermal coupon. ◇



The Nutmeg Crew readies the new fuel tank. Photo courtesy Tom Albrecht.

Survivor

Peter Scarpelli

Imagine a scenario where a pilot is crossing a large wooded area in his glider late one afternoon. Conditions change; he misjudges and is forced to land in trees. The plane is destroyed but the pilot is relatively unharmed other than a few cuts and a sprained ankle. He feels that his only choice is to take the little water he has, and try to walk out.

In this case, you can probably make a very quick list of a dozen things that the poor fellow would like to have at this moment. He'll probably get to safety ok, but he does risk having to deal with hunger, darkness, temperature, and medical issues. Such is the case for carrying some survival gear. With a little preparation, many of the problems which he would face could be avoided.

Perhaps the scenario above is a bit too unreal for you. Maybe you're just a student and only do local flights. Try the following possibility. You're on a dual flight in the Blanik. It's four o'clock on a hazy summer day and you've been therming about five miles from the airport when lift starts to fade. You start back to home base when you're faced with a rain cell over the airport. You choose not to enter it only to eventually have to land in a field. All goes well, but now you stand on rough, mucky terrain, and wearing shorts, t-shirt, and thongs (no, the things that go on your feet). Temperatures have already fallen and it will be a few hours until someone gets to you. Certainly this case is a bit less life threatening. Nonetheless, we could make a quick list of items that would make the whole event a lot more comfortable. Maybe it's just a cellphone, a sweatshirt, or a pair of shoes.

You may not realize it, but the car you drive every day is equipped with some basic survival gear. You carry things like a reserve tank of gas, a spare tire, flashers, or maybe the coat you threw on the back seat. Depending on the make, there may also be other features. Worst case scenario, someone will probably stop to help. This may not be true in the glider. If there's an incident, nobody may be around. One of the things that we have to understand is that unlike the car, our glider manufacturers weren't thinking of the gear to provide us help after an incident. We are the ones responsible for carrying items to deal with these problems. The articles you put in the ship will be the only resources at your disposal. Maybe you

don't like the phrase "survival gear," so why don't we rename them "things to comfort you while you get help." Many activities other than aviation deal with this. A quick search on the web and you can find lists of forty or fifty possible items to carry in the glider for such an unfortunate event as what happened to our glider pilot in the woods. Food, matches, jacket, flashlight..... The list goes on and on.

Usually, when we think of survival situations, we imagine long flights over hostile terrain or a ridge flight where something has gone terribly wrong. The pilot may be trapped or isolated to the point where he may have to spend a night in the wilderness waiting for help. But what about a local one hour flight at Freehold or a tow out to Windham High Peak? They too, although rare, carry a risk of ending in unfortunate circumstances. It's hard to imagine being only a few miles from Freehold and still so isolated that it could be many hours or even a day until rescuers arrive. Sitting on the ground, after the fact, making a wish list of needed items, is just too late.

With a little planning, you can think of things to carry for every flight that are appropriate for the type of flying you do. If it's a club ship on a local flight for an hour, maybe it's just a cell phone. It could also be a small bag of goodies to toss into the back for every flight. If it's your own ship, it should be a number of objects permanently stored in the glider or attached to the parachute.

Mishaps that cause us to need emergency items are rare, but with just a little preparation, stories about these events can be guaranteed happy endings rather than slots on the nightly news. No matter what the circumstance, hopefully you will have "things to comfort you while you get help." ◇



Traffic Pattern Adaptation

John Boyce

I have seen three aircraft crash, at roughly forty year intervals. Three aircraft destroyed; no fatalities.

The most recent one was last month at the Regional Contest in Perry, SC, on the last leg of the final task of the last day of the contest. And it was the last glider to land....or would have been.

The event has a lesson in it, as most accidents do.

Contest rules require that you cross the finish line, one mile from the airport, with a minimum of 500 feet. That means that you have about a minute left to fly, and 500 feet (usually more) to use up. No problem for a glider with a 40:1 glide ratio.

Perry has a 5,000' grass runway, with trees along the south side, not too different from what we have to contend with at Freehold. They aren't particularly high, and the approach end of the field is basically clear. The pilot entered the downwind leg for 26 about two thirds of the way down the field, very low, flew to the end of the runway, started the turn to line up with the runway and....almost made it. He was about ten to twenty degrees from being lined up when his left wing tip hit the ground and cart-wheeled him. Scratch one 18 meter glider!

Some lively discussions ensued.

Why did he use up all of his altitude flying an unnecessary downwind leg when he could have turned base at any time? At midfield he'd have had 2500' left in either direction. Or, considering the direction from which he was approaching, he could more easily have landed downwind....except that there wasn't any wind. And no traffic.

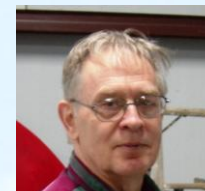
Of course, we stress in training that it is important to fly a regular traffic pattern, because it gives you more options to adjust to conditions, assess your progress, and to decide when to turn. But there will be times when that just won't work, and you must be ready to adapt to the situation you face.

Don't let yourself be locked in to patterns and procedures that won't always work. Be flexible! ◇



Following a turning Tow Plane – Instructor Thoughts

Bill Kenyon



Q. What technique should I use to follow the tow-plane on a curve?

A. Keep your wings parallel to his. If you want to move in or out, use coordinated flight (aileron and rudder) to aim in or out. (You want to see a small slice of the center-side of the fuselage.) This works for me up to the tightest towplane turn I've encountered.

Q. Why does "high and outside" result in slack rope?

A. If you're in a bigger circle than the tow plane, your airspeed has increased (as in crack-the-whip). The higher airspeed will put you higher because of the higher lift your wing is providing. Once you're faster and higher than the tow plane, a straightforward attempt to get back in position - down and/or in - will give slack rope.

Q. What should you do if you get slack rope in that case?

A. Use a small amount of spoiler as you aim at the tow plane to get back in position.

Q. I thought the first action to correct moderate-to-small slack rope was to rudder to turn away from the tow plane and generate some more drag?

A. Yes, but if you rudder further to the outside of a turning tow plane, you're playing crack-the-whip again. So don't.

Q. How do instructors generate slack rope so easily?

A. They get very high, and outside. So don't do it unless you want slack rope.

Q. I asked the tow plane to turn back to the airport, so he did, and then I found myself on the outside of the turn, and had to use spoiler to fix it.

A. If you ask the tow plane to turn back, you can probably predict which way he will turn, and be ready for it.

Super Blanik wheel brake.

Q. None of the other gliders I've flown have the wheel brake on the floor like the Superblanik. How can I help myself to remember where it is?

A1. What I do (when I remember) is to set the wheel-brake when the tow-plane is taking out slack. The main goal is to help me remember where the handle is, so I'll know for landing. A secondary benefit is to keep the glider from rolling over the tow-rope.

A2. Another thing you can do is to develop the discipline to move your left hand from the spoiler-handle to the brake lever after touch-down, rather than waiting for your eyes to tell your brain, "now we need to stop." If you have to land out, you want to stop as soon as possible, so develop good habits for that case.

Q. What brake do you have in your glider?

A. The brake is actuated by pushing with both heels on the rudder pedals. I always set its brake when the tow-plane is taking out slack.

Q. What's the down-side to holding the wheel-brake until the tow-plane guns it?

A. I held it too long once, and the tow-pilot released because he felt that something was 'wrong'. If your glider has the wheel brake coupled to the spoilers (Super Blanik, 1-26) the wing man SHOULD get concerned, unless he knows why you are doing it.

Landing with (out) full spoiler.

Q. Should I be landing with full spoiler?

A. Not normally, because you want to slow your rate of descent for the flare, so you have good vertical control. If you have needed full spoiler on final, move it gradually to half-spoiler or less in preparation for your flare. Landing with full spoiler in 1-26 or Grob is not good -- you have to time

your flare perfectly.

Q. Should I go to NO spoiler for the flare?

A. Not in a Grob, you need half-spoiler or so, otherwise you are likely to get bad Pilot-Induced-Oscillations. (**DO** go to no-spoiler if you haven't made it over the fence yet.)

Q. Is there a case where you would land with full spoiler?

A. Not for a routine airport landing. Off-field, you often have a short 'runway', and obstacles at the approach end, so you need to get down fast. Even so, you would probably partially close them just before touchdown. ♦



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

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