



Nutmeg Newsletter



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Congratulations to Ben Ramey on his first solo flight!

New Freehold Airport Phone Number

Jeff Driscoll

Telephone service arrives at Freehold! Much thanks to **Peter Veldkamp** for grabbing the bull by the horns, assisted by Esteban, to get the system up and running. He really worked hard on this project and it is not over yet as there is a remaining "hum" that needs to be eliminated and terminal boxes and lightning protection to be replaced.

Our new number is now operational: **518-772-6986**. It rings the field phones and in the admin building (the ancient phone will be replaced). We're trying Magic Jack at \$20 per year instead of \$55 per month from your local competitive phone company (due to the fact that we're non-residential). This will be a trial to see how we like it without much risk. I suggest carrying this phone number and the cell numbers of others in the club when you are flying in order to ensure reaching someone in the event of a land-out.

Continued on page 2...

INSIDE THIS ISSUE

- 1/2** New Freehold Airport Phone Number
- 1** Duty Schedule
- 2** Ben Ramey Solos!
- 3** Operations Update
- 3** Bob Mayer, Tow Pilot
- 4** How to Stop the Blanik
- 4/5** Wurtsboro Update
- 5** Admin Building
- 6** Minutes Nutmeg Soaring BoD August 1, 2009

Duty Schedule

Date	Duty	Assist. Instructor	Pawnee	Husky
Sat 8/22	D. Barody		B. Stobbe	R. Cox
Sun 8/23	S. Barody		S. Neal	B. Stobbe
Sat 8/29	M. Beattie		M. Flynn	R. Mayer
Sun 8/30	G. Buzas		J. Boyce	B. Stobbe
Sun 9/6	N. Jackson			
Mon 9/7			B. Stobbe	
Sat 9/12	R. Duckworth			

New Freehold Airport Phone Number

Continued from page 1...

The important thing is to have the computer on in the admin building as the line goes through our high speed internet connection. Long distance calls are free. There's an easy way to understand if the computer is on with Magic Jack running:

* If the call goes directly to voice mail, the computer's **NOT on**. Don't leave a message as no one will be checking them. If you are the duty pilot, have someone turn the computer on and select "Jeff" as the user.

* If the call rings with no answer, the computer **IS on** and things are working properly, but no one is answering it, try again later.

* The **911 location** of the phone is registered to be **Freehold Airport**, so don't hesitate to use it if needed.

Thanks again to Peter and Esteban for making it happen! ♦



Ben Ramey Solos!

Jim Sidway

Ben Ramey, age 16, enjoyed his first solo flight in a Super Blanik today having been endorsed by his instructor (and uncle) Jim Sidway. Ben had his first glider ride at age 10 on August 31, 2003 and he "had a blast". He enjoyed it so much he went for a second ride the next day. Ben began his formal flight training in the 2-33 on May 5, 2006.



Ben on final during his first solo.

Over the course of the last three years he has benefited from the experience and guidance of a myriad of Nutmeg Soaring instructors and transitioned to the Super Blanik at the beginning of the 2008 soaring season. He spent three days of concentrated flying at this year's July encampment with an emphasis on honing his pattern and landing skills. Ben wasn't planning to solo today but after having flown a couple of flights with Bob Ward and a final pattern flight with Jim he agreed it was time to go it alone. He did a fine job all around.

Ben is an honor student at the Arlington High School in LaGrangeville, NY where he plays the French horn in the orchestra, the mellophone (French horn substitute) in their award winning marching band (along with Nutmeg member Matt Beattie), and is the lead guitarist in their award winning jazz band (for a sample of his guitar work check out:

<http://www.youtube.com/watch?v=YU4wc8cD9VY>)

Ben is also the lead guitarist in a rock band that goes by the name of Golden Era who perform original works reminiscent of The Who, Pink Floyd, Eric Clapton and others from the seventies and eighties. Ben intends to pursue a career in music and hopes to attend the Berklee College of Music in Boston, MA. Good luck, Ben! ♦

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.

Operations Update

Bruce Stobbe

We have installed an RFID access system on the fuel pump so there is no longer any need to go into hangar 10 to turn the circuit breaker ON and OFF. The RFID cards are similar to the gas station "speed pass" that you may already be familiar with. All authorized users of the fuel system have been issued RFID cards and both tow planes will have them as well. You can activate the system by presenting a valid RFID card to the reader on the side of hangar 10 near the propane tank.



Once activated, the system will provide power to the pump for up to 20 minutes. However, if the pump has been running and is subsequently turned OFF for more than 15 seconds the system will remove power from the pump and reset itself. If this happens then you will need to re-activate the system again using the RFID card. Note that you can still use the pump switch to control fuel volume in each tank while working with an assistant as has been done in the past. Simply switch the pump OFF when the desired volume is reached, advise your assistant to release the nozzle lever, and then switch the pump back ON. If this is done before 15 seconds have elapsed then you can continue the fueling procedure as you normally would. If you have any questions or difficulties using the system please see Bruce Stobbe or Jim Sidway.

All of our gliders and both of our tow planes are presently on active flight status, at least as of this writing. In addition, several upgrades have been installed recently in various aircraft such as new seat belts in N815S, a new radio in the L-33, a working radio and an audio vario in the 1-26, and a new canopy cover for the Grob. Thanks to everyone who helped with all of these improvements and upgrades. ◇

Bob Mayer, Tow Pilot

Bob Duckworth

Bob Mayer is now qualified as a Husky Tow Pilot, having recently completed training with Wally Moran. He will begin his duties as the Husky pilot on August 29.

Bob has been a member of Nutmeg since our Candlelight Farms/New Milford, CT days, hailing from Newtown, CT. During that time he left his real estate business to go to school full time to pursue an Air Frame and Power Plant license, which he accomplished a few years ago. He now works full time as an A & P Mechanic in Connecticut, working on Cessna Caravans and their turbine engines. He has helped us out several times, working on our tow planes.

Bob owns a Cessna 170, which he and his wife Laura, also a licensed power pilot, fly regularly. They have flown it into Freehold numerous times to visit and go for glider flights.

When you see Bob, please welcome him as an addition to our tow pilot group. ◇



How to Stop the Blanik

Wally Moran



While we have talked a lot about how to land the Blanik and that seems to be going fine, we need to pay more attention to stopping it correctly.

We all know that the tail wheel area is the weak link on our ships. That is why we have established ground handling procedures and encourage wheel landings. Another step we can take is to be sure we gently land the tail wheel after touchdown. What I often observe is a nice wheel landing with the tail off the ground all the way through the roll out and as the pilot applies wheel brake, the tail raises even a bit further. Then as the glider comes to a stop, the tail drops to the ground with a bang. Just what we were trying to avoid by wheel landing.

A better technique is to hold the tail off after landing but as you lose elevator control, gently land the tail wheel and then hold the stick full aft to keep it down. Now if one uses brakes during the landing roll this complicates the problem as application of the wheel brake will cause the tail to rise. If you choose to use the brake while the tail is still in the air, it takes a light touch and good coordination between the brake lever and elevator. It is much easier to land the tail wheel first and then apply light braking if needed while holding the stick aft. Even better, plan your landing so as not to need or use any brake. That way you won't be disappointed if they don't work.

Smoothly controlling your glider all the way to the stop is a sign of a good pilot and will reduce wear and tear on our gliders.

Also remember the golden rule about landing roll outs – Never point the glider at anything you can't afford to buy. ◇

Wurtsboro Update

Doug Laitinen

This adventure started with Bruce Stobbe e-mailing me that this might be fun to try, and I agreed. I arrived 7:45 Friday night on the 17th to a dark, empty airport and wondering now what? Within ten minutes a car drives up with its head lights on and Warren Crammer asks, are you Doug? I said yes sir and he said let's park your glider and then jump in my car and run down to Danny's and meet the others for dinner. After dinner everyone got together at the Ele Overdee cabins across the street from Wurtsboro Airport for dessert, coffee and conversation. As luck would have it, with thunder storms and high winds coming in Warren offered the porch of his cabin to throw my sleeping bag on so I wouldn't have to set up my tent.

The next morning arrived with promise of a good soaring day. I rigged my PIK 20D and got ready for the pilots meeting at 10:00. But wait, where's Bruce?

The pilot's meeting started with a welcome from the Airport Manager Daniel Deprew and discussion of the airport operations and safety. A weather briefing by Jim Herrmann and a description of the day's task by the scorer Robert Dunning was done to prepare us for the day.

As I left the pilot's meeting Bruce and Debbie Stobbe were pulling in. I brought Bruce up to date and he was able to rig his Grob 102 and enter the day's task.

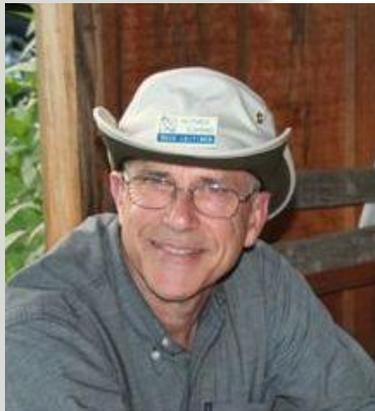
Both days' tasks were TAT's, (Turn Area Task), that were very friendly to beginners. The tasks were run under Sports Class Rules using handicaps for gliders, minimum time of one hour thirty-five minutes, and forty-one miles. What made this a great experience for beginners was that each turn point had a different cylinder radius set between one and forty miles, which allowed each contestant to travel as deep into each turn point as they were comfortable for distance points. Scoring is calculated by giving distance points and speed points computed by handicap. The area was quite friendly with many airports and land out fields.

Continued on page 5...

Continued from page 4...

So, how did Nutmeg do? First Day Doug finished the task with a fourth place 803 points. Bruce did not finish the task with a ninth place 0 points. Last day Doug did not finish the task with a 12th place 310 points. Bruce finished the task with a 7th place 806 points. Over all for the contest we finished 8th and 10th out of 16 entries, not bad for two newbie's the first time out.

The good folks at Wurtsboro were talking about doing this again next year and I would highly recommend this event to anyone that is interested in cross country. The event was very friendly, safe and will whet your appetite for more cross country soaring. ♦



Freehold Administration Building Gets a Good Cleaning

Photo Courtesy Tom Albrecht

If you can volunteer please let Tom know. We need help with masking, stirring the stain, moving ladders, spraying with the 2 pump sprayers that we have, and cleanup work.

We'd like to get the doors and windows masked off no later than early Saturday morning so that we can start the spraying of the wood siding.

If you come to help, wear your painting clothes!



Admin Building

Tom Albrecht

The Administration Building at Freehold airport has had a few weeks to dry out after getting a good cleaning and pressure wash. We now are looking for volunteers this coming Friday and Saturday to help finish part 2.

We have stain/wood preservative to spray onto the wood siding but the windows and doors must first be masked off with plastic and painter's tape. We have these supplies on hand.

Minutes Nutmeg Soaring BoD August 1, 2009



Don McKinlay (Mac)

The meeting was called to order at 4:45 PM and the following items were discussed:

- Nutmeg finances remain strong presently
- Tom Albrecht has been given permission to purchase wood preservative to be applied to the administration building.
- Esteban has replaced the radio in the 1-26 and will order a new radio for the L-33.
- The Board of Directors felt Lee Ramsdell could find out who to contact regarding the culvert under our driveway.
- There was a long discussion on the possible construction of "T" hangers. The general thought was they would be for getting the Club ships under cover and the possibility of renting additional units to cover the cost. At the present time we have no figures on construction or the rent potential. No positive conclusion was reached.
- Gas dispensing has been resolved we believe. Time will tell if the Key Card system will be successful.
- Esteban had installed new seat belts in Super Blanik 15S
- Cross country soaring was hashed over at length and was dumped in the hands of our instructors to see if they could come up with a reasonable plan for our members desiring to do so.

The meeting was adjourned at 6:40 PM.

Respectfully submitted,

Don "Mac" McKinlay
Recording Secretary ◇



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

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