



Nutmeg Newsletter



Volume 51, Issue 4

April 2010



NSA - Opening Day and Safety Meetings Bruce Stobbe

Thank you to everyone who came out and helped with our opening day festivities. There was a lot of work to be done in a relatively short time and thanks to everyone we were able to make it happen.

Since we had such a good turnout at the Safety Meeting on April 10th we are going to cancel the 2nd meeting originally scheduled for April 17th.

Members who were not able to attend the meeting on April 10th should see their friendly neighborhood CFGI during their spring checkout for an individual briefing. ♦

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Duty Pilot Schedule

Date	Duty	Assist. Instructor	Pawnee	Husky
Sat 4/17	M. Beattie		D. Rossetter	B. Ward
Sun 4/18	L. Demarco		B. Ward	B. Stobbe
Sat 4/24	R. Duckworth		M. Flynn	R. Mayer
Sun 4/25	D. Laitinen		S. Neal	R. Mayer
Sat 5/1	D. Jackson			
Sun 5/2	N. Jackson			
Sat 5/8	T. May			
Sun 5/9	P. Meny			
Sat 5/15	S. Morgan			
Sun 5/16	R. Pett			
Sat 5/22	P. Quinn			
Sun 5/23	B. Ramey			
Sat 5/29	S. Baroody			
Sun 5/30	M. Rugens			

Belated Thank You!

A big **THANK YOU** goes out to Frank and Michelle Molnar on the outstanding job they did organizing/coordinating the annual Nutmeg Banquet. The food was great, conversations stimulating, and camaraderie wonderful!

Thank you Michelle and Frank!

Opening Day and More

Jeff Driscoll



I'd like to thank everyone involved in making opening day extremely successful and productive. Thanks to Bruce Stobbe's team organization and assignments as well as all the individual initiatives done to cover plumbing, washing equipment, cleaning, organizing and glider assembly, we really got a great start to 2010!

Also special thanks to all the ladies who were hard at work in the Admin building with the complete re-make of the office into a working kitchen and updating the bathroom. There's much work to be done and **we need 3 volunteers who have carpentry experience to help for a day (May 24 or 25) to move the doorway and hang cabinets. Please give me or Winnie a call!**

Great job for those presenting at the safety meeting: Bruce S, John B, Bill K and Dave R! Speaking for myself and for many who commented, the material and discussions were just what the safety doctor ordered to get our minds into gear for the new season.

For those like me who had not seen up close and personal the new fence and the new posts and ropes marking our entrance, it was a real eye-opener how great it all looks. Fantastic job guys!

Much thanks to all! See you at the field. ◇

Land Outs

John Boyce

I didn't cover all the material I wanted to in my "lecture" on land outs. Here is some I should have included:

My friend Kai Gertsen has written a short treatise on land outs. With 168 successful such events (as of 1999), he is worth listening to.

When you are near the point where you will be entering the pattern, **TURN OFF THE RADIO**. It will be a distraction at the worst possible time. Your radio won't find a thermal or help you stay up.

"There will be a test sometime after this course. The time and place will be at your first off-field landing, and failing is not an option!"



2010 Freehold Projects: Volunteers Needed! - Reminder

Tom Albrecht and Jeff Driscoll

Nutmeg needs more volunteers to help with many ongoing and one-time jobs at Freehold airport. Listed below are some of the major areas where we need help. Please think about where your time and talents can best be helpful, and contact me or Tom Albrecht to discuss helping. Hurry up and sign up for a few before all the good ones are taken!

Ongoing chores:

1. Mowing grass.
2. Weed whacking around the Admin building, hangar, parking curbs, fencing, and flower beds. Roundup is the alternative choice for vegetation control, but only for limited use.
3. Emptying trash cans and recycle collection containers.
4. Washing club gliders.
5. Cleaning bathrooms.
6. Dusting interior of the Admin building.

Projects already completed or committed

Project	Status
Install a new fence between the Admin building and the aircraft apron.	Complete. Nov. 2009
New entrance/exit posts need to be installed next to the 2 access points from CR 67 to the airport.	Complete. Nov 2009
Construction of kitchen in the Admin. Building.	This must be discussed and voted on before proceeding.
Refurbishment of the office in the old hangar.	Not started
Clean and paint the front stoop/steps and hand railing on the front of the Admin building. See Tom A. for paint supplies.	Not started
Repair water damaged sheet rock in the corner of the Admin building.	In process (Dale Z.)
Build a new well pit cover to replace the existing one that is rotting. This project has priority because it's ready to cave into the well pit if an adult stands on the top of it!	Not started
Remove the old 2-33 glider tie down paraphernalia next to where the Super Blanik 15S is tied down.	Not started
Paint the hold line on the taxiway.	Completed by Paul Quinn
Paint the tires circling the wind sock.	Completed by Paul Quinn. Paul also painted all of the tires surrounding tie down ropes.
Replace broken window in the back room (where the diesel tank is) of the old hangar.	Completed by Dale Z.
Paint the wood window and door trim on the porch wall of the Admin building.	Not started

Make and install a sign on the street side of the Admin building. Something simple that might read "Freehold Airport-Home of Nutmeg Soaring Association".	Not started
Repair blown head gasket in the air compressor in hangar 10. (This compressor will be necessary when our mechanic does the annual inspections on the Pawnee and the Husky.)	Completed thanks to Bob Ward and Jeff Dupire.
Repair the red portable air tank in hangar 10.	Completed by Sean Neal
Install new piston rings in a Nutmeg golf cart.	Completed by Dale and Tom.
Pickup and remove debris (pieces of tree branches from the Jan flood) from parking lot exit and the upstream end of the culvert pipes under the exit and entrance to the main parking lot.	Completed by Tom, Anthony, Chris Atkins, and Marty Schemer
We need a sign made to hang from the new yellow rope between the wood fence post and the side of the old hanger. The sign might read something like "No parking! Emergency vehicle access only".	Completed by Bob Duckworth and Doug Latinen.
Repair damaged rain gutter on South roof of Admin building.	Not started

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**Women Soaring Pilots Association
34th Women Soaring Seminar
Reno, NV, USA - July 17-23, 2010**

Courtesy SSA – E-News



Each year the Women Soaring Pilots Association (WSPA)) holds a soaring seminar aimed at training and mentoring all levels of soaring skills. Cross-country and badge flights are being emphasized this year at Air Sailing Gliderport. Visit our websites at www.airsailing.org and www.nevadasoaring.com

Instruction, dual cross-country flights, dry lake land-outs and "lead and follow" single-seat and dual cross-country flights are planned. The seminar is geared for the full range of student pilots and pilots.

This year's seminar will be in the West of the United States. Air Sailing is in the Great Basin on the dry side of the Sierra Nevada Mountains. We encourage all participants to arrive before Saturday the 17th to acclimatize to our high desert/high density altitude. The field elevation is 3400' and typical flights are between 12,000' and 17,999'. Wave can be present and attempts will be made for Gold and Diamond altitudes if it occurs.

Thermal, ridge and wave presentations will be a part of the week given by very experienced instructors and cross-country pilots.

Each participant will receive a Flight Check as part of their registration. Europeans wishing to get an FAA U.S. License should read our website and email the address below.

Flight Checks will start as soon as you arrive, according to registration order and arrival. Between flight checks Saturday we will provide an opportunity to acclimatize to the desert with a half-day trip to Virginia City for a mini-play, lunch and a mine tour followed by flight checks. Flight Checks and dual flights begin again on Sunday morning. Mid-afternoon we will offer a short trip to the Paiute (Native American) Museum and then to Pyramid Lake for a swim before the official program begins with group dinner at 5:00 PM. A mandatory briefing at 7 PM will be given by Reno Air Traffic Control. Monday morning's briefing on Air Sailing Procedures at 9:00 AM is also mandatory to participate in the 5-day seminar.

For further information and for registration forms, please go to

www.womensoaring.org or email Neita Montague, President at neitalibelle@aol.com ◇

Ops Update

Bruce Stobbe



Flight status of Nutmeg aircraft

This year we are going to adopt a new protocol for communicating the flight status of Nutmeg aircraft to pilots. An aircraft that has been grounded and should not be flown will have a placard displayed inside the cockpit to indicate this. If you find such a placard in a glider that you were planning to fly, please do not remove it unless you have been authorized to do so by Jeff Driscoll, Bruce Stobbe, or Doug Laitinen.

If you discover a problem with a Nutmeg aircraft and believe it needs to be grounded please see me, Jeff, Doug, or the instructor of the day. If none of us are available then you can ground the aircraft by placing a placard inside along with a note with your name on it so we know who grounded the aircraft – do not forget to include your name or we will have no idea who to contact to find out why the aircraft was grounded. If you do ground an aircraft please also be sure to contact me as soon as practical with the details of the problem so we can arrange to have it taken care of.

Winnie has volunteered to make up the placards (thanks Winnie!) and they will be stored in the 2-drawer filing cabinet in hangar 10. You can't miss them, they are red and say "Aircraft Grounded – Do Not Fly".

Aircraft security

Please be sure to use the tie-down checklist when securing an aircraft on the tie down. All checklists are being replaced this year (thanks again Winnie!) and each glider will have one. It is the responsibility of both the people involved in tying down the aircraft as well as the duty pilot to be sure that all gliders are properly tied down with all gust locks in place. Last year I found gliders missing aileron gust locks or left on the tie down with the elevator unsecured on many occasions. The potential for serious damage to our fleet is huge here, so let's all be extremely careful to be sure that we do not leave any aircraft on the tie down unless it is properly secured.

We can avoid losing gust locks to the lawn mower, etc., by placing all of them at the tail tie down area when untying the glider. If you do lose a gust lock do not simply leave the glider improperly secured – find someone to help you make up a new one before leaving for the day.

Cleaning Supplies

We have a new soap-dispensing brush, pails, rags, soap, wax, and even micro-fiber towels for canopy cleaning in the shed. Please feel free to round up a few members to help wash and wax a glider now and then during the season to help keep our fleet in good condition. When it comes to washing and especially waxing there is no such thing as a small aircraft, so if you see your fellow members getting ready to tackle this big job on one of our ships, please pitch in and help.

Safety meeting

If you did not attend the safety meeting on April 10th please be sure to mention this to your CFGI during your spring check-out. ♦

Calling All Duty Pilots!

Peter Meny

The 2010 season will be here before we know it (April 10 if Mother Nature cooperates!!). One of the key elements of a safe and efficient ground operation is the Duty Pilot. The alertness, responsiveness, and effective management of the duty pilot can prevent accidents and injuries. By making the ground operation run smoothly, wait times for launch are also shortened.

This year I have created a schedule that starts where we left off last year. As usual, some members, like tow pilots, instructors, and board members are exempt, but the rest of us are needed to be the duty pilot "du jour" two to three times per season. The list has been reviewed by Board of Directors, but if you are on the list and think you should be exempted, or if you're not on and think you should be, please contact me.

As always, please remember that it is your responsibility to arrange coverage if you are unable to make your scheduled duty date. Fortunately, our website makes it very easy to check the schedule and make changes online. I have found that contacting a few people by e-mail when I need to switch is an easy way to make changes. Once we've agreed to the switch, I go to the website duty schedule and make it official. If you need help with this just let me know.

As in the past an e-mail reminder will also be sent to you in advance of your date.

I have re-posted the checklist of duty pilot responsibilities for your review.

Thanking you in advance for your help. ◇



Duty Pilot Checklist

The primary responsibility 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.
- ✓ 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. ◇

2010 Dues

Jim Sidway

I mailed out statements for 2010 dues in mid-March via the US Postal Service. It has come to my attention that some of you did not receive your statement. If you are such an individual please contact me ASAP so I can get your statement to you. Please include your current mailing address so I may update my records to avoid this situation in the future.

Note: I always send the statement for the annual dues via US Mail. If you have indicated a preference for email delivery of your statements all future statements will be so delivered. ◇



View from the Mountain House Ledge

Robert Titus

North-South Lake State Park is one of the most scenic landscapes in all of the eastern United States. It is located on the Wall of Manitou, the Catskill Front. The "wall" overlooks a 70 mile stretch of the Hudson Valley – that makes for a lot of very nice views. The absolute best part of it is the Mountain House ledge.



That was the location of the famed Catskill Mountain House Hotel which stood there from the 1820's to the 1960's. The hotel was located there because of the view. All sorts of people came to visit this very fashionable hotel, but mostly it was a Who's Who of the American 19th Century: industrialists, businessmen, politicians, and so on. Other guests included some of the most talented of the country's writers and artists. The Hudson River school of landscape art was founded here. Its artists prowled the nearby mountains searching for and finding wonderful views to paint.

The hotel is gone but the view remains. Artists still come here and they still paint. Geologists come here too, many of them and often. We prowl the mountains searching for and finding wonderful geological histories. We look at the landscape and we can read its geological heritage. The signs are there. Epic stories of advancing glaciers complete with tales of ancient fossil forests. Petrified rivers flow across fossilized floodplains; it's all there, if you know what to look for.

Then there is the view from the Mountain House Ledge itself. We stand or sit and we gaze into the east. The Hudson River, below, has been there for possibly hundreds of millions of years. But that's not enough time; we gaze beyond the river. There, all along the horizon, south to north, are the Taconic Mountains. Today they are a series of not terribly elevated mountains, hills really. They are pretty - not lofty, and scenic more than majestic. They are green all summer and, in that season, never white with Alpine snow. There are few superlatives to use when describing them, but they are nice.

These "mountains" do not conjure up quite the same emotions as do their neighboring Berkshires, but . . . they are nice.

To the mind's eye of the patient geologist there is much to see from the Mountain House ledge. I planted myself there one summer twilight and slipped into the darkening eastern horizon. As the sun, behind me, retreated and the modern Taconics faded into darkness, I could see into the past.



The Catskill Mountain House

Out there it was a little more than 450 million years ago. I was startled to see a vast expanse of ocean before me. This is called the Iapetus Sea, sometimes also named the Proto-Atlantic. Its waters stretched all the way to the horizon. I watched as time flew by, millions of years of it. From time to time great eruptions were occurring just over that horizon. Something was happening out there.

That something was a volcanic landmass and it was moving, very slowly. It was drifting eastward towards a collision with North America. I couldn't see it yet, but something much the same shape, size and form as today's Japan was crashing into North America. From time to time I could feel the rippling of the earthquakes that accompanied that collision. Then I could see more great plumes of soot rising above distant erupting volcanoes.



View of the Hudson Valley

There was a day when the peak of a rising volcano poked above the oceanic horizon and now, for the first time, there was visible land out there. I watched as more millions of years passed by. That small peak was joined by more and then many more. They coalesced into a single rising landmass. Something we call the Appalachian realm was in the process of being born – these were the infant Taconic Mountains.

They rose and they rose. They erupted and they shook. Time, millions and millions of years of it, was compressed and speeded up for me as I watched a great mountain range rise to 10,000 feet in elevation and then quite a bit more. But then there was a new motion. The collision was far more advanced and now great thrusting motions shoved masses of rock westward and toward me. The earth shook violently with each of these shoves.

I involuntarily took a few steps backwards whenever the motions were too strong for me to bear. I am a geologist and I knew what was going on, but still it was frightening to watch.

Then, at last the Taconics had risen to their maximum. They towered above what would someday be the Hudson Valley. It was an awesome sight to view.

And . . . then it was over. These mountains stopped rising. The great tectonic shoving had run out of steam. Now this towering landscape began to erode away. First it was a slow process and later the erosion accelerated. Enormous mountain streams clawed away at the steep mountain slopes and brought them down, inch by inch, foot by foot.

When my vision was over I was gazing again across the Hudson Valley and into the Taconics. There, before me, was the serenity of a summer morn, but I knew now the violent makings of that picturesque scene. I had seen something that those long ago Hudson River artists had missed.

Contact the author at titusr@hartwick.edu or see <http://thecatskillgeologist.com>

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About the author

Dr. Robert Titus is Professor of Geology at Hartwick College. Titus is a paleontologist by training, and has done a great deal of professional research on the fossil record of New York State. Since 1991, however, he has increasingly become interested in writing about Catskills and Hudson Valley geology for a general audience. He is also a popular speaker and does numerous appearances each year throughout the region. Titus has developed a reputation for his remarkable ability to reach out and communicate Catskill geological history to the general public in his many articles in *Kaatskill Life* magazine. But few know Titus has also written hundreds of newspaper columns in publications such as *The Woodstock Times* and the *Columbia County Independent*.



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