



Nutmeg Newsletter



Volume 51, Issue 9

October 2010



Guest Lecturer, Competition Pilot, Weather Expert and all around nice guy – Peter Scarpelli - shares his secrets on Thermaling and Cross Country Soaring with the Nutmeg Ground School.

Take-apart Day is November 6th

Bruce Stobbe

The schedule for take-apart day on 11/6/10 is now available in the documents section for download.

<http://files.leagueathletics.com/Text/Documents/2000/23309.pdf>

It is possible that this schedule could change somewhat as we get closer to Nov 6th so please re-check the document the weekend prior.

If you are a team chairman please be sure to download and print the document so you know who should be on your team, and please be sure to attend the meeting in the Admin Bldg at 9:00 AM.

Please review the schedule including the membership list page to see where you are expected to be throughout the day. If you are not assigned to a specific team or do not have specific task assignments on the schedule page please show up and report to the Free Agent chairman - we need everyone's help with this.

This only works if everyone makes it a priority to actually show up and help with this very important club function, so please do not leave it up to your fellow club members to handle this huge task without your help. ◇

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Duty Pilot Schedule

Date	Duty	Assist. Instructor	Pawnee	Husky
Sat 10/16	P. Scarpelli		B. Ward	D. Rossetter
Sun 10/17	W. Kenyon		J. Boyce	R. Webb
Sat 10/23	M. Rugens		D. Rossetter	R. Mayer
Sun 10/24	P. Whitbeck		B. Stein	L. Abend
Sat 10/30	C. Atkins		S. Neal	B. Stein
Sun 10/31	P. Veldkamp		J. Boyce	B. Ward

**General Membership Meeting –
November 6th, 4 PM**

Accomplishments - Badges

Wally Moran

The following Nutmeg members recently completed or confirmed meeting the SSA requirements for the following badges:

Len Herman A-B&C

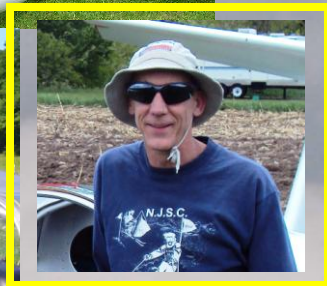
Dennis Jackson - A

Matt Rugens - B & C

Dale Ziegenfelder - C and Bronze

Special Note - Dale completed the Bronze badge requirements with a series of flights which included demonstration of spot landing skills and soaring ability. He also passed the required written exam with a score of 92%. Dale is to be commended for continuously improving his flying skills and knowledge.

Congratulations to all! Watch for their names in Soaring magazine. ♦



Another Private Pilot Glider Add-on Rating!

Tom Albrecht



Sunday, September 26, 2010, Nutmeg Soaring Association member Bob Pett successfully completed the PPT for Private Pilot-Glider add-on rating. Wally Moran (on left) congratulates Bob Pett (on right) after the completion of the test.

In 2006 Bob and his son were looking for a sport that they could participate in together, after an introductory flight they both joined the club!

Bob had previously earned his Private Pilot ASEL in October, 1980.

Bob told me he would characterize the Nutmeg flight training as on par with a commercial operation such as the Cessna flight training program. Nutmeg has an experienced, inspiring, and dedicated group of instructors. Bob would like to thank the instructors who gave him the benefit of their time, experience, and the honest feedback that helped him improve.

Bob's best non-instructional glider flight was a few years ago in the Grob 103 with a fellow club member. It was an early Spring day and, says Bob, we were Southeast of the airport, thermaling with other gliders stacked up below and above us. Bob further states that what topped it off were a group of hawks who, in the middle of all the thermaling gliders, climbed past everyone to the top of the stack. It was really quite a sight!

During the PPT, Bob says that Wally did a great job of distracting him leading up to and including the final rope break. In the back of his mind Bob knew that the rope break was coming at any time, but Wally really got me thinking it was always going to be the next launch!

The next time you see Bob please extend a warm congratulations to him on his achievement! ♦

NUTMEG SOARING ASSOCIATION
Board of Directors Meeting
Freehold Club House
October 9, 2010, 9:45 A.M.

The meeting was called to order at 9:45 a.m.

A review of our finances indicates we are well in the black ink.

The operations report covered several topics.

- The prop bolts on the Pawnee require torque checks every 25 hours. Hopefully the strut work on Blanik "white lightning" will be done before take-apart day.
- The L-33 has severely blistered paint on the left wing. Dale Ziegenfelder will look into repair methods. Perhaps Nutmeg can repaint the wing.
- The notice on take-apart day assignments has been sent out by email.
- The Board voted to purchase a Borgel vario for both L -23 Super Blaniks but some on the Board felt that this item should be brought before the general membership before proceeding.
- Offering a true cross country course next season was discussed again. The Board felt that this should be done.
- Battery wires on the gliders have been broken many times and Esteban has located batteries that have protected connections and a convenient handle. The Board voted and passed an appropriation of \$400 to purchase these batteries.
- Bill Kenyon has volunteered to hard wax the Grobe wings.

The meeting was adjourned at 11:10 a.m.

Respectfully submitted
Don "Mac" McKinlay
Secretary ◇



Update - Duty Pilot Responsibilities

Peter Meny



Recently, End of Day Duty Pilot Responsibilities were modified as follows:

- Collect daily log sheet and tow pilot log sheets for one or both tow planes in operation that day.
- Do not fill in release altitude based on pilot's intended release. Fill in tow release altitudes based on the tow pilot logs.
- Reconcile all tow pilot logged flights with your daily log sheets to ensure you didn't miss recording any flights.
- Estimate landing time if unknown, fill in flight duration for every flight.
- Put all log sheets together in a stamped, addressed envelope provided and mail to Jim Sidway
- Print your name and Duty Date on the back of the envelope.

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Banquet Prep - Kudos

Carol Kinney

Hey Nutmeggers! Before you turn in your Nutmeg hats and hibernate for the long winter remember that before you know it will be banquet time. Everyone seems to enjoy the Kudos. Either this club is getting smarter (not likely) or no one wants to get caught. Pickings have been slim for the season. You don't want Mac and Winnie standing up there with nothing to say. So you have to give me some ideas. Tell on your friends. Tell on your spouse. I won't ever say where I got the ideas. I just need some. You wouldn't want me to make them up – then no one's safe! Please email me at razimax@aol.com. ◇

Tigermoth Visits Freehold Airport

Pete Whitbeck

Two KLM pilots flew this Tigermoth, based at Wurtsboro, to Freehold for a visit in August 2010. They also own and fly a Tigermoth in the Netherlands.
◇



Greenville Day - 2010

Bob Pett

Recently, Nutmeg Members Tom May and Pete Whitbeck introduced the Citizens of the Town of Greenville to the Nutmeg Soaring Association. Tom and Pete brought the L-33 to the grounds of the Greenville Library for Greenville Day 2010. Residents were able to learn about soaring, gliders, and the Nutmeg Soaring Association thanks to the efforts and outreach of Tom and Pete! ◇



Take-apart Day Schedule

Bruce Stobbe

There will be a meeting of all team chairmen at 9:00 AM and we will plan to start activities at 9:30 AM sharp.

As before, teams are assigned to gliders and associated tasks. For members that are on more than one team, the first priority is disassembly and storage of gliders followed by airport and support equipment related tasks.

Each team has a team chairman listed in bold who is responsible for team organization and overall performance of team duties.

Glider disassembly teams are responsible for basic glider disassembly, removal of tie-down ropes, proper organization and storage of glider-specific hardware and tools inside each glider, as well as securing the glider on its trailer. Note that gliders should be washed prior to de-rigging if in need of it and if weather permits, and all bearings, fittings, pins, etc., should have a generous coating of grease to prevent corrosion during storage.

Free Agent members, any other members who are not assigned to a specific team or task on the membership list that follows, or members who are finished with their assigned task(s) will be assisting wherever else help is needed at the direction of the Free Agent chairman until all tasks are complete. Members who are finished with their assigned task(s) should report to the Free Agent chairman for re-assignment. Please do not leave without consulting with the Free Agent chairman to see if there is anything else that still needs to be done.

Support equipment includes the flight line trailer, golf carts, mowers, etc. The flight line trailer should be cleaned and organized prior to storage, and all rechargeable batteries should be removed and placed on charge.

Airport duties include winterizing buildings and plumbing systems, cleaning and securing of the Admin bldg, securing the fuel tanks, etc.

Questions should be directed to Bruce Stobbe, Jeff Driscoll, or your team chairman.

L-23 (15S)

[Bat Cave]

Doug Laitinen

Jim Sidway
Keith Crossley
Tom May
Peter Veldkamp
Chris Atkins

L-23 (3BA)

[Wally's hangar]

Doug Laitinen

Jim Sidway
Keith Crossley
Tom May
Peter Veldkamp
Chris Atkins

Grob (553)

[Trailer outside]

Bill Kenyon

Peter Whitbeck
Bob Duckworth
Peter Meny
Dale Ziegenfelder
Kendall Toussaint

L-33 (8BA)

[John's hangar]

Rudi Szigeti

Matt Rugens
Paul Quinn
Jeff Driscoll
Esteban

1-26 (954)

[Bat Cave]

John Boyce

Bob Pett
Dennis Jackson
Bruce Stobbe
Peter Scarpelli

Support Equipment

Tom Albrecht

Frank Molnar
Paul Quinn
Peter Whitbeck
Matt Rugens
Peter Scarpelli

Airport Duties

Jeff Driscoll

Bob Duckworth
Dan Baroody
Kendall Toussaint
Dale Ziegenfelder
Esteban

Pawnee

Bob Ward

Bruce Stobbe

Free Agents

Bruce Stobbe

Linda Demarco
Mac
Bob Cox
Nan Jackson
Dave Jackson
Walter Rogg
Chauncey Webb

- The first priority is to wash (if necessary and weather permits), de-rig, lubricate, seal, and store the club gliders. Teams who have more than one assigned task should complete any glider-related tasks first before going on to any additional tasks and responsibilities.
- The Pawnee needs to have the oil filter changed, the oil replaced with preservative oil, engine run up, and then top spark plugs removed and replaced with desiccant plugs.
- Store all tie-down ropes and glider-specific tools and hardware inside the respective glider. This will make opening day next spring go that much easier.

Other Task Details:

Support Equipment

- Winterize and store golf carts
- Winterize and store Exmark
- Flight line trailer
 - Clean and organize
 - Remove battery

Airport General

- Remove all glider tie down ropes - store in respective glider
- Sweep and secure hangar 10
- Secure Admin Bldg

Admin Bldg

- Shut off water
- Drain water pipes
- Turn off heat
- Vacuum carpet
- Clean window sills

Reminder – Please check the Nutmeg Website for any last minute changes prior to leaving for the airport Saturday, November 6th. <http://files.leagueathletics.com/Text/Documents/2000/23416.pdf>

A Fall Catskill Vista: VROMAN'S NOSE

Windows Through Time

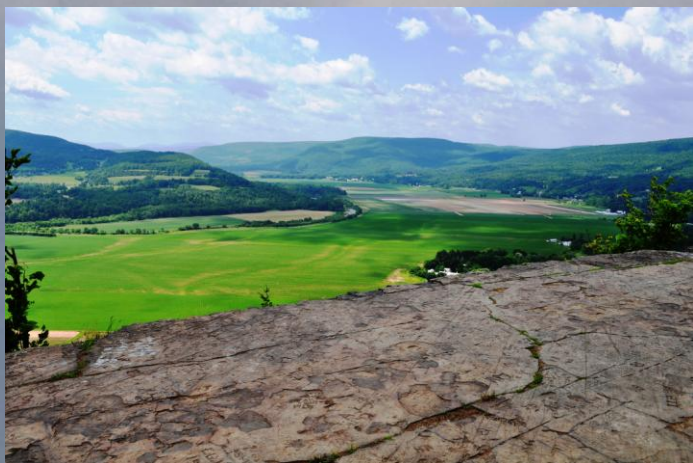
Robert Titus

Now is the season when the Catskill foliage becomes a magnet for those of us with a more recreational spirit. There is no better place to be on a perfect, warm



autumn afternoon than on a fine overlook at the top of some Catskill peak. So this week, I would like to recommend and describe an easy and, I think, geologically educational climb onto one of our smaller Catskill peaks.

Save this hike for a really nice fall day. Pack some food and plan to have a lunch with a view. The site is Vroman's Nose, located in the Schoharie Creek Valley. To get there, head south from Middleburgh, about half a mile on Route 30. Turn right onto Mill Valley Road and follow it a quarter mile or so. Watch for the entrance to the Vroman's Nose parking lot. You are there.



There are three trails to the top of Vroman's Nose. They use the "Goldilocks" system there. The red trail starts on Rt. 30 and ascends from the south; it is too steep and I don't recommend it except to the most adventurous hiker. The parking lot is near the green and blue trails. The green trail is actually a very nice trail and an especially fine way to get to the top if you are bringing the whole family. I like to take the green trail up and the blue trail down.

As you ascend the mountain, you are likely to notice, here and there, exposed stratified sedimentary bedrock. This rock is of the Hamilton Group which is, in geological circles, a very well-known unit of rock. These strata were once sediments on the floor of what is called by geologists the Appalachian Basin. This was about 385 million years ago, during a time we call the Devonian Period in Earth history. I use the word Devonian quite often in these articles. That's about 415-360 million years ago, to be specific. All of the rocks of the Catskills formed during this time. So Devonian is a good word to remember.

When you get to the top of Vroman's Nose, you will find several very good overlooks. The red and green trails will take you directly to a surface called the "Dance Floor" a remnant of glacial times. The most recent glaciation swept across Vroman's Nose perhaps only 16,000 years ago. A thick, heavy glacier has a sandpapering effect on the rocks below which polishes and striates the rocks. The striations are long straight scratches in the bedrock. That's what you see a lot here. Such striated surfaces are commonplace throughout glaciated landscapes. Take a good look at this one and watch for similar surfaces at the tops of mountains and at the tops of road outcrops anywhere and everywhere in the northeast.

If you look carefully you will discover that pretty much all of the striations are aligned along the same compass direction and that direction matches the orientation of the Schoharie Valley here. This speaks to us of a glacier, moving down the valley and being steered by the valley. We are back in one of the closing episodes of the Ice Age.

There was no great ice sheet covering the Catskills back then. Instead the best that could be mustered was a much smaller glacier, mostly confined to within the valley.

Head east along the trail until you get near to its end. There you will find a good perch and you can gaze out upon the valley. Turn around and look toward Middleburgh. In your mind's eye see the glacier moving through the town and down the valley. Watch it pass beneath you and then witness it as it rises up the slopes of Vroman's Nose. Eventually it will overtop the peak of the hill and that is when those striations were carved. Now fill the valley to its brim with ice; it is quite a sight.

So there you are, at the top of Vroman's Nose, sitting on an ancient glaciated surface. That surface cuts into the mud of an even older geologic feature, a very ancient sea. All around you are the ghosts of the many fossil organisms that came and went right here over a period of hundreds of millions of years.

This hike is over now but there is a great number of similar fine hikes throughout the Catskills, and now is when the scenery is at its best. As you can see, however, there lays, just beneath the surface, a great deal of geological history which you can "read", if you just know how. This is our geological heritage and it certainly is worth learning about. Contact the author at titusr@hartwick.edu

Bob Titus and his wife, Johanna, live across the street from the airport at the east end of the runway. Bob is a professor of geology at Hartwick College. He writes geology columns for Kaatskill Life Magazine, the Woodstock Times, the Catskill Daily Mail and other local newspapers. He has been sharing with us previously published articles from these papers. If you are going flying in the Catskills or Hudson Valley Bob is always hoping to hitch a ride so that he might be able to shoot photos for his publications. He is at 518-634-7647.

Pig Roast Highlights Nutmeg Membership's Ability to come together and EAT!

Once again, Winnie Kenyon, Lee Ramsdell and a host of tens of individuals put on another great event, the Columbus Day Weekend Pig Roast. Thanks to the extensive research of Bruce Stobbe, the "Bloomin Onion" was introduced (and quickly disappeared) as a menu item. Also in attendance were members of the FAA – Freehold Aviation Association who jumped in to help the Nutmeg team make quick work of the numerous side dishes, deserts, and of course, the Pig. From all of us to all of you, **Thank You!**





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