



Nutmeg Newsletter



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The 1-26 Team makes quick work of their appointed glider during Take-Apart Day. A team member glancing over to the Grob team commented, "Wow! We really are pretty darn good at this!"

Take-Apart Day

Bob Pett

Take-Apart day kicked off as planned November 6th with crisp, clear weather and a dusting of snow visible on some of the higher peaks of the Catskills. The Nutmeg crew came out in force early. Thanks to Bruce Stobbe's advance planning, everyone was able to jump into their assigned tasks. All major items were completed by noon – allowing everyone to enjoy a sumptuous lunch in the admin building. ♦



The Grob team looks across the airport with envy at the 1-26 team who were, at the moment of this photo, demonstrating exemplary disassembly technique.

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New York VFR Sectional Chart

This is just a quick reminder that the current **VFR Sectional Chart** expires November 18th.

Holiday Party at Bob & Carol Ward's

Jeff Driscoll

Bob and Carol are inviting everyone to their home for some holiday cheer on Saturday, Dec. 11 at 1 pm. until who knows when. Get ready to get down!

Put this in your GPS: 125 Shore Drive, New Windsor, NY 12553. 845-496-3712

RSVP to carolwardyoga@gmail.com by December 4 please.

The party will be preceded from 11 am to 1 pm by a BOD meeting for both the outgoing, lame duck BOD and the new and enthusiastic freshmen BOD.

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Annual Meeting Saturday Jan 22 Miry Brook Firehouse

Jeff Driscoll

It's that time of year again ... our annual budget meeting and biannual election of a new slate of officers for 2011 and 2012. More on that as soon as our nominating committee completes the lineup.

Please plan to attend this important meeting on Saturday January 22 at 6 pm at the Miry Brook Firehouse in Danbury. A recap of our 2010 financials will be presented as well as the proposed 2011 budget and strategic objectives for the coming year.

See you there! ◇



New Kitchen Needs a Name

Deb Stobbe



The last few weekends of the season were trial-by-fire for the kitchen crew and equipment. After some fine tuning, adding a few additional tools and supplies, the new Nutmeg clubhouse kitchen is finally complete, and appears to be a huge success. We have been able to turn out some mighty tasty fare for our members (at least no complaints so far!), and we have a very comfy place to relax and socialize after a busy flying day. Thanks again to everyone that has been involved in this project!

The final step is deciding on a name for our new eatery. So...we are having a little contest! Put on your thinking caps, and submit your ideas for a name and sign design. Please be sure to incorporate an aviation theme in some way. The winning name will be determined by a vote before dinner at the club banquet in February, and will be announced later that evening. Vouchers for two free club dinners for the 2011 flying season will be awarded to the winner!

The deadline for submission is January 22, 2011, the day of the next NSA meeting. Please email your entries to Deb Stobbe at debraleejr@yahoo.com with '**kitchen**' as the subject line, OR, write down your entry information and submit to me in person at the January meeting. Either way, please include your full name, email address, your suggestion for the kitchen name, and a description of the design for the sign. You may submit as many ideas as you can come up with.

To help you get your creative juices flowing, we already have two entries: 'Clubhouse Cantina', with a vulture and glider incorporated into a southwestern themed sign design, and 'The AviEatery' (this one has no sign design suggestion yet).

What can you come up with? ◇

**NUTMEG SOARING ASSOCIATION
GENERAL MEMBERSHIP MEETING
Nutmeg Club House, November 6, 2010**

The meeting was called to order at 3:05 p.m. President Driscoll brought to the member's attention that a great deal of work had been done on the "White Lightning" by Bruce Stobbe, Randol Webb, Tom Albrecht and others whose names the secretary missed. Control cable replacement will be done in the spring.

At the last BOD meeting the use of our flagship Grob for cross country flights was discussed but it was felt that the general membership should be consulted. After a lengthy discussion it was felt that the Grob could be used for cross country training but the 1-26 or L-33 Blanik would be the planes used for cross country solo flights. These solo flights would only be allowed with the approval of the instructors. Careful planning for the flight and a plan for retrieval would be necessary prior to take off. This was voted upon and carried.

A program that would allow members to buy shares in the LLC was presented. Again, after lengthy discussion, the membership voted to approve the following: Current and future full members would be allowed to purchase shares on a time payment plan. Payments must be \$1,000 per year or more. During the years in which these payments are made their dues would be \$800 as is the case for current LLC members. The purchase must be completed in a period not exceeding 6 years. If said member withdraws from Nutmeg the paid monies would be forfeited to Nutmeg. LLC shares are currently \$6,200.

If this program is successful it will allow Nutmeg the opportunity to pay previous members off more rapidly. We also hope it will make the new shareholder feel more included in airport ownership. These members would also have a say in LLC business during and after completion of payment program.

New waivers are being prepared for the 2011 season. Any person, member or other will be required to sign a waiver prior to flying with Nutmeg.

An annual will be performed during December 2010 on the Pawnee.

The meeting was adjourned at 5:10 p.m.

Respectfully submitted,
Don "Mac" McKinlay, Secretary ◇



Lost and Found

Nan Jackson



Over the course of the summer the following sets of fashionable eyewear were found at various locations around the airport. If you have any information concerning a possible owner please contact Nan Jackson. Any information leading up to the identification and return of the below eyewear is appreciated. Our anonymous tips line operators are standing by. ◇



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. ◇

Sailplanes Again

John Boyce

I found this in another aviation magazine I read, in the letters section. I don't know who wrote it, but I like the sentiment:

I don't wish to beat a dead horse, but I would like to add a bit to the discussion about learning to fly in a glider vs. in an airplane.

First, while we don't have engines and instruments to contend with in a glider, we do have to learn about and focus constantly on micro-meteorology to extract the energy to stay up long enough to learn something. This requires at least as much concentration as dealing with the absent machinery. Also, we are required to learn formation flying at the end of a 200-foot rope before we can even fly solo.

I have had licensed power pilots as students who just could not make it as a glider pilot because of inattention to, or lack of concern for, precise piloting. It is not difficult, but it is demanding; we cannot just gaze around at the scenery and stay aloft.

The beauty is that no two days are alike, because of the weather. Glider pilots and fighter pilots talk about their flights endlessly; do other pilots do this? ◇



Grob: Put-away, Cross-country, and trailer-roadworthiness

Bill Kenyon

For Grob put-away, we had (what I thought was) a very constructive and useful session. It included familiarization thereunto of some personnel, an examination of some alternative configurations (which were rejected), and a consideration of what would be required to make trailering "painless." The latter is a requirement for cross-country use of the Grob, which the membership fortunately voted "for" in the subsequent general meeting.

A. Trailer and trailering; getting the Grob into the trailer.

1. **4 new tires are needed. The wheel bearings** and associated undercarriage should be inspected, as well as the functioning of the **surge brakes**. I personally trailered the old Grob in this trailer a few years ago 700 miles to + from Dayton Ohio for its 3000-hour checkup, and had no problems with it. (Using Bruce Stein's truck). Bob Duckworth has towed it to/from Mifflin County (about 350 miles each way), ditto, using his van.

2. I have a notion to personally **paint** the Grob trailer exterior next year. It is in sad shape. Kendall Toussaint has kindly provided technical advice on how to sand off the old paint, failing which the new paint will not 'take.' Although I question whether he has put enough thought into which paint would reflect the most solar heat, and last the longest.

3. Alternative configurations of the wing dollies were attempted, and were rejected. The **wing dollies have now been labeled** (I have been told) by Dale Z. using my magic marker, as to left/right/forward/rearward, so we do not spend time doing this again. The wing dollies are not configured perfectly, but they are OK.

4. The position of the '**collars**' on the trailer top which hold the trailing edges, at front and rear for both wings, **have been checked**, and (for the front ones) adjusted -- thanks to several people, including Dale Z. and Bob Duckworth, who resisted their feelings of claustrophobia to check the positioning when the top was closed.

5. The position to which the **nose cone** is adjusted

is important; because it interacts with the height to which the fuselage dolly is raised each time the fuselage is loaded. (The fuselage dolly height is adjusted each time the fuselage is loaded/unloaded, via a crank. Therefore it is difficult to achieve the same loaded fuselage-height each time the fuselage is loaded.) See notes **below** by Dale Z.

6. The fore-and-aft position of the fuselage dolly is not very important, since there is no positive lock on the trailer floor to hold the dolly in the "IN" position.

However, we should **install a floor tie-down** for the fuselage just in front of the empennage -- Doug L. and Bob D. drilled appropriate holes in the past, but no belt has yet been installed. The tail tie-down and nose-cone together hold the fuselage captive for up-and-down motion. As a result of our observations, the **fuselage** should be **positioned** in the fuselage dolly where the fuselage width is max, because this way the fuselage is not loose in the dolly. This happens to be at the position where the two canopies aren't, in other words **where the fuselage-top member traverses** from one side to the other, which of course happens to be where the fuselage stiffest against side-to-side squishing. Good design!! The fuselage, when dollied into the fuselage, did indeed clear the wingtip wheels, contrary to the pessimists.

7. Some of the team questioned whether the wings are positively held in position in the trailer -- for example, maybe the wings should go on the opposite side of the trailer so that the wings wheels face outboard and thereby provide positive positioning. The answer is a resounding NO -- **the wings go on the no-brainer side(s) of the trailer**, namely left-wing-on-left-side, right-wing-on-right-side, and are held there by the 'collars' located on the trailer top (look UP, young man). The wing-tips should be positioned almost-but-not-quite as far outboard as you can.

8. Before starting, we **lowered the tail of the trailer** so that it was level with the ground (by raising the nose). This made it easier to get the fuselage-and-dolly into the trailer. Getting the nose wheel over the fuselage dolly is still difficult.

B. Grob rigging and de-rigging.

1. In spite of similar training conducted during the past "rigging" session (last spring), a lot of personnel are not familiar with the ins-and-outs thereof. Anyone attempting a **cross-country flight** should pass a **written test** thereon. (And don't count on a one-time familiarization session being sufficient).

2. In particular, the action of the **locking collars** on the wing-retention mechanism, and the associated in-out movement of the steel-ball-retainers in allowing wings to be pulled (out; conversely, secured), is not intuitive. And the forward pair of collars requires the rear-set backrest to be removed; likewise, the action of the **slide/button connectors** which connect both spoilers and ailerons with their push-rods, which are almost invisible below the hatch behind the cockpit -- although one is visible where it connects the aileron push-rod to the aileron bell-crank under the horizontal stabilizer. Furthermore, the present kluge to keep the **hatch** from opening in flight (a **screw**) is not conducive to painless retrieves.

3. The procedure for **removal of the stabilizer** is not intuitively obvious, and should also be on a written exam (and checklist) for cross-country flights.

C. As team leader for put-away, I greatly appreciate the enthusiasm, participation, thought, and patience with which the whole team acted. All four were important in making sure we were doing it in the most efficient and most secure way, as well as the most educational way. The following personnel participated, and should be considered more knowledgeable than the unwashed Nutmeg Member: **Dale Ziegenfelder, Jeff Driscoll, Peter Scarpelli, Peter Whitbeck, Bob Duckworth, Kendall Toussaint, Bob Cox and Mike Flynn.**

D. The above points should be put into instructions-with-pictures, for rigging-derigging-trailering, and for achieving roadworthiness (tires and brakes.). I propose Keith Crossley.

E. Writing the above brings back to me memories of writing Engineering Lab Reports as an undergraduate from??? years ago.

William E. Kenyon, Grob Put-away Team Leader.

Notes by Dale Z.:

Nose cone for Fuselage: It was estimated that in order to get the tail secured properly, the fuselage needed to go forward about 1.5 inches. The nose cone may be moved forward by about that amount by drilling an extra hole in the floor a distance forward equal to the spacing of the holes on the rear floor support and advancing the support to the next hole forward. The forward nose cone support can be slid forward on its pipe by loosening and re-securing the two U bolts.

Three of the four tires were observed to be cracked. The spare was in good shape. Three tires need to be purchased, the spare moved to the road, and the good road tire used as a spare.

Trailer lights need to be checked and the electrical plug made compatible with the towing vehicle socket. ◇





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