



Nutmeg Newsletter



Volume 52, Issue 1

January 2011



Nutmeg Top Brass predict 2011 Soaring Season will be Outstanding!

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.

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.

Proposed new slate of officers to be voted on at the Jan. 22 general meeting:

- Bob Ward - President
- Esteban - VP
- Dale - Treasurer
- Mac - Secretary
- Jeff - previous president
- Len - Member at Large
- Bob Pett - Member at Large
- Randol (to be appointed by Bob) ♦

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NUTMEG SOARING ASSOCIATION ANNUAL BANQUET 2011

Saturday, February 19, 2011
(snow date Sunday, February 20)

Danbury Plaza Hotel & Conference Center
Danbury, Connecticut 06810

Details on Page 4

January Operations Bulletin

Randol Webb



This bulletin is written before the January 22, 2011 general meeting so as to be included in the Nutmeg newsletter. Please note that some of the items mentioned here are not yet considered and approved by the BOD or the membership.

So far the Operations committee for the 2011 flying season includes Randol Webb, chairman, Bruce Stobbe, chief tow pilot and Jeff Driscoll, chief instructor. Others have been asked to join us.

Some of the changes and proposals are in progress and outlined below.

First: A program by Don Malin has been written and modified for Nutmeg to record, online, as flights happen (or at the end of the day if one prefers), to better keep track of glider times for log books, etc., make billing and other records almost instantly available to the bookkeeper/treasurer. This program will be demonstrated and explained at the meeting on the 22nd. You will be able to practice with it before it is put into use. It works well. To see it go to www.nutmegsoaring.org/flightlog and use "practice" as a password. Read the instructions.

Second: Don is working on another program that will enable us to self-schedule for duty pilot, assistant duty pilot (more on that later), tow pilot or instructor. That system also works well, but will require a small change in thinking for our membership. If it goes well this season, next season may see an expansion of capabilities.

Third: With 62 weekend days during our season and about 61 members in all classes, minus the BOD, Instructors and Tow Pilots that don't act as Duty Pilots, we have about 40 members left to be Duty Pilots. I'm going to propose that we have an Assistant Duty Pilot position this season. Having two Duty Pilots will enable us to train new members as Duty Pilots, share the bookkeeping and launching duties and provide for some relief for each **AND ESPECIALLY CONTRIBUTE TO INCREASED SAFETY**. If each member commits to only four duty periods during the whole season, we can more than cover the 124 weekend slots. Self-scheduling will allow members, on a first come, first served basis to pick the days they can or will be Duty Pilots.

Fourth: An open house at Freehold is planned (as of now Saturday April 30 with next day as wx date). That date is three weeks after put together day, one week after Easter and gives two 90 day periods for trial memberships. A second open house, 90 days after the first one, if desired, still gives a 90 day period for a trial membership. This open house's purpose is to make widely known our presence and showcase our activities to attract new members.

Heavy advertising in the local area, plus notification to AOPA and EAA calendars, Short Wing Piper Club, NE Meet up Group, and every flight club of any kind we can contact, along with give-aways (free coffee all day, free donuts until 12 dozen are gone, free glider rides for oldest aircraft attending before 1000, first Bi-Plane attending, Presidents Choice, free raffle, etc.) or whatever we decide should attract a fair amount of attendees. Each of them should leave with Nutmeg brochures, memories of gliders and tow planes flying, pictures and a pleasant experience.

Planning by the membership and operations committees should not be too difficult or time consuming if started soon. Some of the things to consider are: advertising, coffee and donuts, water and soda for sale, a PA system for informing guests about our club and gliders and visiting airplanes with interviews of their pilots, announcements about smoking, etc., aircraft control and parking, etc. With the talent and dedication of our membership it should be fun, productive and maybe get us some new members/pilots to help with expenses and workload.

Fifth: Don't worry, I'll think of something or someone else will. Oops, I just did.

A few gentle reminders:

1. The three old operations golf carts have gone missing. At least part of the time. Some members have fallen into the habit (again) of using them for personal transportation. Last season there were several times when NO golf cart was available to retrieve gliders and keep the runway clear. This can be a major factor in allowing an unsafe situation to develop. Please leave those three carts for use only at the launch sites or in direct support of flying activities. All of us need to WALK more.

2. There are four walkie-talkies with new batteries. One for the trailer at launch site and one each for the carts. They can be used for the Duty Pilots to contact carts and control retrieves, etc.

3. A day very, very soon will be hanger 10 clean out day. Please, if you have any personal items in that hanger that you want to keep, remove them to your own place (not the storage shed).

4. Review the paths to take crossing the runway. This is another potential unsafe area that can lead to grief. The path alongside the creek leading to the 'ol swimin-hole' is an area to be avoided at all times. It is directly in the center of the runway and a very dangerous place to be. That tow rope is a useful, but lethal tool.

5. Remember, that everything has a cost involved. Use Nutmeg assets and equipment as you would your own, bearing in mind that Nutmeg (all of us) have to pay the price.

6. Input from ALL of our members is welcome and solicited. Any of the BOD and Operations committee will be glad to receive them. Writing them down expresses them better and handing them or emailing to someone is far better than verbal communication at the field.

See you at the meeting. ◇

NUTMEG SOARING ASSOCIATION
ANNUAL BANQUET 2011

Saturday, February 19, 2011
(snow date Sunday, February 20)

Danbury Plaza Hotel & Conference Center
Danbury, Connecticut 06810

Cocktail Reception

Domestic and Imported Cheese display - Assortment of Crackers and Flat Breads
Chef's selection of Three (3) Hors d'Oeuvres

Dinner Buffet

Mixed Green Salad – Choice of Dressing - Assorted Rolls and Butter
Sliced Roast Beef, Burgundy Demi Glaze
Chicken Marsala - Penne Ala Vodka - Chef's choice of Starch - Fresh Seasonal Vegetables

Dessert

Chef's Choice of Dessert -Coffee, Tea and Decaffeinated Coffee

ONLY \$45.00 per person includes tax and gratuity!

***** 2010 REVIEW - KUDOS AWARDS *****

A display table will be setup for crafts or pictures, so please bring along whatever you might like to share with everyone.

Directions: http://www.danburyplaza.com/map_and_directions/ - formerly the Danbury Hilton.

NOTE: A special room rate of \$79 per room (single or double occupancy) for Banquet 2011 attendees has been arranged with the Danbury Plaza. You must reserve your room by calling the hotel directly at 203-794-0600. Deadline for making room reservations at this special rate is Friday, February 11th, 2011 (Yes, Friday!).

Cut and Mail

Names: _____ **No. of attendees:** _____
Address: _____
City: _____ **State:** _____ **Zip:** _____ **Phone:** _____

Total Enclosed @ \$45.00 per person: _____ (checks payable to Nutmeg Soaring Association)

NOTE: All banquet reservations must be prepaid and received no later than February 11, 2011. Tickets will be held for pick up at the door. NO phone reservations accepted. NO refunds.

Please make checks payable to Nutmeg Soaring Association and send to:

Michelle Molnar
175 Old Highway
Southbury, CT 06488

Kaaterskill Clove by Air

Robert Titus



Let's visit the town of Palenville, which is found at the very base of Kaaterskill Clove. Last year, I had the chance to do it by air. I bummed a ride into the Catskills with a club member and we flew south. As you know so well, you can see a lot up there and much of it is invisible from the ground.

Palenville is one of those Catskill towns with an extensive historical heritage. It has been a place where visitors have long begun their ascent into scenic Kaaterskill Clove. Originally a tough trek, nowadays there is a modern highway so the journey is easy. In the 19th century Palenville became an artist's colony. Artists of the famed Hudson Valley school of art commonly spent their summers there and devoted themselves to sketching and painting the area's scenic landscape. A lot of very good work was done in the vicinity of the clove. Palenville has always seen a great number of tourists passing through on their ways to the mountains. Today hikers frequent the town.

Geologists have long been drawn to Kaaterskill clove to view its landscape with a more scientific eye. That's where I fit in to the story. I love to hike the clove and the mountains north and south of it. There is an awful lot of very good geology to be seen here. So, when I got the chance to fly over it, I welcomed the opportunity. I had a pretty good idea of what I would see and I looked forward to it. Kaaterskill Clove is a great gash in the Catskill Front. Most of it was carved during the Ice Age, especially during the closing phases of that time. Melting glaciers provided enormous amounts of water that cascaded down the canyon, eroding it. Think of it as an oversized gulley!

Kaaterskill Clove had been there before our most recent ice age. It probably began eroding at the end of a previous ice age chapter. But about 13,000 or 14,000 thousand years ago there was another time of melting . . . and another time of erosion. You have to visit the clove and imagine it with deafening masses of foaming whitewater thundering down its

canyon. Erosion would have been going on at an alarming rate.

Where there is erosion, the destruction of rock, then there must also be the production of equally large masses of sediment. Rock is converted into sediment on a one-to-one basis. The newly formed sediment must be deposited somewhere. That is exactly what I was going to see.

Palenville has long been recognized as something that is called an "alluvial fan." That is a large, fan-shaped heap of earth. The earth of an alluvial fan spreads out across a dry valley floor at the bottom of the sediment's source. In this case, large amounts of sediment traveled down an eroding Kaaterskill Clove and then spread out into a fan shape heap at the bottom of that clove



A view of Kaaterskill Clove

A trained geologist can recognize such a feature on any good topographical map, and I did this a long time ago. But now, I was up in a plane, and there it was. As we flew by I gazed into the great wide yawning clove. And spread out before it was the alluvial fan. I could recognize three roads that I knew. These were Bogart Road, Rt. 23A, and Rt. 32A. The three of them radiated out from the bottom of the canyon and spread out across the top of the fan. Nobody knew it at the time but as laid out those roads all descend the gentle slopes of the alluvial fan. The geography of Palenville is a close reflection

of its Ice Age history. We owe so much to the Ice Age and few of us realize it.

After you have viewed this feature, you might fly on to Plattekill Clove where you will see much the same.

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. ◊





The Nutmeg Newsletter is the official publication of the Nutmeg Soaring Association, Inc.
Edited by Bob Pett,
27 Trumpeter Place, Slingerlands, NY 12159
Phone: (518) 253-4859
<mailto:bobpett1@verizon.net>

