



Nutmeg Newsletter



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Spring 2012



A big Thank You! to Mike Opitz and our friends in Europe for coordinating the purchase of the Grob Twin Astir from Belgium.

Note from the Editor

Bob Pett

It has been five years since Jim Sidway handed the editorial baton to me. I've enjoyed working on the newsletter for those 5 years, we've seen a lot of changes in the club! However, I'd like to take on new responsibilities and try my hand at other roles in service to Nutmeg. So, going forward new member, Una Lucey, has graciously stepped forward to take on the role of Nutmeg Newsletter Editor. Thank you Una! ♦

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Tow Fees

Dale Ziegenfelder - Treasurer

Over the winter the board of directors voted to raise fees on tows to the higher altitudes. The comparison is below. They are in effect now.

Altitude	Past Fee	Current Fee
Rope Break	\$15	\$15
Pattern	\$20	\$20
1500'	\$25	\$25
2000'	\$28	\$28
2500'	\$32	\$32
3000'	\$35	\$38
3500'	\$40	\$43
4000'	\$45	\$50

♦

Nutmeg Encampment

9 Fabulous Days of Soaring June 30 - July 8

"We did most of our flying in the early morning or late evening on account of the strong winds in midday with their corresponding rough air which makes flying so difficult for a student."

- Charles A. Lindbergh

Commercial vs. Club Operation (our Association)

Randol Web

There are considerable differences between commercial operations (flight schools and sightseeing flights, etc.) and clubs (associations like NUTMEG Soaring), where a group of members band together to help each other with expenses and labor.



In a commercial operation, the customer pays for everything. For commercial GLIDER operations, a tow plane and pilot, a glider and instructor, a wing runner, office personnel and others, plus a profit for the operator is factored into the cost to the customer. It can be considerable.

For clubs such as Nutmeg, the cost to the customer (member) is greatly reduced through the combined efforts of all the members. While the financial burden is reduced, it is still a factor. To keep the financial burden for each member low, each member must contribute both money for dues, tows, etc. and a considerable amount of time and effort helping others fly.

Without the labor contributions of the membership, the association becomes more and more like a commercial operation, with the financial costs increasing as tasks are farmed out to replace member's efforts. The more chores that can and are done by the members of the association, the cheaper in actual costs and easier in labor it becomes.

The belief, that in any organization, 10% of the members do 90% of the work, is often repeated. That may be true in poorly run associations, but it should not be even considered or true in an association like Nutmeg. A positive attitude developed within the membership, should be that 90% of the membership, working together, makes the financial cost and labor efforts seem reduced to 10% of what other organizations endure.

Within our association, there are members who labor, often unseen, that keep the rest of us flying and keep our facilities in a condition we can be proud of. They are dedicated to helping the club as a whole and helping individual members fly well and often. Also within our association, there are members that seem to treat the club as a commercial operation and only come to fly themselves and leave when their flying is finished. They are missing a lot of the benefits of group membership and the social activities that are so vital to a group effort. Developing in all of us, a desire to come to the airport and help or to volunteer to help from home is something we must work for.

To do YOUR part, join the 90% that get the work done and began to enjoy the benefits of being a valued volunteer at Nutmeg. Looking around to see what needs to be done and what you can do, will go far in making Nutmeg Soaring and Freehold airport our pride and joy.



Duty Pilot Checklist - Reminder

The primary responsibility of the Duty Pilot 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.

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.
- ✓ Remain on the field and monitor the radio until all gliders have landed.
- ✓ Enter flight details including pilot name, release altitude, tow plane on:
<http://www.nutmegsoaring.org/flightlog> ◇

Self Scheduling Directions

(finding/emailing members and updating your account too)

Randol Webb

Open your web browser and go to www.nutmegsoaring.org

At the top right is a "log in" menu. Log in with your EMAIL ADDRESS (that's the one recorded at Nutmeg) and YOUR password which gets you to "(YOUR NAME) OFFICIALS PAGE" that allows you to check boxes to indicate your general availability.

MOUSE OVER the "Members" menu at top of page and CLICK on "Member Sign In" to see and update your account information if necessary. Click on your name.

MOUSE OVER the "Members" menu AGAIN and CLICK on "Duty Scheduling".

Now you see every weekend day for the next week OR BY USING THE ARROWS at lower right of the screen you can select any week and day/morning or afternoon for the entire season and schedule yourself for any position you're qualified for. Just click on the menu arrow in the outlined box and select the position you want. If the position you want is not there, it means someone else beat you to it. If it turns green you have that duty and are done. Schedule yourself for as many positions in the future (until Dec 31, 2012) that you want and can fill. If you make a mistake or find that you cannot do what you have scheduled yourself for, simply go back to that box and select "not assigned".

There are other things you can do from this page.

Clicking the + sign before the morning or afternoon line will show you who has scheduled themselves and for what duties for that period only.

Clicking the **arrow** in the little box ON THE RIGHT SIDE of the page drops a list of duties you can schedule yourself for (For That Period Only). If you can fulfill a duty all day, please select both morning and afternoon positions. Every member can select "Duty Pilot" or Assist Duty". Instructors and Tow pilots can make their selections for that period. If you click it and it turns green, you have it. You will get email a day before that duty.

Clicking the little letter looking thing before Freehold, Freehold (and wait, wait, wait) will build YOUR entire seasons schedule. You can see the entire seasons schedule and easily select what ever days and duties you desire. If what you want is not there, it means someone else has beat you to it. You will get an email the day before any scheduled duty selected. You cannot see other's schedule there.

**TO FIND MEMBERS HOME OR EMAIL ADDRESSES,
TELEPHONE NUMBERS, ETC.**

If in scheduling area, you must log out (upper right again) and log in using your EMAIL ADDRESS AGAIN, but this time use our OLD PASSWORD of 81Z05Z (the old tow planes). You will get the "Administrative Features" page. In the "members" block, you can look up/email one or a group or all members depending on the selections you make. Also, if you hover over

"administer" you can scroll down to "members" and do the same thing.

**LOG OUT AT THE TOP RIGHT OF THE WEBSITE WHEN
FINISHED SCHEDULING ◊**

Board of Directors Meeting Minutes

Submitted by: Bob Pett

**Nutmeg Board of Directors Meeting
Saturday, May 26, 2012, 9:00am – 11:30am**

In Attendance:

- Bob Ward
- Bob Pett
- Dale Ziegenfelder
- Jeff Driscoll
- Randol Webb
- Francois Stine
- Doug Laitinen

Subjects discussed and next steps

- The board unanimously approved awarding Frank Molnar 10 free tows in recognition of his contributions to Nutmeg Soaring and specifically his dedication to the mowing operation.
- **Gazebo**
 - The builder wants to deliver as soon as possible.
 - We need a volunteer to coordinate delivery, placement, and site preparation.
 - Board agreed the Gazebo will be placed within the fenced area near the club house on the South East side.
 - Jeff will talk to Tommy May about coordinating delivery and placement.
- **Runway**
 - The board agreed to move ahead with Sandy Gardner, John Bensen, and John Street recommendation to repair the runway using Item 4. The board and Nutmeg in general are extremely appreciative of the work of this volunteer group!
 - Estimate for materials was placed at between \$5,000 and \$8,000.
 - Labor and equipment would be donated by Sandy, John Bensen, and John Street.
 - The board agreed the NOTAM needs to be discontinued as soon as possible.

- **Rental space in Main Hangar**

- A board majority agreed to raise the rent to \$150 per month in the main hangar.

- **July 4th Encampment**

- The board agreed to set the dates of the encampment as June 30th – July 8th.

- **Club Service Requirement**

- In an effort to spread responsibility for **airport & aircraft maintenance and operations duty**, the board has established an official service requirement for full, family and scholarship members.
- A minimum of 40 hours per year is required. The hours reported should be time spent actually working on the project, not finding tools, travel time, waiting for direction, etc.
- Bob Pett to a post task list on website. However, any project that you see that needs to be done, don't hesitate to do it and report your work. The job doesn't need to be listed on the website.
- Upon completion of a task, a club member will notify Francois to log the hours worked. This is an honor system.
- Those not contributing 40 hours would be charged \$10 per hour not served at the end of the season.
- Members are expected to bring/use their own tools as appropriate to the task if not already available from the club. If you need to buy some minor parts or supplies to complete the job, give Dale the receipt.
- Tow plane and glider maintenance related tasks will be tightly controlled so that FAA regulations are adhered to. Consult with the Chief Operations Officer if in doubt.
- General guideline for service that counts: Duty pilot, towing, instructing, repairing, painting, mowing, rolling, weeding, trimming, emptying garbage, maintaining equipment, washing aircraft, cleaning admin building, bunk room, and bathrooms. Although there will be much more that we all do to keep a vibrant flying and social club going, this program is all about sharing the responsibilities for **airport & aircraft maintenance and operations duty**.

- The Board of Directors wants to thank Don "Mac" McKinlay for his many years of service as the Recording Secretary. Mac reliably and accurately produced minutes of both Board and General membership meetings for many years. The Board would like to fill this position as soon as possible, if you are interested, please let a Board member know (see above list or contacts on website).



New Member Welcome

Bob Pett

Please join me in welcoming four new members to Nutmeg Soaring Association. Full and family members – Ray and Una Lucey, and two 90 day members Dave Barnard and Randy Isley.

Congratulations to Ray and Randy on their recent solo's – both guys along with Dave have lots of flying experience! ◇



Ray and Una Lucey with Dave Barnard

The “New” Grob

Bob Pett

Unbeknownst to many of us, a significant effort was required to acquire our new Grob Twin Astir.



Beginning early this year, Bob Ward and Peter Scarpelli began hunting for a new glider that would provide club members the opportunity to train in a high performance glider. Searching through many internet listings they came across a glider for sale by owner that had been meticulously maintained since its initial purchase, 34 years ago. To say the Grob was in pristine condition is an understatement. The owner was Mr. Van Waeyenberge of Belgium. Jumping on the opportunity, Mike Optiz took the reins to drive the purchase and transport of this exceptional glider from Belgium to Freehold. With the assistance of former Nutmeg members now residing in Europe, Norbert Full, Bill Batesol, Cornelis Schoonbeek “Cees”, and Herb Bals, Mike Optiz coordinated paperwork, transport to the docks, custom’s requirements, a blown tire on the glider trailer, and pickup from Port Newark (Bayonne). Since arrival at Freehold, Mike has taken the lead along with Randol in preparing the ship for inspection including instruments, gap tape, decals, placards and many other items. Mike, Randol, Norbert, Bill, Cees, and Herb, Nutmeg says **Thank You** for the extraordinary effort to bring us this perfect specimen of a flying machine! ◇

Nutmeg Banquet

Bob Pett

Frank and Michele Molnar are looking for Nutmeg members they could transition the annual banquet responsibilities too. For many years Frank and Michele have done a wonderful job of arranging the banquet facilities, selecting the menu and coordinating all of the activities that go into a great banquet. If you are interested in "producing" this fun, post season event, please contact Frank and Michele.

Thank you Frank and Michele for all the fun banquets that kept that great Nutmeg spirit going through the winter months! ◇





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>

