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### CALENDAR

**Cross Country School:** Saturday, March 13 - 10:00 AM to 3:00 PM at the Bethany Town Hall.

**First 2004 Safety Meeting:** Saturday, March 20 - 7:00 PM - Miry Brook Fire Station, Danbury, CT

**Second 2004 Safety Meeting:** Saturday, April 3, 7:00 PM - Miry Brook Fire Station, Danbury, CT

**Note:** Attendance at one of these safety meetings is mandatory in order to fly at Freehold this season.

**Opening Day: APRIL 10 (If the weather gods cooperate) - THINK SPRING!**

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# Nutmeg News

Volume 45, Number 3

March 2004

Editor: Jim Sidway

## PRESIDENT'S MESSAGE

By Bruce Stein

The 2004 season is fast approaching and by the time this edition of the Nutmeg News is published we will have had temperatures in the 50s. This is a great sign that this long cold winter will end and we will soon be soaring around the Catskill Mountains. As always we have a busy pre-season that will get everyone prepped for opening day.

The safety meetings will be held on March 20th and April 3<sup>rd</sup> at the Miry Brook Firehouse, Miry Brook Road in Danbury. Attendance at one of these meetings is mandatory prior to flying solo at Freehold. This year the meetings will focus on the basics, from getting a glider to the flight line, proper launching techniques and on tow signals to patterns and landings. A group of our capable and experienced instructors will be presenting this refresher of our operation at Freehold. The meetings are very important to getting our operations off to a safe start after the winter lay-off. Please make every effort to show up on time or even a little early.

The banquet was held on Feb. 21<sup>st</sup> and was well attended as always. Bill Kenyon gave the review of our 2003 season and this was his final presentation to us at a banquet. (Unless of course he finds he really misses being President and runs for office in the next election). The highlight of the ceremonies is always the kudos awards. This year they were presented again by the ever funny duo of Jeff Driscoll and his sidekick Don McKinley. If you do something during the season that is a little off the norm you can be sure to get a kudos. I was not immune this year and was "crowned emperor" by Jeff and Mac due to my involvement with the club and the LLC. I was very amused with the appellation they suggested everyone should use for me....."His Airworthiness"....and it still makes me laugh. The banquet has run very smoothly since I have been in the club and we owe a great thanks to Michelle and Frank Molnar for seeing to all of the details every year.

John Boyce has proposed a beginner type of soaring contest and many of you may have seen a recent e mail message about this event. The plan is to have a low pressure but organized soaring event at Springfield, VT this summer. This is designed to help get those pilots who may want to give contest type of flying a try but with out the intricacies of a sanctioned regional contest. All types of gliders are welcome and tasks will be set to match the performance of the gliders entered. A GPS logger will be required and so that a score sheet can be developed after each task. This will let the contestants get a taste of the procedures used at a contest and also a way to gauge their performance. The Post Mills and NESAs clubs have been contacted and we

hope to get a small number of interested pilots from each club to fly in the contest.

The Board of Directors had a meeting in February and you can read the minutes in this newsletter. We discussed several important items including the Grob 3000 hour inspection and the Pawnee engine repairs. The Grob project is led by Mike Ampela. The inspection is nearly complete and the next task will be the long retrieve from Ohio. Randol Webb is leading the effort with the engine. He has made several suggestions regarding how we treat the tow planes during the season and off-season that will hopefully prevent a similar occurrence in the future.

As I noted in my previous column Peter Krebs will be moving to Las Cruces, NM. Peter has donated a great deal of his time and put forth much effort for the club and he has our deepest appreciation for all of his hard work. Please join me in wishing him and his wife safe journeys. I know we all hope to see Peter back at Freehold sometime this season.

See you at the safety meetings - Bruce

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*The following is the second article in a series presented by one of Nutmeg's volunteer CFIGs*

## STAYING CURRENT: LEGALLY AND PRACTICALLY

Submitted by Randol Webb

First, a few observations. If one is reading a printed procedure or regulation, be aware that it might be already out of date. Some things, like the Aeronautical Information Manual, stay more or less the same while others like FARs, now called CFR (Code of Federal Regulations) Title 14 (Aeronautics and Space), change more often. The FAR/AIM books published by ASA, Jeppesen and others each year and updated midyear are good reference books, but one must use a current year's edition AND revise those books when the updates are published. Use caution when (or avoid altogether) using old books and study material passed down from friends. Those materials that describe how to do maneuvers or how airplanes, gliders and their appliances function stay good for a long time. Reading several of these types of publications might shed light on how different instructors look at a maneuver and describe how it's done. Since different pilots absorb learning in different ways there are many ways to get the ideas into our heads. It's good to review many of these publications. On the other hand, reading outdated information on Regulations leads to incorrect answers on tests and maybe even certificate action arising from violating airspace restrictions or some other infractions unknowingly committed. Even simple things like currency, flight reviews and airspace concerns need constant review.

There are other, easier and cheaper (if one has Internet access), ways to keep up to date on procedures and regulations. Since on the FAA web site, [www.faa.gov](http://www.faa.gov), Federal Aviation Regulations are referred to, FAR with a paragraph number will be used. Keep in mind what your goal is or you can get distracted into tons of information on the government sites. Also, keep in mind that you need to study only those items that apply to you. As a student, you would confine your study to: [www.faa.gov](http://www.faa.gov), Regulations & Policies, Regulations, Current FAA Regulations, Part 61, and those paragraphs titled General and Student Pilot. Also, since Student Pilots are or should be advancing to Private Pilot those paragraphs must be studied. In this Part 61, you will find the requirements for testing, flight experience, currency, limitations, etc. It's a must study Part for all pilots.

Private or Commercial or Airline Transport and Instructor Pilots must follow the same route to [www.faa.gov](http://www.faa.gov), etc. and pick out the paragraphs that apply to them. One must build on the knowledge gained at each level of certificate, review that material often and not neglect the basic knowledge studied at prior levels.

After thoroughly digesting Part 61, Certification, ALL PILOTS must review Part 91, Air Traffic and General Operating Rules. This is the part that is the meat of how pilots must operate. It describes responsibilities of pilot in command, right of way rules, preflight, maintenance requirements and almost every duty of pilots before, during and after flight. It is another of the must study Parts.

The above is just the beginning. Also, follow [www.faa.gov](http://www.faa.gov), Airports and Air Traffic, Pilots and Aircraft Owners, Aeronautical Information Manual to a wealth of information on airspace, traffic patterns, lighting, charts, navigation aids and a ton of stuff that you are to know. This material is usually referred to as advisory, while the Parts 61, 91, etc. are regulatory, however it's safer to consider it all as must know and must follow information.

Not finished yet. Next, a current copy of a Sectional chart (a lot has recently changed) is something every one needs to study and have available on their flights. The legend and all the notes in the margins of the Sectional contain much useful information. This is must know stuff, too. You should be able to look at a Sectional (or any other chart you are using) and know the meaning of all the symbols thereon.

NOTAMS (Notices to Airman) and Graphic TFRs (Temporary Flight Restrictions) are also available along with so much information it's mind boggling. Much of it, we as pilots are required to review before flight. Knowing how to quickly look up this information takes a lot of the angst from our weekend activities. Not knowing that the President of the US and his associated TFR is in your area and your flight activities are prohibited or restricted will not be a defense during a certificate action. As the upcoming election gets closer some of the contestants, in addition to the President, will probably get their

own TFRs. With their speeding around the country pursuing political office you can imagine these big circular TFRs springing up with no notice. Watch out. Even though it would be interesting to see an F-16 trying to join up on your glider, it is better avoided.

There is so much information available starting from [www.faa.gov](http://www.faa.gov) that one can spend days, weeks or months just studying the material there. Try to confine your study first to Part 61, Part 91 and the AIM and a Sectional chart (map). Spend some time with your glider manual. Know the limitations, airspeeds, weight and balance data, etc. for every glider you expect to fly.

The flight review required of every pilot (although not all must accomplish it the same way) cannot really be done with an hours ground briefing with an instructor and a flight or two (or three). Each pilot must review the material mentioned above, then question the meaning and discuss items formally to prove that he or she has the required knowledge and skill to operate safely and within the law. It's up to each of us to be familiar with all the required regulations and limitations and privileges.

*Editor's Note: In conjunction with my recent studies I ended up on a beta web site operated by the Government Printing Office (GPO) called Electronic Code of Federal Regulations (e-CFR) where one can read the contents of Title 14 (and any other titles that may interest you). Go to: [www.gpoaccess.gov/ecfr/](http://www.gpoaccess.gov/ecfr/) and select Title 14 from the drop down menu.*

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### LIGHTER SIDE

While we're on the subject of CFRs, John Boyce submitted the following that originated in the Atlantic Flyer magazine:

#### NOTICE OF PROPOSED RULEMAKING IN ACCORDANCE WITH THE FEDERAL AVIATION REGULATION ACT

1000.A - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.B - If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.C - Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

1000.D - The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

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### CROSS COUNTRY GROUND SCHOOL

On Saturday March 13, Nutmeg Soaring will sponsor a course on cross country soaring from 10 A.M. to 3. It will take place at the Bethany Town Hall (Bethany, CT.). Call for directions if needed. We encourage success and safety to all our cross country attempts and believe strongly in "leaving no pilot behind". The class will contain ground school material needed to plan and execute flights away from (and back to??) the airport. Topics to be covered will include a review of glider performance, navigation, weather for X-C soaring, as well as how to plan a X-C flight. Material has been also added to cover tactics for climbing and cruising more efficiently under a variety of conditions as well a look at some of the nuances particular to getting away from the Freehold area.

We'd really like to get a head count for the course. If you are considering attending, please respond (soon) to Peter Scarpelli at 860-738-1154 or scarp@snet.net. Plan to either bring a lunch or buy at the event.

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### MINUTES - FEBRUARY 2004 BOD MEETING

February 18, 2004 - called to order at 7:45 PM

Attendees Bruce Stein, Bill Kenyon, Bob Cox, Randol Webb, Martin Opitz, Mike Ampela Mike, Guest: Greg Paige,

**Pawnee Engine Update:** Randol Webb opened a big box of worn out Pawnee engine parts and gave a brief class on wear and its causes . Most of the moving parts will be replaced at an estimated cost of \$6,800. In an effort to reduce the rapid wear in the future several steps will be taken.

1. The engine will be pickled for winter storage.
2. multi viscosity oil will be used as required.
3. The engine will be preheated in cold weather. The board authorized the purchase of an engine pre-heater.

Currently the Super Cub is without a spin-on oil filter system and the board approved the installation of same. If not for the oil filter on the Pawnee engine we may have done a great deal more damage.

**Tow Plane Fuel:** Bob Cox is still working on obtaining autofuel without ethanol as are several other members of the board.

**Grob:** The Grob is receiving its 3000 hour inspection and a variety of minor repairs are being made at an estimated cost of \$3,600. The ship is expected on the field for opening day. All of the rest of the club ships have had their annual and will be ready also.

**Safety Meetings/Schedule:** Safety meetings will be held on March 20 & April 3 at the Miry Brook Firehouse. All members are required to attend one of these meetings prior to flying at Freehold. Both meetings start at 7:00 PM sharp.

**X-C Ground School:** Will be held at the Bethany Town Hall on March 13<sup>th</sup> at 10:00 AM sharp.

**Opening Day at Freehold:** April 10 weather permitting.

**Membership:** There was a discussion on members lost and gained so far for 2004. All members should continue to look for and recruit new members. A plan to have a presence at the office during the day will be explored so that visitors can be introduced to the club and soaring.

**Noise Complaints:** We must continue to be aware of noise this topic will be addressed at the tow pilots meeting. A book with noise complaint forms will be placed at the duty trailer and in the office. If any member receives a noise complaint either in person or by phone they are asked to fill out the form and forward it to the appropriate Board Members.

**Farm Use of Airport:** The farmer's request to plant corn on the N.E. corner of the field, presently alfalfa and hay, has been denied. A larger portion of the area used for staging will be staked out and mowed to relieve congestion when operating off of rwy 30. We will continue to allow use of property between the runway and the creek for corn. The farmer will be asked to spray herbicide on the runway.

**Airport Improvements:** Improvements to the airport are ongoing. Currently permission is being requested of adjoining property owners to cut down some trees on the hill to the east. There are still many rocks to be removed by hand until a better method can be found.

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### ELECTRONIC NEWSLETTER DELIVERY

This is to notify all new members and remind all returning members that you can sign up for electronic delivery of the Nutmeg News. All you need the free Adobe Acrobat Reader than can be downloaded at:

<http://www.adobe.com/products/acrobat/readstep2.html>

You will receive the newsletter two to three days faster than through the US Mail. In addition, you will save the club postage and printing costs and you will save the editor the time and tedium of folding, sealing and stamping. To sign up for electronic delivery visit your Membership Information page at <http://nutmegsoaring.org/> and check the Electronic Newsletter box. Be sure a valid e-mail address appears in the EMail Home field of your Membership record.

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\*\*\* ET CETERA \*\*\*

Nutmeg welcomes the **Bruce Stobbe** as a new Full member along with **Tom Albrecht** and **Martin Schemer** as Associates.