



# Nutmeg Newsletter



Volume 50, Issue 6

June 2009



One free canopy cleaning with every fill up.

## July 2009 Encampment Dates

**Jeff Driscoll**

This year's summer encampment is scheduled for Saturday July 4 through Sunday July 12.

We'll be arranging for tow pilots for as many days as possible, but please plan to attend and grab your share of the fun! ◇

## Wurtsboro Summer Fly Fest

**Betty Boyce**

Wurtsboro's summer fly fest is being held July 18 and 19. It's still in the planning stages but will highlight a spot landing contest, free tie downs for the weekend, a big cook-out, things for kids to do, etc. and we are invited one and all. ◇

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## Duty Schedule

Date	Duty	Assist. Instructor	Pawnee	Husky
Sat 6/13	L. Demarco		M. Flynn	B. Stobbe
Sun 6/14	R. Duckworth		B. Stein	B. Ward
Sat 6/20	D. Jackson		B. Ward	T. Smith
Sun 6/21	N. Jackson		T. Smith	S. Neal
Sat 6/27	S. Kohrs		J. Boyce	D. Rossetter
Sun 6/28	D. Laitinen		B. Stobbe	R. Cox
Sat 7/4	T. May			
Sun 7/5	M. Beattie			
Sat 7/11	P. Meny			
Sun 7/12	R. Pett			

## **Advertisement**

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## **Corrections**

### **Editors' Note**

An article by Paul Quinn and Bob Cox in the May Nutmeg Newsletter, reported on a former Nutmeg Soaring Association scholarship student, Aileen Freeman's commissioning ceremony. The article should have stated Paul Quinn's rank as Commander (CDR) vice Lieutenant Commander (LCDR). Curtis High School is spelled with one "s" and Naval Reserve Officer Training Corps should have appeared as Navy Junior ROTC (NJROTC). Finally, it should be noted that Ms. Freeman was also the recipient of the Women's Soaring Pilot's Association "Sky Ghost" Scholarship in 2004.

### **For the Record**

In John Boyce's article in the May Nutmeg Newsletter, "Traffic Pattern Adaptation", John stated "I have seen three aircraft crash, at roughly forty year intervals." The sentence should have read "I have seen three aircraft crash, at roughly thirty year intervals."

# Operations Update

## Bruce Stobbe

- Tie-downs – we have installed new tie-downs for the tail of the Silver Bullet (293BA) and the nose of White Lightning (815S) so that now both can be properly secured at the end of the day.
- Please be sure to place the pitot cover (clear vinyl tubing) over the pitot tube on the L-23s, and the TE probe plug (aluminum fitting with o-rings) in the TE probe fitting. We occasionally find the L-23s on the tie-downs with the pitot tube cover installed in the TE probe fitting and no cover at all on the pitot tube. The pitot tube cover is too small for the TE probe fitting and will not prevent water from entering the system.
- Please use locking half-hitches on the tie-down ropes and not a series of standard half-hitches. It is difficult to maintain proper rope tension with standard half-hitches and they are not as secure and can loosen.
- Note that the bungee cord that we use to hold the stick fully forward in the L-23s on the tie-downs does not also secure the ailerons. Please use the external aileron gust locks as well as the bungee cord.
- Tow pilots – John Boyce has suggested that when you drain the sumps on the tow planes that you put the fuel into the small red gas container in hangar 10 for later use in the golf carts rather than disposing of it in another fashion.
- Esteban is in the process of equipping our 1-26 with a working radio and an audio vario. So, who will make the first 50 Km flight from Freehold in 954? I don't know, but I sure hope I am on the retrieve crew because there is nothing better than sitting down to the traditional lobster dinner that usually follows!
- Students are encouraged to arrive early for flight instruction - 8AM to get the first flights off by 9AM. This is the best time for instructional flights and you may find that flight instructors are generally more readily available and less cranky (for those that are susceptible), especially on days with cu-filled skies by late morning or early afternoon.
- Lee Ramsdell tells me that the new fuel tank is essentially finished and now contains a supply of 100LL fuel. It will be fully operational once we find and fix the leak in the fuel totalizer and the system starts working more like a fuel pump and less like a bathroom shower.
- Thanks go out to everyone who has lent a hand in keeping the airport maintained, the grass cut, the buildings cleaned, our fleet in the air, and the operation running like a well-oiled machine! OK, maybe not well-oiled... how about sprayed randomly with an old, rusty, and almost-empty can of WD-1, one of many predecessors to WD-40 and rumored to be slightly better than sandpaper as a lubricant. But hey, we're getting better! ◇



## Mowing Team Request

### Tom Albrecht

In an effort to keep the grass around glider trailers cut once in awhile without having to move them we are asking that anyone positioning a glider trailer leave it at least 8 feet away from the next trailer. This will allow the volunteers who mow grass to cut completely around the trailers.



The photo above illustrates how we want the trailers spaced apart. Thanks for your cooperation!  
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## Golf Cart Hangar and General Area Cleanup

### Jeff Driscoll

Mac is organizing a general cleanup of our airport and needs the cooperation of all. The golf cart hangar now has 108 bicycles that seem to have no owners. So, if one or a dozen are yours, please claim them by Saturday, June 20, or contact me and I'll tag it for you if you can't get to the airport by then.

Sunday, June 21 is "free bike day". Anything not claimed is available, first come, first to peddle away with your new ride.

We'll be sorting through other non-usable stuff, like the Sears tractor, which will be hauled away with

the help of Tommy May and his truck and trailer to the Cocksackie dump.

If you see old tires, trash, boards, etc., drag them over to the golf cart area and we'll haul them away. If you have anything at your campsite that needs to go to the dump, bring it over.

Thanks for your help. ◇

## First Instructional Glider Flight

### Tom Albrecht



Sunday May 17, 2009 - Bill Kenyon, flight instructor in the rear seat, prepares John Bensen for his first instructional glider flight in the club L-23.

John is an Associate member of Nutmeg Soaring and is a certificated Private pilot, air single engine land.

John enjoyed an hour long flight thermaling in the sky above Freehold airport and learned that it is possible to stay aloft for an extended period of time without an engine and propeller in front of him!

We hope that John enjoyed his glider flight and will come back for more. ◇

## Looking Outside the Cockpit

### Peter Scarpelli

We all remember in our training the importance of avoiding mid-air collisions. "See and be seen" or "Eyes outside the cockpit" were things we were always told. They still hold very true. But talk to anyone who has flown for any length of time and they'll almost certainly have a story of a close encounter with another aircraft. Those who haven't, probably aren't looking out the window or just need a little more time.

As the skies become even more crowded in our modern world, a number of items have been created to help reduce collision potential. Below is a short list of the more common devices currently available:

**Transponders** - This is the very heart of our air traffic control system. Equipped aircraft carry a unit which, when requested by ground based controllers, will respond with a radio signal to indicate their position and altitude. The air traffic controller can then use the information to provide aircraft with appropriate advisories about neighboring aircraft in an area or sequence and separate planes as they approach or depart airports. Most general aviation, and all commercial aircraft, have this equipment. A relatively small number of gliders (10-20%) use these.

**Traffic Collision Avoidance Systems (TCAS)** is a newer type of equipment on aircraft. This unit has the ability to interrogate other transponder equipped aircraft and generate a direct advisory to the pilot of potential collision threats in the area. Most commercial airliners, as well as many smaller jets and some general aviation aircraft, have this technology. It is not practical for gliders to have this due to its high cost.

**Portable Collision Avoidance Systems (PCAS)** is a "poor man's" version of TCAS. This unit is a small passive receiver which observes aircraft transponder activity in an area and is able to display the altitude, distance, and vertical trend of the aircraft relative to yours. Should it detect the plane as a threat to yours, it gives a warning signal. They have become fairly popular due to the fact that they work relatively well and are economical (\$500). The only downside is when you receive a threat, its bearing relative to yours is not given. It is up to you to find it. There are a

number of these units in NSA. With their portability, it might be worth borrowing one for a flight to try.

**Flight Alarm (FLARM)** is another collision avoidance system which was invented in France about five years ago. The inexpensive technology consists of a small unit which works by creating a 3D track of your aircraft and comparing it to the tracks of other FLARM units nearby. This allows it to create a fairly sophisticated threat detection system. Unlike TCAS, it can be very selective as to which FLARM unit is truly a threat in a small area. It works very well for gliders, but obviously each ship has to carry one. It has become a very popular system in Europe with a report of some 11,000 units. There are none in the United States. Cost is about \$750.

Whether any of these units are appropriate for your flying is a personal decision. There are pros and cons to all of them. None can replace your eyes. It's still a "see and be seen" world.

A very biased personal postscript:

In my years of flying gliders, I have had the unfortunate experience of seeing many other aircraft up close. At times, I've felt like a magnet for them. It wasn't until I was almost broadsided by a very large jet near Freehold that I had the "final straw." I had long contemplated the idea of installing a transponder, but never did it. I had listened to about a half dozen or more reasons why these things shouldn't be in gliders. The more I thought about them, most really didn't make any sense. One of the most often used ones was whether it was worth the moderate cost. It wasn't until a short time after the incident that I was flying with a buddy in Pennsylvania who had a transponder. I talked with him about the unit... and the cost..... He looked at me and said, "When thinking about a transponder installation, you shouldn't be thinking about the price of the unit. It's more about price of your life". I put mine in shortly after.

I have been flying with the transponder for two years now. I haven't seen an airplane up close since. All commercial traffic and a good bulk of corporate and general aviation tend to be in some sort of communication with air traffic control as they transition through a number of the airport areas I've flown at. They always receive an advisory when they're anywhere near my location. I've even heard the skydivers at Duanesburg being cautioned of my

presence in their area when they talk to Albany. Yes, it's still a "see and be seen world," but gosh, it certainly is nice to monitor places like Albany International on the radio and hear very big jets being steered around my teeny weeny glider.

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## New NSA Member

**Tom Albrecht**



Sunday May 17, 2009 - Bill Kenyon, flight instructor, shown with new Nutmeg Soaring Association member Jeff Quackenbush (right), on the flight line after an instructional flight in the club L-23.

Jeff made his first glider flight as a trial member in the Fall of 2008 and came back to join the club as a regular member for 2009. Jeff is a freshman at R.P.I. in Troy, NY and lives in Freehold, NY.

Today's instructional flight with Bill was Jeff's second glider flight as a student pilot. ◇

### 2009 Meeting Dates

Board of Directors	General Membership
June 20	May 30
August 1	July 11
October 17	September 5
December 12	November 7

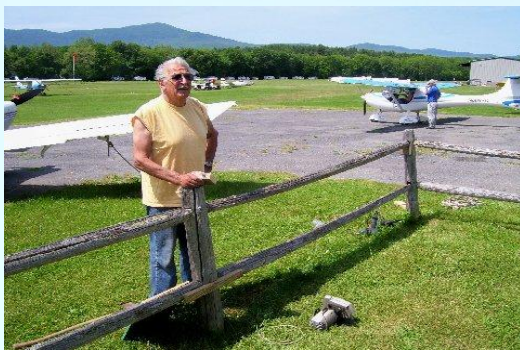
➤ Meeting location is Freehold (115) unless otherwise noted.

## “Frank the Fence Mender”

**Tom Albrecht**

A big Thank You! to Frank Molnar for his quick work repairing the fence near the Admin building.

◇



# Minutes Nutmeg Soaring BoD April 18, 2009



**Don McKinlay (Mac)**

**Location:** Freehold Airport

**Attending:** Jeff Driscoll, Len Herman, Jim Sidway, Peter Veldkamp, Esteban Draganovic, Bruce Stobbe

**Guests:** Clem Hoovler, Bob Ward, Doug Laitinen

- There was a lengthy discussion with Clem as to his interest in continuing a presence at Freehold vis a vis the desire of the BoD that he obtain insurance for any of the three primary businesses he had historically been involved in, i.e. A&P/IA services, aircraft rental and flight instruction. Clem indicated his wish to continue business as usual and if unable to do so he would not continue to act as airport manager. There was discussion as to whether some alternative to 'business as usual', e.g. monetary compensation, would be a suitable incentive for Clem to remain a regular presence at the airport but no definitive resolution was defined. The matter was tabled pending further analysis.
- The matter of having Nutmeg members as well as other users with a base of operations at Freehold, e.g. Freehold Aviation Association, sign an indemnification letter each year would be a wise course of action. Len Herman and Bruce Stobbe agreed to follow up on this issue.
- A motion was made to purchase a second microphone for the Grob. The motion passed unanimously.
- A motion was made to purchase a full set of new 12 volt batteries for the Nutmeg fleet. The motion passed unanimously.
- A motion was made to purchase a small nitrogen tank for recharging the landing gear struts on the Blaniks. The motion passed unanimously.
- The matter of the Nutmeg field phone was discussed. The Verizon service had originally been established as a residential account in an individual's name and that individual no longer wished to maintain the account (Nutmeg had always paid the bill). One alternative would be to establish a new Verizon account in Nutmeg's name but this would result in the monthly payment rising from about \$24 to about \$84. Another alternative was to obtain cable phone service (VoIP). This option segued into a discussion of whether Nutmeg should pay for cable Internet service and make it available to all members at no charge. Previously Lee Ramsdell had been paying for cable Internet service for the office in the Admin building that he rents from Nutmeg. In order get the Internet service the customer must also subscribe to a second service from Central Hudson. It was thought that the combined cost for the Internet and VoIP cable phone would be about \$85.

Given that both phone and Internet service could be had for the cost of a Verizon account in Nutmeg's name it was decided to verify that: a) cable phone service and cable Internet service could be had for approximately \$85/month and, b) that local 911 service would work with the cable phone service. If these items could be confirmed the plan would be to purchase both services, either in Nutmeg's name or through Lee's account, and have Nutmeg pay the bill.

- Len Herman inquired as to how permission to fly with Nutmeg from both parents of a minor was obtained. Jim Sidway informed him that a pre-printed form for that purpose existed and was distributed in the membership package sent by Betty Boyce to potential members. Jim agreed to forward a copy of the parental consent for to Len. ◇

# **Nutmeg Soaring Association General Membership Meeting**

**Freehold Airport**

**May 30, 2009, 6:35 P.M.**

- Jim Sidway gave a report on our finances. It appears that we are in good shape for the year ahead.
- Bruce Stobbe gave a report on our equipment. Blanik 15S needed a nose tie down, 3BA has a new strut valve, Grobe 553 has had it's brakes repaired and a new tail wheel installed plus a new front tire.
- It would be a big help if our ships got a more frequent bath. Members could arrive a little earlier and achieve this task.
- It would be very helpful to students and instructors if lesson flights were started earlier, 9-9:30 A.M.

This is important for several reasons. Students could be reasonably certain of getting more time with their instructor at a more relaxed pace. Our instructors, who are unpaid volunteers, often have additional responsibilities: working on equipment, towing, testing prep. With students facing written and flight tests. On occasion they would even like to fly their own ships.

- Hanger 10 is kept open to allow access to all members. Tools are there for use by all. Please return tools to their proper place to prevent loss of tools and volunteer's time finding them. Speaking of volunteers, it would be great if we could find a way to color code the tools belonging to Hangar 10.
- The members expressed their appreciation to all those who put in time on the new gas tank. Once again Lee Ramsdell motivated, planned and saw to the completion of this project.
- Esteban has been given the go ahead to improve the radios in two of our ships. This renovation should cost about \$1,500.
- A long discussion on required insurance took a considerable amount of time.
- One suggestion that was discussed was the value of a declaration not to sue members by members. It was felt that the legal value of such a declaration was questionable.
- The unanimous decision was made that all aircraft owners that use Freehold Airport as their operational base will present a copy of their insurance to Nutmeg Soaring Association Inc. Len Herman will be the responsible person to receive these documents.

The meeting was adjourned at 7:55.

Respectfully submitted,

Don "Mac" McKinlay, Recording Secretary ◇



## A Brief History of Nutmeg



### John Boyce

Here's the story of how NSA got started, flourished, (briefly), and nearly expired:

Two guys, both pilots, thought it would be fun to have a glider. If you're an old Nutmeg hand you know who they were. If not, it doesn't matter.

Anyway, they bought a 1-26, SN 3, N3800A, and ferried it (aerotow) back to Bethany, CT. (And that's a story in itself.) There were just the two of them at first, then a few more joined, then a few more....you had to be a pilot, first, since there was no training glider available.

At first there was a burst of enthusiasm, then a gradual decrease in activity, as shown by the following numbers:

<b>Year</b>	<b>Flights</b>	<b>Total Time (hours:minutes)</b>
1957	68	60:11
1958	35	29:40
1959	28	35:20
1960	16	16:55
1961	7	9:30

Starting with the ferry flight from Elmira on September 19, to November 24th, 1956, there were 39 flights totaling 23 hours 11 minutes, in just two months! And that doesn't include the 2 hour 30 minute ferry flight.

I don't have any numbers for the years '62 and '63, but the trend was obvious, and ominous.

Then two guys (Opie and Grayson) showed up who wanted to try soaring. They got fourteen prospects together, formed a soaring club, bought a 2-22, merged with the 1-26 group, and the rest, one might say, is history.

In the 45 years since, Nutmeg's fortunes have waxed and waned. At one time there was a waiting list of prospective members so long that they bought a 2-22 and started their own club....which soon merged with Nutmeg. We had as many as 80 plus members at the peak, and we are now at our lowest point in a long time.

It would be easy to say that our club has been a great success. After all, we have our own airport, a club house, a tow plane, a modern fleet (one exception) of five sailplanes, a hangar, and a large fleet of privately owned high performance ships. Clearly, it was the addition of training gliders that made our growth possible. At one time I was putting up as many as ten students a year for the Private Pilot Airman Certificate (not license!) flight test with Rudi Opitz.

Obviously, a most compelling need, now, if we want this enterprise to continue and prosper, is to get new members. That will be a formidable challenge in these times. ◇



**The Nutmeg Newsletter is the official publication of the Nutmeg Soaring Association, Inc.**

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