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- ✓ Learn all about the best off field landing options near Candlelight Farms!
- ✓ Get current weather conditions and forecasts!
- ✓ Check out current duty schedules!
- ✓ Share soaring experiences by contributing to the Stories section (let's hear from you, too)!

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<http://nutmegsoaring.org>



Calendar

GENERAL MEMBERSHIP MEETING
Friday April 14th
8:00 PM Bethany Town Hall

OPENING DAY
Scheduled for Saturday, April 15
Those who attend receive priority for spring
check out flights!!!! Please be there.

Nutmeg News is the official publication
of the Nutmeg Soaring Association, Inc.

Edited by:

Jim Sidway
211 Lum Lot Road
Southbury, CT 06488-1960
203.264.6170
jsidway@cs.com

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% Jim Sidway
211 Lum Lot Road
Southbury, CT 06488-1960

To Our Electronic Subscribers
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Nutmeg News



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Editor: Jim Sidway

PRESIDENT'S MESSAGE

After a long winter, opening day has come upon us. As we know April 15 is opening day and we need help. It's time to wash and wax the gliders, redo some tie-down ropes, clean out the shed, and remove a bunch of debris off the field. We will be taking attendance that day, the board has decided anyone who shows up for opening day will have priority for getting their spring checkout. So make it if you can.

This spring instructors and members need to have their seasonal checkouts. And as we know this limits the number of flights that members can get during the day, especially instructional flights. Please bear with us, we haven't taken on any new students for this reason.

Friday April 14 is the general membership meeting, we will be deciding where encampment will be this year and important field issues will be discussed, please attend.

KUDOS FOR CROSS COUNTRY SCHOOL

Submitted by Jim Sidway

I was one of a group of Nutmeggers who recently participated in a cross country school presented by Peter Scarpelli and I know I speak for all attendees when I say it was truly a great experience. Not only was it informative and educational, it was inspirational as well. Inspirational in that I, for one, am thoroughly motivated to complete the distance leg of my Silver C badge this soaring season.

The program was presented in three sections: classroom, a tour of off-field landing sites (field trip?) in the area of Candlelight Farms and an aero tour of the route of the "Candlelite Silver", a 22 mile pre-Silver C cross country flight from Candlelight Farms to Waterbury/Plymouth. Malcom Dickenson made the final installment possible by very generously contributing his time and power flying expertise. He flew three groups of future cross country glider pilots in his Piper Comanche along the Candlelight Silver route so as to become familiar with landmarks and possible off-field landing sites.

I can't wait to make my first successful cross country flight this year. Many thanks to Peter for all of the time and effort he invested in making that goal one that will, hopefully, be achieved.

CROSS COUNTRY PREP

Submitted by Peter Scarpelli

When a master carpenter starts out to on a project, he knows he needs certain tools to complete it. If he doesn't, he'll either have to borrow tools or he won't be able to finish the task. Flying cross-country in a glider isn't far different from this in principle. We know that we need certain "tools" to safely complete the flight. Unlike the carpenter though, if we're missing one, we don't have the option to stop and borrow it. This will probably lead to failure to complete the task.

A few weeks ago, about 20 Nutmeggers gathered for an enjoyable day to learn and review some of those "tools" we need to fly a cross country flight. As usual, the annual gathering had a hearty exchange of information. A few interesting points came to light though. First, although cross country can be flown at almost any time of year, the optimal and often most enjoyable time is during the months of May and June. Second, in addition to the knowledge gained in the course, there is a certain level of experience which you need to attempt this endeavor. The experience also takes quite a bit of time to accumulate- like a whole season! If you see a cross country flight in your future (like next season), now is the time to begin preparation.

Here's a few things that may help you get ready:

Duration Flights: As the season goes on, you should gather a minimum of a bunch of one hour flights, several 2 hour flights, and at least one four or five hour flight. On a typical cross country you can figure that you'll have to sustain yourself for at least three hours. This brings on a number of things you'll have to deal with- fatigue, concentration, hydration, and most importantly changing weather conditions. You should be used to these conditions since the new scenery and flight itself will pose enough problems.

Moving About: On a cross country, for your first time, you'll be forced to move about the terrain. Back at Candlelite, flights should have some practice on flying triangles or zigzags. Each one should pose some difficulty for the day's conditions, but not put you into a position of having to be out of gliding distance from the airport.

Landing: The possibility of landing off field on your cross country is very real, no matter how good the conditions are. There are many scenarios of pattern and landing configuration that can be practiced at Candlelite to prepare you. Every flight should practice one. The stress of landing

out is enough, but facing new problems that could have been previously rehearsed could be overwhelming.

In short, gathering experience for cross country soaring takes a fair amount of time. Like the carpenter you want to have the right tools before you start your project. Remember, flying has certain risks. Risks bring rewards. Poor preparation could turn the rewards into regrets.

CALLING ALL PILOTS

Submitted by John Boyce

Region One will be at Sagebrush again this year. If you haven't flown there, you've yet to experience one of the greatest "Joys of Soaring" available to glider pilots in the East. Soaring conditions, varied terrain, scenic beauty, and interesting activities abound in this premier recreational area.

If you think you're not contest oriented, just look at it as an opportunity to have a ship all to yourself or your team, with an organized daily program of cross-country flights to challenge you.

The Sports Class was developed specifically to ease the new soaring pilot into the contest scene. Team entries are allowed, in which the pilots (maximum two) can fly on alternate days, or consecutively, so long as each pilot flies a certain number of days, depending on the length of the contest. Thus, if you can't get the entire week off, you could fly the first part, your partner the second, etc. And if you can both get the week off, your crew problem is solved. (It's a lot cheaper that way!)

Various levels of lodging abound, generally on the pricey side, but camping on the field is OK, and there are facilities available.

How about the glider? Since the scores are handicapped, various gliders of differing levels of performance compete on a more or less level field. This is one of the reasons the Sports Class was created, to keep older and lower performance (i.e. cheaper) gliders useful for fun competition.

To enter, you must have completed the distance leg of the Silver C. That means that in Nutmeg, you must also have completed the Bronze Badge.

Is a club ship available? The L-33 would do just fine. 1-26's are rarely seen at contests these days, although they would be legal entries.

To encourage contest flying, the Operating Rules make specific provisions for taking a club glider to a contest. Read Section 4, B, for cross-country rules, and Section 5, A & B, for details. In general, the rules provide for competition flights to have priority over local flights, and approval by the Board of Directors for taking club aircraft to contests.

So... if all this has whetted your appetite for glory and adventure, remember that Region One will run from June 18 (practice day) through the 24th, Sunday through Saturday. If you want to fly Region One, let the Board of Directors know your intentions and ask for approval for the L-33. And even if you don't intend to fly, come on up and watch the fun. There is always someone who could use your help. For further information contact either Wally Moran or John Boyce.

NEW OPERATING RULES

By Don Malins

Our operations committee has drafted new operating rules for the 2000 season. They are posted on our web site at: <http://NutmegSoaring.org/Rules.asp>. I added a new menu item on the web site - "Operating Rules" under "Club Matters" where you can review the rules at any time. We will try to keep this page current with any future changes so that it will always be the "last word" on any of the covered subjects.

Everyone needs to familiarize themselves with these new rules so there are no misunderstandings about how we conduct our operations going forward. Even if you think you know the rules, please read this updated version as there are several important changes and revisions.

Editors note: Copies of the operating rules will be available at the field for those unable to print them from our web site.

** ETCETERA **

ACCOMPLISHMENTS

Submitted by Wally Moran

Congratulations to the following Nutmeg members who, even though the gliders are still in the barn, have made an accomplishment this season. On March 11, 2000, Bob Duckworth, Herb Garber, Ed Martin, Mark Herman, Richard Gray, and Todd Smith passed the SSA bronze badge written exam. Congratulations to these pilots for taking steps to improve their flying knowledge and skills.

A FRIEND MOVES WEST

Former Nutmegger Nivedita Lakhani has gone west. Nivy has moved to California and joined Crystallaire in the LA area. Anyone visiting out that way is invited to join her at the field. Her e-mail is: nive_lakhani@hotmail.com We'll miss her.

NEW MEMBER BIO

Nutmeg welcomes new associate member Dr. Itschak Tidhar who began flying power in 1971 and has a Private Pilot ticket. He looks forward to becoming a full member as soon

as possible so as to attain his glider rating as well as participate in club activities.

Dr. Tidhar's other interests include music, theater, reading. He also enjoys skiing, biking and hiking.

FINAL GLIDE

Warren Dion informs us that former Nutmeg member Dr. Colby Stearns passed away on March 31. Those of us who have been around for a while will remember Colby as also being a member of the Tunxis Soaring Club, and part owner of 2-33, 99S. We will all miss him.

PLEASE UPDATE YOUR INFO!

All members with Internet access are encouraged to update their personal information in the Member Directory section

of the Nutmeg web site at <http://nutmegsoaring.org>. This will assist in ensuring you receive information in a timely fashion, particularly items that are e-mailed (which often is the case for last minute notifications). So please, log on, click on Member Directory, type in your last name, click Submit at the bottom of the page. You can then review your personal information and make any necessary changes. Thanks.

Note: The Member Directory is password protected. If you do not know the appropriate passwords, which only need be entered once from a given computer that is set to allow cookies (Internet jargon), please call Jim Sidway at 203 264-6170.

DUTY SCHEDULE FOR APRIL & MAY

<u>Date</u>	<u>Field Manager</u>	<u>Duty Pilot</u>	<u>Instructor</u>	<u>Pawnee</u>	<u>Super Cub</u>
Sun 4/16	T. Renz	P. Barackman	####	M. Clark	K. Toussaint
Wed 4/19	****	****	****	J. Mahoney	
Sat 4/22	R. Clifford	J. Chuddy	####	R. Ward	K. Toussaint
Sun 4/23	####	E. Draganovic	####	R. Daniels	J. Mahoney
Wed 4/23	****	****	****	R. Duckworth	
Sat 4/29	C. Hanak	H. Garber	####	R. Duckworth	M. Flynn
Sun 4/30	J. Hilgert	L. Herman	####	R. Post	J. Stevenson
Sat 5/6	D. Jackson	J. Barret	####	####	####
Sun 5/7	T. Johnston	C. Giesecke	####	####	####
Sat 5/13	D. MacKenzie	K. Lawson	####	####	K. Toussaint
Sun 5/14	E. Martin	D. O'Shea	####	####	####
Sat 5/20	D. McKinlay	R. Mayer	####	####	####
Sun 5/21	V. Paggen	P. Meny	####	####	####
Sat 5/27	F. Painter	T. Pattison	####	####	####
Sun 5/28	N. Samela	P. Quinn	####	####	K. Toussaint

Notes:

**** Indicates Field Managers, Duty Pilots and Instructors are not scheduled on Wednesdays or holidays. Check Hotline for instructor availability.

Indicates no one yet assigned. If you are available please call the appropriate scheduler:

Duty Pilots Call: Lee Ramsdell at 860-355-8525 or lramsdell@snet.net

Instructors Call: Peter Scarpelli at 860-738-1154 or scarp@snet.net

Tow Pilots Call: Bryan Cotton at 203-261-2471 or bryancotton@yahoo.com

Field Managers and Duty Pilots are responsible for arranging a replacement if they cannot be there at their assigned times. For up to date assignments check our web site: <http://nutmegsoaring.org>