



Nutmeg Newsletter



Volume 51, Issue 3

March 2010



Jeff Driscoll presents the "Star Financial Manager" award to Jim Sidway at the February Nutmeg Banquet

INSIDE THIS ISSUE

- 1** Safety Meeting Update
- 1** Duty Pilot Schedule
- 2-3** 2010 Freehold Projects: Volunteers Needed! - Reminder
- 3** Wanted: Handheld Electric Leaf Blower
- 4-5** Great Floods in Catskill History – Part 2

Safety Meeting Update

Bruce Stobbe

The meeting originally scheduled for March 20, 2010 at the Miry Brook Firehouse has been canceled due to a scheduling conflict and the fact that the meeting room is no longer available to us on that date.

However, Nutmeg Soaring will still offer two safety meetings and attendance at one of them is mandatory for all members who wish to fly with the club this coming season.

Meetings will now be held on opening day as well as on the following Saturday at approximately 4:00 PM in the Admin Bldg at 1I5. Opening day is presently scheduled for Saturday April 10, 2010 and therefore meetings will be held on April 10th and April 17th.

If the weather does not cooperate we will move both meetings to coincide with opening day and the following Saturday. See you there. ♦

Duty Pilot Schedule

Peter Meny

I am in the process of creating the duty pilot schedule for the coming season. This year we will not schedule DP's on the Friday or Monday of a three day weekend. As usual, tow pilots, instructors, and members of the board are exempt.

Some members are also excused for a variety of special reasons. If you were exempted last year, please let me know if your situation has changed as we need all the help we can get!

Feel free to call or e-mail me with your questions or suggestions. 4 Weeks and counting to Opening Day!

Peter Meny
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2010 Freehold Projects: Volunteers Needed! - Reminder

Tom Albrecht and Jeff Driscoll

Nutmeg needs more volunteers to help with many ongoing and one-time jobs at Freehold airport. Listed below are some of the major areas where we need help. Please think about where your time and talents can best be helpful, and contact me or Tom Albrecht to discuss helping. Hurry up and sign up for a few before all the good ones are taken!

Ongoing chores:

1. Mowing grass.
2. Weed whacking around the Admin building, hangar, parking curbs, fencing, and flower beds. Roundup is the alternative choice for vegetation control, but only for limited use.
3. Emptying trash cans and recycle collection containers.
4. Washing club gliders.
5. Cleaning bathrooms.
6. Dusting interior of the Admin building.

Special Projects:

- A. Clean and paint the front stoop/steps and hand railing on the front of the Admin building. See Tom A. for paint supplies.
- B. Build a new well pit cover to replace the existing one that is rotting. This project has priority because it's ready to cave into the well pit if an adult stands on the top of it!
- C. Remove the old 2-33 glider tie down paraphernalia next to where the Super Blanik 15S is tied down.
- D. Paint the hold line on the taxiway.
- E. Paint the tires circling the wind sock.
- F. Paint the wood window and door trim on the porch wall of the Admin building.
- G. Make and install a sign on the street side of the Admin building. Something simple that might read "Freehold Airport-Home of Nutmeg Soaring Association".
- H. Repair the red portable air tank in hangar 10.
- I. Pickup and remove debris (pieces of tree branches from the Jan flood) from parking lot exit and the upstream end of the culvert pipes under the exit and entrance to the main parking lot.
- J. We need a sign made to hang from the new yellow rope between the wood fence post and the side of the old hanger. The sign might read something like "No parking! Emergency vehicle access only!"

Projects already completed or committed to:

- Install a new fence between the Admin building and the aircraft apron.
Done. Nov. 2009
- New entrance/exit posts need to be installed next to the 2 access points from CR 67 to the airport.
Completed in Nov. 2009
- Repair water damaged sheet rock in the corner of the Admin building. In process (Dale Z.)
- Replace broken window in the back room (where the diesel tank is) of the of the old hangar.
Completed by Dale Z.
- Install new piston rings in a Nutmeg golf cart.
Dale Ziegenfelder has committed to working on cart #2 this Winter.
- Repair blown head gasket in the air compressor in hangar 10. (This compressor will be necessary when our mechanic does the annual inspections on the Pawnee and the Husky.)
Completed thanks to Bob Ward and Jeff Dupire.

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Wanted: Handheld Electric Leaf Blower

Tom Albrecht

The airport lawn maintenance group is in need of a hand held electric leaf blower. The one that we had for blowing off the lawn mowers is no longer operating. Your donation will enable us to keep our equipment clean and good looking! Please let me know if you can donate a useable electric leaf blower.

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Great Floods of Catskill History – Part 2

The Kaatskill Geologist - Robert Titus

There must have followed just an awful rush of water. It couldn't have been as large as either the Missoula or the Hudson Valley floods, but it must have been a literally earth shaking event. The water must have broken through at Franklinton and cascaded downstream. I visited Franklinton and I found that, indeed, there is a very nice canyon which lies alongside Rt. 145 there. Find the absolutely highest point of the road and park. You can look off the road to the south and see



Figure 7 - Franklinton drain from Vroman's Nose, in distance, right of center.

the canyon. It is flat-bottomed as is the case in Washington State. There is no stream down there today, but it records the one time great flow of the great flood. It slices right through the divide between the Schoharie Creek and Catskill Creek watersheds. Although dry today, this is, apparently, what is left of that momentous event (figure eight). I traveled down Rt. 145 and observed Catskill Creek. I didn't find any more direct signs of the flooding until I got back to Freehold. The Freehold stretch of Catskill Creek, at the time of the flood, seems to have been a sizable glacial lake called, logically enough, Lake Freehold.

The onrushing waters of the great flood would have rounded a bend in the stream here and rushed across that lake. The flood would have stirred up the sediments on the floor of the lake and sculpted them into the giant ripples that I think I can see.

And that last phrase is important. The landscape of the Freehold Airport is an old one. During the 19th and early 20th centuries it must have been used extensively for agriculture. There must have been a lot of plowing that went on there. And plowing changes the land; it levels it off. I cannot see the natural landscape here; I can only see what time and man have left of that landscape. Are the shadows that I see really giant ripples? I don't know. I would have to get somebody to do a lot of digging here so that I could see the structure of the



Figure 8 - The now soggy canyon of the Franklinton drain. Once a great flow of water pounded through here.

sediments. So far, nobody is volunteering. So the story I am telling you is partially established scientific theory, and the rest is hypothesis.

I have few doubts about the awful flood that John Lyon Rich postulated, and there are no doubts about the retreat of the ice in the Schoharie Creek Valley. So, there just had to have been a flood. That canyon at Franklinton does constitute direct evidence of the flood. So, all of that is good, solid, scientific theory. But my giant ripples? I can't be too sure about them.

This goes to show that what we call science does have, within it, some art. We do have the discretion to look at incomplete evidence and turn it into colorful story telling: every once in a while.

The Titus home site, Freehold: late afternoon, April 3, 13,291 BC- The Catskill Creek has been recovering from the most recent effects of the Ice Age. Today, a large glacial lake fills the valley. All around its shores is a young forest of pine and spruce. Rising above is the Catskill Front. Windham High Peak forms the centerpiece of this horizon. It's cold up there and the mountain is still covered in thick ice and no trees can be seen.



But the Ice Age is ending; it is a warm day and it has been a warm spring. A great deal of melting has been going on all around the Freehold area and throughout the Catskills in general. Slowly - it is almost insensible at first - there is a soft hum. Then it gradually rises to become a low roar. It would be easy to pay no heed to this, but the noise increases insistently and gradually commands notice - and then inspires fear.

For 15 and then 20 minutes the sound rises and it becomes uncomfortable to the ears. Now it gets worse - the ground, itself, begins to shake. This is not an earthquake; earthquakes happen and then they are over. This is something else: a slow, steady tremor, which only grows in its power.

Now the sound is deafening. Up the valley, in the far western distance, small spruce trees can be seen being thrown up into the air like Fourth of July rockets. Many others soon join in the chaos which seems to be drawing closer. Soon a deep gray mass can be seen in the valley. Riding on the crest of the violence are many large trees. These are so big that they cannot be thrown into the air, but they do ride the wave.

It is a wave, of sorts, but also it is a just a huge amorphous mass of moving dirty water. Chaos is exactly the word for what it going on here. Violence is another good choice. The speed of this "thing" is more than 60 miles per hour. It is powerful and it is tearing up the young forest in its path. It is moving sand, gravel, cobbles and boulders. It is hoisting great boulders up into the flow. It is horrific.

The "wave" spreads out across Glacial Lake Freehold and, for a few minutes it at least, looks more like a series of waves and less like the chaos it had been in the narrow canyon above. For those few minutes the gigantic crests and troughs of real waves wash through the lake. The sediments, below, are being sculpted into giant ripples. And then it is over. Geological catastrophes are like that.

This article published with permission of Kaatskill Life from their Fall 2009 issue.

About the author

Dr. Robert Titus is Professor of Geology at Hartwick College. Titus is a paleontologist by training, and has done a great deal of professional research on the fossil record of New York State. Since 1991, however, he has increasingly become interested in writing about Catskills and Hudson Valley geology for a general audience. He is also a popular speaker and does numerous appearances each year throughout the region. Titus has developed a reputation for his remarkable ability to reach out and communicate Catskill geological history to the general public in his many articles in *Kaatskill Life* magazine. But few know Titus has also written hundreds of newspaper columns in publications such as *The Woodstock Times* and the *Columbia County Independent*.



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