

FLEA CALLER

FEBRUARY MEETING

Our next meeting is Thursday, Feb. 14th beginning at 7:00 pm at the home of Dot and Pete Ramsdell, 369 Route 131, Cavendish. Hope you will join us!

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WE HAVE WHAT ON THE TRAIL?

We've learned that you never know who or what you will find on the snowmobile trails. And we never know what the reaction will be when folks see the Tucker. Jan. 5th was no exception. Only this time the Tucker was a welcome sight! Glider operator Stephen Brown was out for an afternoon ride when he started experiencing problems and needed to find a place to land. Here's Stephen's description of what happened:

All of this was happening faster than you can read this. I started to really look at the fields. They were all covered with snow, the depth of which I did not know, but knew it could be deep and hide all sorts of



nasty things. Also, there were no grass pattern marks in the larger fields. I could not tell if they were divided up by small fences. I was really looking for houses or buildings off the sides of the fields as I knew they would

have power lines and fences. At this point, I noticed the Tucker Sno Cat (bright orange) which told me there were snowmobile trails, likely on the east side of Twenty Mile Stream Road. Also on the east side there were no houses, except for one small one directly across from the Chapman Road intersection. This meant no power lines and seeing the wavy tree lines I knew there likely were no fences. It was to be

COOK SHACK

The Cook Shack is now open on Saturdays and Sundays from 11 am to 3 pm as long as snow conditions and weather allow. Check our Facebook page for updates/changes.

the fields on the east side of Twenty Mile Stream Road across from the Chapman Road intersection.

During this time I was on the upwind and set up for crosswind. Looking at the Tucker Sno Cat (a personal love of mine, as I learned to drive them before I learned to drive a car), I noticed the club shed/food stand, picnic tables, and the huge port-a-potty which told me this was a major trail intersection in the fields. Further reducing the potential for fences and better yet providing some packed snow to land on, either from the snowmobiles (rough but packed) or from the groomer (smooth like plush carpet) as I still did not know the depth. On my downwind leg, I knew to look for trail markers and found them, trying to decide if they would be wide enough apart or not. However, although there would be some damage, I knew they would suffice if needed.

The field closest to the road was my original plan, but I saw the markers down the middle which made me nervous about the proximity of a fence and power lines. Going down the middle I knew I would be taking out markers and could be going through the narrow gut behind the house and stream. Going between the markers and the stream made me very nervous as this was one of the few places in all the fields you could see some dark brown patches, which with the snow cover meant there was very likely something there like stumps, rock or bushes. On the downwind, the next field to the east was shorter, but I could see that the markers there were close to the stream, leaving what appeared to be a larger smooth level patch and obviously a mowed up-slope to the trees. If I took this field diagonally, I had the clear

area and then the upslope to stop me. So on down-wind, turning base I decided this was exactly where I was going.

I turned base over the power lines purposely, so I knew where they were, could give them berth and not get stuck south of them which would put me in the decision of trying to fly over or under one of the most dangerous things when landing out. As I was on the base leg, the tall tree on a straight final became apparent and although I thought I still could possibly do a max-effort approach over them, I decided to s-turn between two trees on the southwest corner and take a curving angle approach at the upslope.

So S-turn on final and near full dive brakes and watching the stakes I put it down in the field where I planned and how I planned at mini-mum speed. Full brakes on landing and all was going well, even with the nose sliding and tail up in the air with full aft elevator, but in the last 30 feet the noise and drag got awful. I decelerated at an even greater rate and I thought something broke off, like my wheel or landing gear doors. I did think I broke the glider.



After landing, I sat there, a bit stunned and then called to let people know I was OK and give them my location. I got out of the glider and looked underneath, expecting to see the main wheel near the tail wheel or something similar. To my surprise, no issues. The crunching I heard was the snow. When enough weight finally settled on the main wheel it broke through the crust on the snow. In fact I found that almost the entire rollout was on the perfect snow/ice runway.

Next, I figured I would walk up to the trail inter-section and hut about 100 yards away to try and find exactly where I was. By the way, it was the best place to stop for a landing, with a cheeseburger hut (bummer it was closed), giant port-a-potty, poster size map and picnic tables in the sun. Ok, now I was feeling better, went back to the glider, made sure I had everything off, prepped for disassembly as much as

possible and took a minute to snap a few pictures. I grabbed my snacks from the glider and went to sit on the picnic tables to enjoy the winter sun and wait to be picked up.

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DO YOU FEEL LUCKY?

The Club will again be running a season-long 50/50 raffle with the winner being chosen at our April Club meeting. Tickets are \$1.00 each or 6 for \$5.00 and can be purchased at the Cook Shack.

Half of the money raised will go to the winner of the raffle and half will go into the Barn Building Fund. Please print your name and telephone number on the back of your ticket and wait for a call the evening of April 11th. Good luck!

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FOUND

JAN. 23, 2019

A set of jumper cables, a tow strap, maps of Maine & a Ski Doo manual were found on Corridor 12 in the area of Fletcher Farm. Contact the Club if they belong to you.

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LOCAL EVENTS

(check Club's website for more information)



Feb. 9 **Weathersfield Pathfinders**
8:30 am **Annual Poker Run**
275 Airport Rd., Weathersfield
trailer parking available see their
website

Feb. 9 **Chester Snowmobile Club**
4:00 - **Valentine's Bonfire Ride In**
9 pm **Power Lines WR 51, Andover**

Feb. 18 **Chester Snowmobile Club**
9:00 am **Annual Poker Run**
Rec Field, Lovers Lane, Chester