

Now Available on our Website

- ♦ **Important survey regarding the club's future - please sign on and complete the survey ASAP!!**
- ♦ Details on this year's Mifflin County encampment.
- ♦ Encampment photos.
- ♦ Info on CT Use Tax on used gliders.

For these features and MUCH more point your browser to:
<http://nutmegsoaring.org>



Fly Safely!

CALENDAR

ATTENTION!!!!

Important Membership Meeting: - September 14, 7:30, Bethany Town Hall. Discussion of the future of Nutmeg Soaring. **Please attend!**

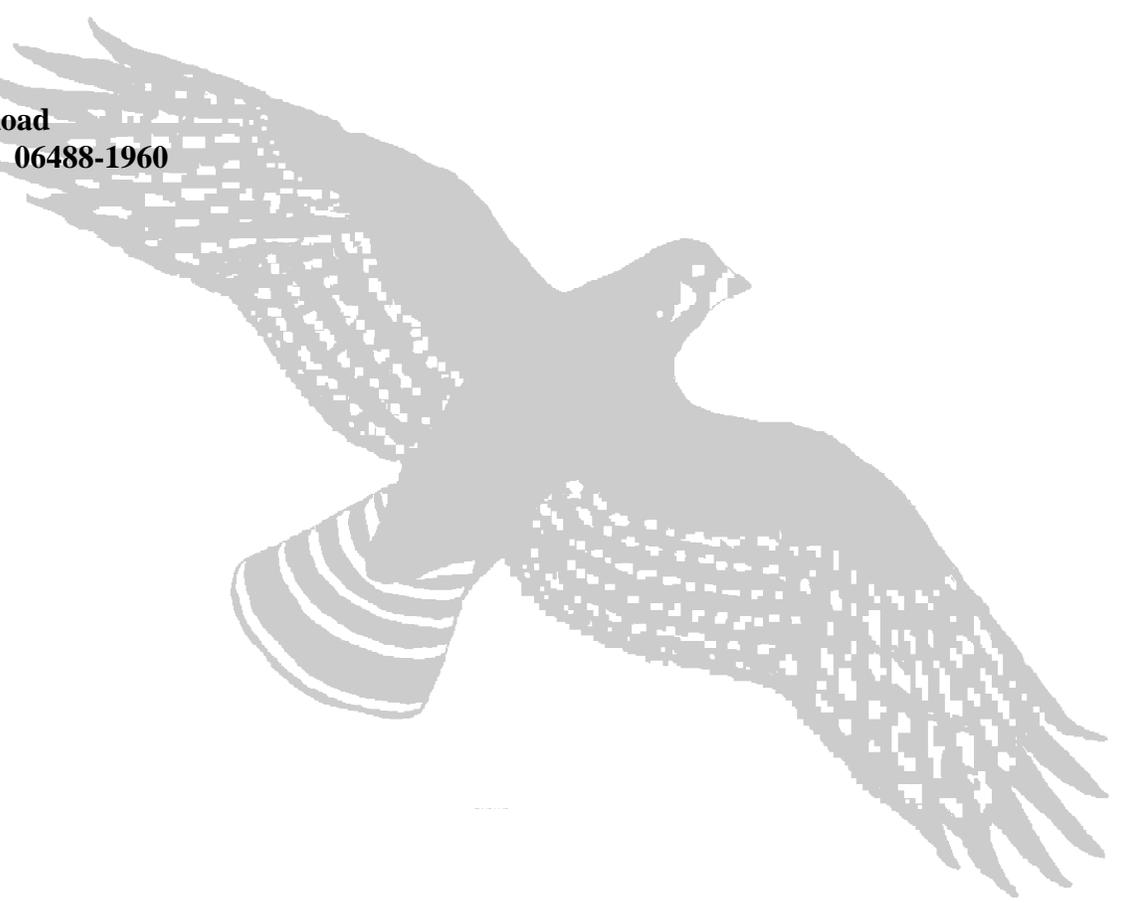
Traveling south on CT Rte 8, take exit 26, then south on Rte 63 to Bethany firehouse (on the left). At the firehouse, turn right onto Peck Road. The Town Hall is about .1 mile further on the right.

Traveling north on Rte 8; take exit 22 in Seymour, then east on Rte 67 to Rte 63. Left at the firehouse.

Mifflin County Encampment: October 7 - 14. This year's encampment begins on Columbus Day weekend. Log onto our website at <http://nutmegsoaring.org> for additional details.

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@earthlink.net

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Nutmeg News

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Editor: Jim Sidway

WHAT IS NUTMEG'S DESTINY? HELP DECIDE

By Jeff Driscoll and the Airport Committee

We are at a major crossroads for our club and our involvement in the art and science of motorless flight. It's time to decide our destiny for the next century. Does this sound too dramatic? It's not. And choice is not whether or not we want to accept a "commute" of 2-3 hours. Each viable alternative is that far away, depending upon where you live.

The choice before us is to decide whether to rent, or to buy. There are significant pros and cons for each path, and at the Friday, September 14 general meeting, we will debate and decide on our direction for the foreseeable future.

As many of you know, there has been a concentrated effort over the last few months by the Board of Directors and others to investigate all potential opportunities for Nutmeg Operations as we prepare to leave Candlelight Farms after this season. We have talked with owners or their representatives of the following airports: Plymouth Waterbury, Ripley, Stormville, Canaan, private airstrips East of Canaan and North of Canaan in MA, Mountain Meadows, Danielson, Wyndham, Goodhill, Canterbury, Great Barrington, Wurtsburo, North Adams, Springfield and Freehold, NY.

The only viable options that we have are North Adams, Springfield and Freehold. All the others aren't for sale or rent and don't want our glider operations, except for Plymouth-Waterbury which has so many drawbacks that it's no longer a serious option. Details of our investigations into the other airports will be available at the meeting.

Each of the three finalists comes with conditions, advantages and disadvantages. First, the conditions for operation at each potential location:

NORTH ADAMS, MA

According to Justus Taylor, president of Mohawk Soaring, Nutmeg operation at North Adams is conditional upon the willingness of the County Airport Commission to give us a lease agreement to operate there in exchange for tie down fees. There may be possible restrictions for flight operations if noise complaints arise, and the lease may be cancelable if there are any incidents or accidents.

We have not yet discussed potential lease agreements with the Airport Commission. It may be possible to secure a lease of up to three years with no guarantees that the lease would not be canceled for cause or that it would be renewed.

SPRINGFIELD, VT

According to Craig Chamberlain, FBO and Bill Batesole Jr. of the New England Soaring Association (NESA) based at Springfield, the operation could accommodate Nutmeg Soaring if the size of the club and weekend participation were limited to a smaller group. Generally, we can conclude that Nutmeg is welcome at Springfield.

However, there is concern that the size of our operation, in conjunction with NESA's operation, would begin to gain a reputation for Springfield as being a "soaring airport" and drive away some of the FBO's current or potential power customers. These clients buy gas, tie-downs, hanger space and A&P services for maintenance.

We have not yet talked with the FBO to define the acceptable size of our operation. It is clear that there will be no long-term commitment to Nutmeg, but instead we will have an arrangement in which we are tolerated as long as it is beneficial to the FBO.

FREEHOLD, NY

The condition for securing a permanent home for Nutmeg at Freehold is straightforward: we need to purchase the airport. The asking price is \$475,000 and it is for sale by the founder and current FBO. Initial discussions found him to be receptive to a five-year payment plan.

The major cost difference for Nutmeg members in consideration of Freehold vs. North Adams or Springfield will not be the annual operating expenses (which are expected to be similar), but the anticipated member share purchase. The airport committee is going to recommend a \$6,000 per full member share price, which can preferably be paid up front, or over a period not to exceed 5 years with an initial \$1,000 required. Shares will be able to be sold to others as the club grows and new people join Nutmeg.

Since most Nutmeg members are familiar with both Springfield and North Adams, we will present a short description of the Freehold property and facilities.

Freehold is 85 miles Northeast of Candlelight Farms near the town of Cairo, and lies at the North edge of the Catskill Mountains. The runway is 2275', hard surface with grass taxi ways on each side. Its orientation is Northwest/Southeast (runways 30 and 12). The property is 56 acres and runs

alongside Catskill Creek. The land is flat with no obstructions to runway 12, and some trees past the end of 30.

There is a hanger in good condition that can house perhaps 4 airplanes comfortably, with a side hanger for additional maintenance projects. Last year an attractive new office building was built with a rest room and meeting area. This building is insulated and heated and could easily be converted to a clubhouse and bunkhouse if desired. It is currently used as an office and very nice art shop for the owner's wife.

The airport has a 1,000 gallon gas tank and comes with a tractor, mowing deck and a couple bush hogs. Approximately 10 planes and ultralights are tied down there and contribute to the income of the operation.

NOTE: THE AIRPORT COMMITTEE IS BUSY WORKING ON THE FINANCIAL "PRO-FORMA" PRESENTATION OF

THE EXPECTED COSTS OF EACH ALTERNATIVE FOR DISCUSSION AT THE MEETING.

SPECIAL MEMBERSHIP MEETING

There will be an extremely important membership meeting on Friday, September 14, at 7:30 PM at the Bethany Town Hall (directions on the cover or a map is available on our web site). The purpose of the meeting is to discuss the future of Nutmeg with the information provided in this issue of the Nutmeg News as the basis of discussion. It is very important that all Nutmeg members attend. Your opinion counts!

In advance of the meeting please take the time to log onto the Nutmeg web site at <http://nutmegsoaring.org> and take a moment to complete the short survey that can be found by clicking on links at various locations including the headline on the home page entitled "Help Decide Nutmeg's Destiny". Your participation is vitally important and greatly appreciated.

COMPARISON OF AIRPORT OPERATIONAL ISSUES

Operational Issues	North Adams	Springfield	Freehold
Pilot Facilities	Shower & Restroom	Shower & Restroom	Restroom & high potential for clubhouse.
Hanger Space	Not Available	Possibly 1 space available for \$135/mo	15 Hangars included
Gasoline	Yes, retail	Yes, retail	Yes, wholesale
Camping Available	On FBO property may be limited: \$5/night	Yes, near runway Cost: \$5/night	Yes, near creek private area: FREE
Bunkhouse Potential	No	No	Very Feasible
Runway access	Limited	Excellent, with cross runways	Very Good, runway and grass
A & P Mechanic Availability	No	Yes	Yes
Potential for Power Traffic Conflicts	High	Medium	Very Low
Potential Neighbor Noise Problems	High	Medium	Very Low
Airport Management Acceptance	Very tenuous	Good for now but conditional	Excellent
Potential For Nutmeg Growth	Little	Little	Good: Albany, Poughkeepsie, Kingston
Long Term Commitment to Nutmeg	None	None	Unlimited
Soaring Conditions	Excellent Thermal, Ridge and W ave	Good Thermal and W ave some Ridge	Excellent Thermal, Ridge and W ave

Day Encampment at Freehold Airport

Submitted by Bill Kenyon

About 20 Nutmeggers checked out Freehold Airport Labor Day weekend, along with the club Cub, a 1-26, the Blanik, and 6-8 private gliders - including the Krebs/Wachstein Pilatus. The Pilatus, piloted by Peter Krebs, was aero towed up behind the Cub on Saturday morning, and back on Monday afternoon. Nutmeg attendance included (but wasn't limited to): Bruce Stein, John Boyce, Jeff Driscoll, Chris McIntyre, Rudy Szigeti, Frank Molnar; Mike, Ed, and Bonnie Monoski; Randol Webb, Peter Krebs, Les Abend, Chris Hoffmaster, Jim Sidway, Alan Buttrick, Don McKinley; Mike, Marty, and Rudy Opitz; Don Malin and Bob Duckworth. I mention their names so you can ask them what they thought of the place, in case you can't get there yourself soon; apologies to those who slipped off my list.

The weather was beautiful, from a civilian point of view, and not bad from a soaring point of view - sunny, not too warm, with excellent visibility on Saturday and Sunday, and just a bit hazier on Monday.

On Saturday, the wind was breezy; WNW, and many first glider flights weren't over 30-40 minutes -- except for your humble reporter. I kept hanging out on the western end of a section of the 'ridge' that constitutes the northern edge of the Catskill Mountains, which is just 3 miles south of the airport. The ridge/mountain runs East/West, but the WNW wind working on the western end was generating lift. Persistence on the western end kept me up for a couple of hours, then I was gradually losing altitude - when Chris McIntyre inspired me to creep out into the pass where Highway 23 cuts through to Windham ski area. I found weak wave which took 2Q up to 8500' MSL. The mountain peak is at 3600' MSL, which put us about 1400 feet above glide slope back to pattern entry at the airport. (The airport, 440 MSL, is about a safe 1:10 glide slope from the top of the ridge/mountain.) Airport owner Clem Hoovler says wave is common in July and August with a southwest wind, so the wave with the WNW wind was an unexpected freebie.

On Sunday, a number of people had flights of several hours, and the one-hour limit for club ships had to be put into operation. With an east wind, I poked along the top of the ridge (which runs generally east-west), looking for lift at east-facing corners and up-ramp configurations of the ridge top. I found intermittent lift on the east-facing ramp just at the peak by the Highway 23 pass (just around the corner from where I had spent most of Saturday, when the wind was WNW). I put on a good show for the hikers visiting the hut on the peak - smiling and waving to them every time I came zooming past the hut. (Well, OK, I'm exaggerating about the waving, I was

actually concentrating pretty hard on my airspeed, flap setting, height above the trees, and my plan for getting safely out of the mountain corner I was heading into.)

I can't resist sounding a personal note of enthusiasm for the mountains. They're within very conservative glide slope of the airport, for a moderate performance glider, without a headwind. That means you can entertain yourself all day at the mountain, trying to figure out where the lift is.

Most of us camped out at the airport. We camped fairly near the hangar, but later found the area that runs along the creek to be the ideal place. It's big and grassy with the cornfield hiding the campers from road noise and sightseers. A lot of folks wandered by, very interested in the gliders. All of them were friendly and pleasant. We were too, of course. I think many of the power pilots there have been coming there for years - they took instruction there in the past, and now they come back to fly one of Clem's airplanes, because they feel comfortable and welcome there.

The airport has a lot of charm. It's on a back road, and the Catskill Creek constitutes the southern boundary of the airport. The airport has an old-timey feel to it: the hangar started out as a 150-year old barn, which is now in the back of the metal-building addition. While there is a 2275-foot long blacktop (?) runway, it's only 25 feet wide, so the airport feels mostly like a grass airport. Clem rents out some of the airport acreage to a local farmer, so there is a corn crop adjacent to the (115-foot wide) grass apron on the south side of the hardtop runway (wide enough even by itself for the 87-foot wingspan of Jim Phoenix's Nimbus 3). In addition to the 2275 feet of hardtop runway, there is another 600 feet of grass to the east ('The power poles are coming out in October, finally, after 41 years'), and 600 feet of overrun area to the west (on a swap basis with the plant nursery next door to the west). So the field feels plenty big for Nutmeg operations.

The town of Freehold is basically an intersection, 0.8 miles east of the airport, with about half a dozen buildings each side of the intersection. It has a General Store with a 'New York Deli', a convenient place to eat a minimal breakfast in the morning. 5 miles north of Freehold is Greeneville, which has a large shopping plaza with a supermarket, an Ames store, and Sophia's Pizza and Grill. Coming out of Sophia's, you get a beautiful view of the northern edge of the Catskills some 8 miles to the south.

I didn't hear any criticisms about the airport from the Nutmeggers there - and I take this as a high recommendation. Except that we all wish it were in Connecticut. But then again, if it was, we couldn't afford it.