

Now Available on our Website

- ✓ Events Calendar: This new section was added recently to keep members abreast of upcoming club and related events.
- ✓ Classifieds: Stuff for sale.
- ✓ Scrapbook: great photos from great Nutmeg events.

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



Fly Safely!

NOTICE !!!!!!!

THE MEETING ORIGINALLY SCHEDULED FOR SATURDAY, DECEMBER 15 HAS BEEN RESCHEDULED FOR FRIDAY, DECEMBER 14 AT 7:30 PM.

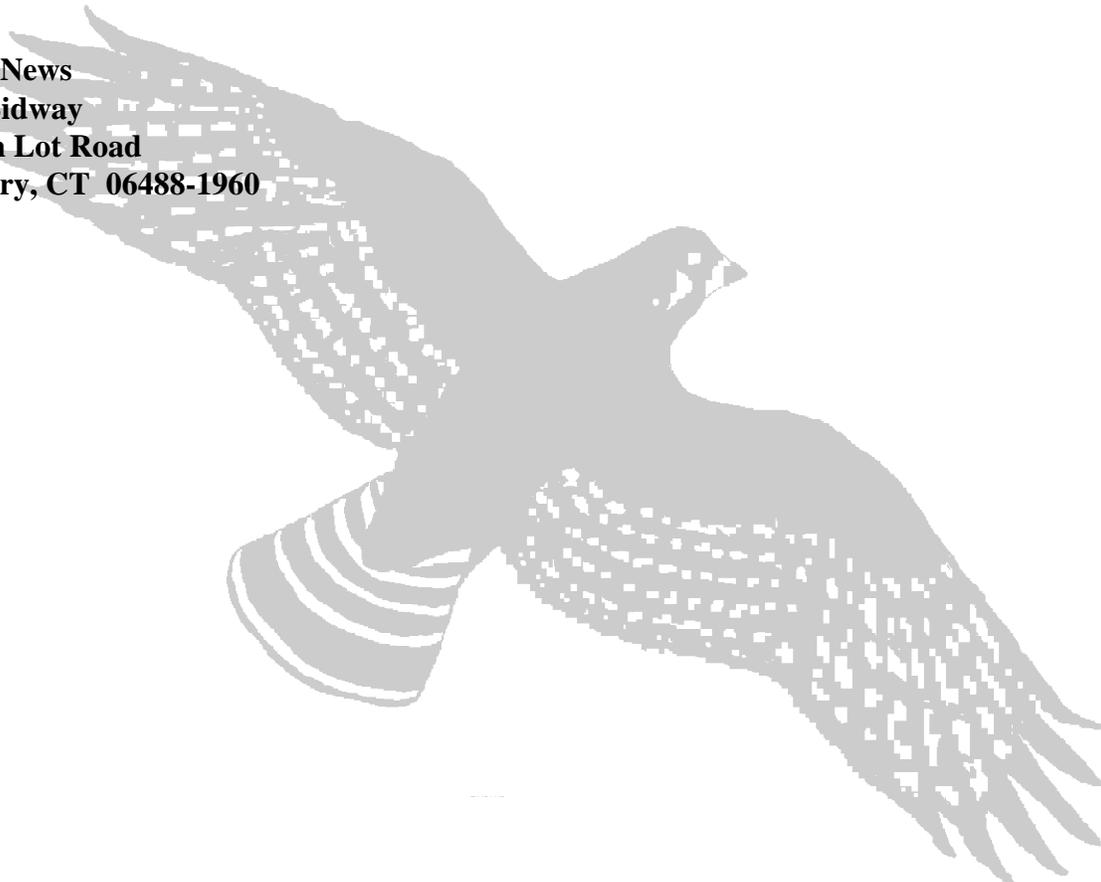
General Membership Meeting: - December 14, Bethany Town Hall. **REVISED FREEHOLD PURCHASE PLAN** (details inside).

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.

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

Volume 42, Number 10

December 2001

Editor: Jim Sidway

FREEHOLD: WHERE WE ARE

Submitted by Bill Kenyon

We didn't get enough pledges with the original structure of \$6,000 loans to Nutmeg. We needed about 45 pledges to make the initial \$270,000 payment and to keep the annual dues in the \$700 range. We only got 32 pledges, and that's not enough. We could give up, but that means giving up the opportunity to own a very nice airport, and trying to survive with the unattractive split Wurtsboro/Springfield operation that we talked about on November 9.

So we are proposing a new and more complex plan to buy Freehold but a plan with more options.

First, to get the \$270,000 first payment, we need more of those \$6,000 chunks. In the new deal, the \$6,000 would buy shares in an LLC (Limited Liability Company) that owns Freehold. This change is to attract some Nutmeggers who wanted to have an ownership stake in Freehold Airport but weren't willing to loan \$6,000 to Nutmeg.

Second, we need more members to spread out the airport annual expenses. The new plan has an additional class of members, who pay higher annual dues than members who have put in the \$6,000.

Below, you will find an appeal by Jeff Driscoll to join in the effort to finalize this great opportunity to provide Nutmeg with a permanent home, and a great one at that! Also included in this issue are details on the proposed structure by Nan Jackson. Nan provides a financial summary of how we hope things will go over the next few years.

Please attend the meeting, 7:30 PM in the Bethany Town Hall, Friday, December 14.

IT'S NOW OR NEVER!

Submitted by Jeff Driscoll

We're in the last lap of the marathon race to Freehold !

Nutmeg members, we are very close to success and the Freehold Team asks for your resolve and patience in the last lap. Many people have spent, together, thousands of hours working to bring us to this point. We have listened to your input and concerns expressed over the last couple months and believe we have developed the framework for an affordable and comprehensive airport ownership plan.

While you read the details presented by Nan and Dave Jackson, I think it's important to keep at the forefront of your thoughts the benefits expected from pursuing the art and science of soaring with Nutmeg. Personally, if my purchase of one \$6,000 share can help ensure the continued life of Nutmeg at a permanent home and provide me with the opportunity to continue my friendship with all of you, then the financial return on my investment is secondary.

This plan will call on all those who have pledged so far, and a few more, to honor their pledges even though another "non-ownership" membership is being proposed to help offset operating expenses. There are always "better deals" available in your life's choices, but the important things in life aren't the cheapest. Nutmeg needs your participation and support.

NUTMEG PURCHASE OF FREEHOLD AIRPORT

Submitted by Nan Jackson

Nutmeg Soaring Association has led a nomadic existence for all of its about fifty years as a soaring club. Now the club has the opportunity to buy an airport, instead of being at the mercy of a landlord who usually is not as enthusiastic about the club's energetic operations as we are. The following proposal is based on what we believe are common assumptions among club members:

1. Nutmeg needs a permanent home, and it is worth making some contribution to bring that about.
2. We can find a purchase structure that will have acceptable levels of risk and return for the participants.
3. It is better to have a separate entity owning the airport.
4. Everybody is better off if more people are part of the flying operation.

The following outlines our proposal for purchasing Freehold Airport:

- Form a separate Entity to own Freehold Airport: Freehold, LLC, a for-profit Limited Liability Company (a form of organization which limits individual liability and passes through income and expenses to its members.). Individuals can buy a share of Freehold LLC (F-members) and would participate in proceeds if the airport is liquidated, in proportion to amounts not paid back. Sixty-five memberships at \$6,000 a share

would buy Freehold Airport (\$390,000 purchase price/\$6,000 = 65). However, we don't think we can find 65 members with \$6,000 to invest. Fortunately, the initial payment required for purchase is only \$270,000, which could be paid by 45 members, or by fewer member-buyers but with loans from some of them. The balance of the purchase price, \$120,000, according to the sales agreement that has been negotiated, may be in the form of a purchase money loan from the Hoovlers at 6% for six years.

- This proposal is based on Nutmeg Soaring Association (which is a non-profit organization) being responsible for the note to the Hoovlers. In return for this payment Nutmeg would own a proportionate share of Freehold, LLC. Its pro rata share of the \$390,000 purchase price for agreeing to pay the \$120,000 which is owed in six installments would be 30%. The Nutmeg assets (airplanes and gliders) would be collateral for the payments on the note. To the extent that dues and fees (i.e., anticipated membership and operations) did not cover the needed payments, assets not needed by the reduced size club could be liquidated to make the annual payments to the Hoovlers if necessary.
- Freehold LLC Members (F-members) would make the initial payment of \$270,000. If there are not enough members at \$6,000 to make the initial payment, it would be necessary for some F-members to loan additional amounts over and above their share value to cover the initial payment shortfall. Additional amounts would be returnable pro rata with simple interest, as cash is available. If there are only 35 Freehold Members we need \$60,000 additional for the initial payment to the Hoovlers. (Effectively this amounts to ten shares, which could be sold, or acquired by Nutmeg if dues or initiation fees repaid these loans.)
- Priority of Repayment: 1) Hoovlers, 2) F-member excess or additional loans plus simple interest, 3) F-member capital (original \$6,000). Freehold, LLC could decide to declare dividends from time to time if conditions warranted. All Members of Freehold LLC would have a right to receive dividends as money from operations became available once the Hoovlers have been paid in full and after F-members loans have been repaid. An F-member retains his share until he sells or otherwise relinquishes it, even after the F-member dividends have equaled his original capital contribution of \$6,000.

- Freehold, LLC owns the airport. F-members all together would own a percentage commensurate with the payments made toward retiring principal - 70% of the LLC if F-members came up with the \$270,000 initial payment. Nutmeg Soaring would own 30% in return for undertaking the responsibility for repaying the Hoovler financing.
- Each F-membership would have an equal share of the LLC; that is, one vote per \$6,000 share. Additional amounts contributed by F-members over and above the \$6,000 would be treated as loans ("F-member debt").
- Nutmeg ultimately would be responsible for retiring both the Hoovler financing and the F-member debt. Those NSA members not belonging to the LLC (non F-share members) would pay an additional annual premium because they are using what F-members bought. Nutmeg should try to keep as many full members as possible so revenues from operations would provide more money towards the airport expenses. If Nutmeg bends every effort to finding new members the costs of operations and retiring the notes will be lower for each member and the member investment will be more secure. F-member loans would be repaid by individuals who purchased an F-member share (for \$6,000) and from Nutmeg initiation fees and premium dues paid by non F-member NSA members.
- On the issue of fairness, after 12 years, Nutmeg members who decided to pay over time would have paid \$6,000, and those who initially became F-members would have received dividends, plus would still own an individual share of Freehold LLC.

The "Manager" of Freehold, LLC would have a fiduciary obligation to the LLC, but should also be a member of the Nutmeg Soaring Association Board of Directors. This person would be elected by the Freehold, LLC members. The Club might want to stipulate that all F-members had to be members of Nutmeg (full, honorary) or not.

WHAT IS NUTMEG WORTH TO YOU?

By Jim Sidway

I imagine a primary source of hesitation for many of you who decided not to participate in the original plan to purchase Freehold had to do with a cost/benefit analysis: is it worth paying that much money to drive that far to fly. This would

seem particularly reasonable for anyone who hadn't had a chance to 'test fly' Freehold. Well I did have a chance to fly there on Labor Day weekend and that was all it took to convince me this is an opportunity we shouldn't let get away from us. I'm not a poet or a talented writer so I'm sure my prose won't adequately convey how perfect Freehold is for Nutmeg (okay, it is a couple of hours drive for many of us but most of us are willing to drive farther than that to go skiing or even visit the in-laws). Anyway, Freehold is a beautiful place to fly. The field itself is very well suited to glider flying: a more than adequate length runway (grass and hard surface) with a nice open approach. Rope break and land out options abound. But the best part is the soaring options. On one hand the Catskills loom in their grandeur providing ridge and wave potential not to mention breathtaking scenery. On the other hand the Hudson River Valley spreads out as far as you can see. With prevailing northwesterly winds the cross country opportunities heading east over farmlands abound.

No, Freehold isn't as convenient as Candlelight was, and yes it may cost a bit more to fly there in the beginning, but everything else considered (full control of our operations and future, great soaring, and continuation of the organization that has made it all possible for you until now) isn't it worth making it a reality?

LIFT IS WHERE YOU FIND IT

Submitted by Wally Moran

Recently while walking near SFO airport, I had the rare privilege to observe some interesting soaring. Interesting for two reasons. First, this morning was not what we would consider a great soaring moment, overcast skies with heavy moist air and the sun was just peering over the horizon. Second these pilots were using a source lift which I had never before considered and is not described in any soaring text.

At the time SFO was departing on runway 01R. There is a large blast fence located at the end of this runway. The purpose of this blast fence is to deflect the powerful jet blast from departing aircraft upward rather than blast across the adjacent Bay Shore freeway. To further protect the freeway traffic, aircraft departing 01R are required to taxi down the runway 600 feet before applying maximum thrust.

While I was watching airplanes depart, I happened to notice a large flock of gulls circling and climbing near the end of the runway. While I puzzled over their source of lift, I noticed many gulls flapping toward this gaggle from all directions. These gulls noticed their buddies climbing and they were heading for that thermal by the score, just as if someone had made a radio call saying "Good thermal over the bay shore, four knots up".

Meanwhile, the group of gulls that first caught my attention was now tightly packed together, clearly displaying the shape

of their thermal, and had climbed several hundred feet. Just as often happens to glider pilots, the late arrivals came in under the gaggle and began to circle but were unable to stay up without flapping their wings. Obviously the lift was now gone. While these low arrivals were struggling to stay up, I observed two gulls fly into the gaggle at altitude, set their wings and enjoy the climb. I wondered who told them about "get high, stay high".

So there were now two distinct groups, the low guys flapping to stay up and the soaring guys who are now quite high, still climbing and slowly drifting downwind.

Soon a large airliner that was holding in position for take off, spun up the engines, released the brakes, and departed. Within one minute those low flapping gulls began to circle tight, stop flapping, and as a group began to climb. There were so many birds that it was easy to identify the size and shape of the bubble of hot air that was lifting them. Apparently the combination of the being 600 feet from the blast fence, the stable air and no wind created a rising bubble of warm air every time a passenger jet took off. These gulls were having a ball using that lift to gain great amounts of altitude and otherwise stay up on a clearly unsoarable day.

Now there remains still another mystery yet to solve from this scene. While several of the gulls were enjoying the unusual lift created that morning, there were many more that chose not to fly but instead stayed on the ground to wade around in the mud flats looking for dead fish. They were seemingly uninterested in the flying activity going on around them.

I wonder what motivated those that elected to go soaring that day rather than partake of a good meal. It seems to me they must be just like the rest of us glider pilots, they apparently elected to fly this day simply to experience the pure JOY OF SOARING.

BLANK ALERT

Scarpelli/Sidway

A while back Peter Scarpelli posted a notice on our web site regarding an incident he experienced while flying the club L-33. I had a similar experience. The L-33 is equipped with a boom microphone that transmits by depressing a 'thumb switch' on the control stick. The radio also accommodates a standard 'cabled' microphone that evidently some pilots prefer. It turns out that the coiled cable of the microphone used in that case has a tendency to naturally lay next to the stick. It is not only possible but probable that the cable will become entangled around the stick or caught on the brake lever or wedged in the stick boot. The result can be diminished (or even loss of) critical stick movement. Be careful when using the cabled microphone, or better yet, stick with the boom mike (pun intended).