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CALENDAR

Annual Mandatory Safety Meetings: Friday, March 22, 7:00 PM, Bethany Town Hall, and Saturday, March 30, 7:00 PM at Miry Brook Firehouse, Miry Brook Road, Danbury (details inside).

Proposed Assembly Day: Saturday, April 6 at Freehold Airport! Details inside.

General Membership Meeting: Friday, April 12, 7:30 PM at the Bethany town hall.

Directions to Bethany Town Hall: 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 North. Left at the firehouse.

Directions to Miry Brook: From I-84 East or West take Exit 3 (Route 7 South). Take 2nd Exit (Airport Exit). At the bottom of the ramp turn left at the light. Turn right at next light (Miry Brook Road). Follow Miry Brook Road until you see the Fire House on the right.

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

Nutmeg News

Volume 43, Number 3

March 2002

Editor: Jim Sidway

PRESIDENT'S MESSAGE

Submitted by Bill Kenyon

Mandatory Safety Meeting:

Friday, March 22, 7:00 PM, Bethany Town Hall, and Saturday, March 30, 7:00 PM at Miry Brook Firehouse, Miry Brook Road, Danbury The safety session will start at 7:00 PM and will be followed by a ground school session given by Randol Webb (this will satisfy the ground school requirement for those who are due for a BFR this year). You are urged to attend both sessions to start getting mentally prepared for and focused on the upcoming soaring season at a new airport.

Changes in game lineup:

We now have a Marketing Team, composed of Jeff Driscoll, Linda deMarco, Peter Meny, and Don Malin. The team's major goal is to bring in the 10 new members we need each year for the next few years to make our budget (=pay off the mortgage). Check out our website at www.nutmegsoaring.org, or our new URL, www.freeholdairport.com, and you'll see that things are already changing. There's already a new brochure, and an item for 'Soaring News' in Soaring.

Randol Webb takes over from Jeff Driscoll as Chairman of the Operations Committee. An important new duty for the COC is to communicate with power pilots at Freehold about safety – via Clem Hoovler, of course. The airport sale contract says that Clem is the airport manager – he has an enormous amount he can contribute to our operation, so please count him in as an important member of our team.

Nutmeg Banquet:

The banquet on February 16 was a great success; thanks go to Michelle and Frank Molnar. Randol Webb was awarded the Nutmeg Award (a permanent trophy) for his universal helpfulness. 3 special awards were presented: 'Years and Years of Service' to Joe Murphy, who has just relinquished the bookkeeper/accountant job (to Chris Hanak) after so many years of doing it that nobody seems to know how many; 'The Iceberg Award' to Wally Moran for all the work he does in generating new tow pilots, glider pilots, commercial glider pilots and instructors; and the 'Safety Award' to Don O'Shea for raising everyone's safety consciousness.

Proposed Assembly Day: Saturday, April 6:

The club gliders are in New Milford (Grob + 954) or at Bob Wittemore's place (all the other gliders); we'll need help getting them to Freehold (contact Bruce Stein). Right now, the hot line is not operational, so don't try to call it.

Board of Directors is earning their keep:

We have had 2 BOD meetings in the last 3 weeks – see the minutes elsewhere in this issue. The Bylaws say that we have

to publish the minutes, so that saves me the trouble of trying to edit the two of them into one coherent account.

Next General Meeting:

Friday, April 12, 7:30 PM at Bethany Town Hall. Also mark your calendars for June 14, September 13 and November 15

FREEHOLD UPDATE

Submitted by Bruce Stein

The following is a status report about the latest news of our purchase of Freehold Airport. I realize that all of us have a large financial stake in this venture to finally realize our dream of a permanent facility where we can fly on our own terms. The team that was assembled to negotiate and finalize a deal with the Hoovlers has done an outstanding job and continues to work diligently on the final details necessary prior to the real estate closing. Some of you may feel "out of the loop" on the airport purchase but this was not intentional and was only a byproduct of the Team being focused on the purchase and the time involved.

Contract of Sale:

Both the Hoovlers and we have signed the contract of sale. They have accepted our \$7500 down payment check.

Property Survey:

An update of the survey originally commissioned by Terry McLinch has been performed. Six copies have been sent to us.

Environmental Survey:

Dan Baroody has completed the Phase 1 & 2 surveys. The final report is at the printers and will be delivered in the next few days. There was nothing of any consequence uncovered by the investigation.

Building Inspection:

The inspection was performed on Feb. 27, 2002 by Paul C. Doyle accompanied by our observer Bill Kenyon.

Office building: It had no defects of note and is in fine condition.

Well: It was run at 6 gpm for 1 hour with no problem and is more than sufficient for our needs.

1973 Portion of Hangar: It is in good shape with the inspector offering a few minor suggestions for increasing the integrity of the structure.

Barn Portion of Hangar: The inspector found a number of items wrong with this structure. The barn is approx. 100 years old and consists of an older timber framed section and a newer conventionally framed section. Over the years Clem has made

modifications to the structure to accommodate his needs for aircraft storage. Prior to that other changes were made to the structure to allow for a trolley system to transport hay in the second floor. Unfortunately this has improperly transferred bearing loads and weakened the structure in places. Additionally there are places where water damage has caused wood rot and decay. The outstanding problems are the lack of collar ties and the clear span created by Clem along the North wall where he keeps his J-3 Cub and on the interior where the barn and new hangar meet.

A lengthy discussion ensued at the most recent Board of Directors meeting covering the condition of the barn and our options. While this is a Freehold Airport, LLC matter and not a Nutmeg issue we must realize both entities are closely tied. All members present were FALLC members with one exception so the discussion was deemed proper. (The members present represented \$54,000 of the funds raised for the airport purchase.)

I spoke with our attorney about the structural problems of the barn. He indicated that we would have very little if any recourse with the Hoovlers. There are two reasons for this. 1. The barn is not material to the sale of the property. We are principally purchasing an airport and not a barn. 2. The Hoovlers in no way represented the barn to be anything but a 100-year-old barn. Nothing was covered up or hidden from us. The inspector only pointed out the problems with the structure from an experienced point of view.

The inspector recommended we hire a structural engineer to perform an analysis and repair options. We are strongly recommending against this for several reasons. The extra cost at this time is not advisable. The engineer would make recommendations that would strive to put the barn into 100% condition. This would be prohibitive from a cost standpoint. A record of the defects may have implications on our insurance coverage if a collapse of some sort occurred.

The Options:

1. Tear down the barn: There is a substantial cost associated with this and we would lose valuable space.
2. Leave it as is: Clem has used this barn for 42 years with out incident but as a group we need to be more cautious. The barn is not getting any better and some repair work has been done by Clem in the past year.
3. Minimum Repair: Repair those portions that will provide increased structural integrity and allow it to stand for the next 5-10 years. That time frame reflects when the debt to Clem and others will be paid and the Club will be in better financial shape to go ahead with a permanent solution to the barn.

Option #3 will consist of installation of cables in the roof system to act a collar ties and the replacement of columns that have been removed to provide the clear spans on the North side.

Lee Ramsdell has volunteered his expertise and labor to this effort. The Nutmeg Board of Directors has authorized \$2000 of Nutmeg funds to be used towards the repair of the barn. Lee estimated this would be more than sufficient and it allows for other barn repair materials to be purchased as needed during the year.

This remedy will preclude use of the barn portion of the hangar for aircraft storage. Jeff Driscoll will discuss this with the Hoovlers as it may impact Clem and storage of his aircraft. Nutmeg has, by contract, the right to store its aircraft in the hangar. All other uses and storage needs are secondary.

The Future:

One of the marketing points about buying Freehold Airport that has been made is the construction of shower and bathroom facilities. During a recent trip to Freehold the options and costs for installation of these facilities were discussed with Clem and the Freehold Team. The best plan includes the construction of a bathroom facility in the barn. This would include two bathrooms and a 48" shower. Additionally a large storage area for Nutmeg ancillary equipment (golf carts, etc.) and a "bunk house for 4-6 people would be included.

The bathroom would require the installation of a septic system. We have received a written estimate of \$2,500-3,000 from one of the local pilots who does this type of work as a side job. This is a very reasonable estimate as systems of this size would be more than double the price here in Connecticut. The overall costs of this project would be between \$9,000 and \$10,000. This accounts for the materials only and does not include labor. We will need as many volunteers as we can get for the actual construction of the bathrooms, shower, storage and bunk areas. This may seem like a large sum of money but is relatively small in comparison to the \$390,000 we are spending for the airport.

A major impetus for proceeding with this project is the need to provide proper facilities to Nutmeg members. If Freehold Airport is upgraded to provide clean, convenient facilities then more people will come and stay for entire weekends which will result in a better chance at meeting the goal of 1100 tows for the season. Many of us could make do with a garden hose and a bar of soap but we have always pointed out the need to have family involvement at Freehold. This project is necessary to promote and sustain that involvement.

Funding the Project:

Nutmeg and Freehold Airport, LLC are splitting the estimated closing cost of \$20,000 evenly. Currently FALLC has \$6,000 towards the closing costs. We expect to have one more new FALLC member send in his check in the near future. That would bring us to 36 FALLC members and \$12,000 in the bank. What we will be looking for is an additional loan of \$6,000 or another share purchase. This would bring us to \$18,000 and allow us to fund the project and pay the closing costs.

I hope that this update about where we are and where we are going has answered the many questions about our airport purchase.

If you have any comments, concerns, questions please feel free to call me or e-mail me at your convenience.

Bruce A. Stein - Manager, Freehold Airport, LLC

BOARD OF DIRECTORS MEETING MINUTES I

Date: February 22, 2002

Present: Bill Kenyon, Bruce Stein, Marty Opitz, Doug Laitinen, Lee Ramsdell, Linda deMarco, Jim Sidway.

0. The job of Chief of the Operations Committee has been passed to Randol Webb; Jeff Driscoll will now spearhead our Marketing effort (i.e. getting 10 new members each year for the next few years). An important job for Randol will be to address safety (via Clem Hoovler, of course) with power pilots at Freehold.

1. Items needed for closing on Freehold Airport (Stein)

The sale contract has been signed by the Hoovlers; they have received the \$7500 earnest-money check.. Estimated 'closing' costs:

Environmental survey	\$7500
Survey (surveyor has agreed to do it)	\$900
title search, title insurance	\$2232
transfer fee:	\$200?
Building inspection	\$500
Mortgage clause charge	\$200
Fuel adjustment	\$800
Tax adjustments	\$2700
Real estate transfer tax – paid by sellers	
Recording fees	\$200
Mortgage tax	\$900
Attorney's fees	\$5000
Total (according to Bruce)	\$20,000

The plan is to split the closing costs 50:50 between Nutmeg Soaring, and Freehold Airport, LLC. The Nutmeg membership approved \$10,000 expenditures in a fall General Meeting. The FALLC bank account has \$276,000, so it is \$4000 short of covering its half of the closing costs. We hope to get one or two more share purchasers before closing.

The building inspection is scheduled for Wednesday, Feb. 27 at 9 AM, with Kenyon to be in attendance; *Clem Hoovler will be out of town so Tom Albrecht will provide building access.*

(Italics indicate information gained from our visit to Freehold after the BOD meeting).

Kenyon explained about the steps needed to initiate insurance for Freehold. The liability insurance requires a letter from Nutmeg to Costello, and a check for half the premium, before closing; the property damage insurance on the hangar/storage building can be activated by telephone.

We need to have other 'operators' (such as Clem's Catskill Flying Service business) name Nutmeg as an Additional Insured. We will get owners of tied-down airplanes to sign a document like the one Terry McClinch had us sign at Candlelight.

1A. Opening day. Our target date for Nutmeg setup to start flying is Saturday, April 6. (The previous weekend is not good, because there is a Nutmeg safety meeting in Danbury on Saturday, March 30, and April 1 is Easter Sunday).

1B. Closing date. We need to agree with sellers on a closing date. *Clem says that he can see closing sometime between April 1 and April 15 (he'll be in Florida until about March 23), so maybe we should try for April 2. Clem also said he views closing as a formality, and he doesn't mind if Nutmeg stuff starts showing up before closing, but let's not push it too far.*

2. Things that need to be done to start flying. 1. Trailer gliders from Connecticut. 2. Tie-downs for club gliders. One proposed site is just next to the chain-link fence around the County Works property, but other sites are possible. Maybe the steel-stake tie-downs used for encampment should be used at first.

2A. Tow pilots. Chris McIntyre has agreed to fill some of the responsibilities of Chief Tow Pilot, not to include any maintenance responsibilities. However, he indicated that he has heavy responsibilities in his day job and will have 'limited availability' to Nutmeg. The Board of Directors therefore authorized the following pilots to do checkout of new tow pilots: John Boyce, Bryan Cotton, Chris McIntyre, Wally Moran, Randol Webb. Tow pilots require 10 supervised tows, and a sign-off from an instructor. The issue of Clem Hoovler towing was discussed, and has been discussed with Clem, but no specific arrangement has been made. He may fly his PA12 as tow plane, and collect the full tow plane. We may also check him out to fly Nutmeg tow planes, but no agreement has been made to pay him to do so.

2B. Instruction. There was a lengthy discussion about instructional hours. It was proposed (Kenyon, Stein) to provide instruction from (say) 9 AM to 12:30 PM, and to have instructor/student appointments; instructors could then fly their own ships in the afternoon, with some priority given to them in the launch line. Marty Opitz proposed that the web-site could provide a fill-in table, in which instructors would indicate that they would be at Freehold on a particular day, and students would request a particular time-slot/glider. 1-hour blocks might be reasonable. It would be up to students to confirm with a particular instructor by telephone. It is also expected that the student would have the responsibility for preflight inspection and other setup. The web-site table could also be used for instructor/student match ups on weekdays.

The first 2 weekends after setup would give priority to spring checkout flights over other flights. For this, we want instructors to commit to a full day. A checkout flight will be required even

for pilots who are current in gliders, if they have not flown gliders at Freehold before.

2C. Safety meetings. These are scheduled for Bethany, March 22, and Danbury, March 30. Esteban is organizing the meeting. *Esteban met with Clem Hoovler to discuss landing patterns, and use of runway space.*

3. Scholarship students. Linda deMarco initiated a discussion of scholarship students. It was decided that if last year's scholarship students (Bryan Fogelstrom, Matt Neal) can trek over to Freehold, they could have scholarship privileges. Likewise, Abe Ames could have 3rd year privileges (1/2 assessment, full tow price). Linda will inform these individuals. *Linda has subsequently proposed to give scholarship students one free tow if they put in a full day as duty pilot.* We will not recruit new scholarship students this year. Perhaps we will next year, in the Freehold area, and requiring more contribution from the student to running the line operation.

It was pointed out that the SSA has a certification procedure for ground handling. This may be useful to us.

4. Field Safety Manager, etc. The feeling is that we will not try to schedule FSM and duty pilot at the beginning at Freehold. We will ask that each member in the launch area to take a turn wearing the FSM orange vest safety.

4A. There was a related discussion of logging flight time on club ships, and collecting tow fees. Marty Opitz passed on a suggestion from Mike Opitz – tow tickets. No ticket, no tow. We will consider collecting for tows before the tow is given; the only problem is that the tow altitude might not be known ahead of time. This could solve a problem that might be serious: 'leakage' of tow fee monies.

5. Telephone. There was discussion of a telephone for Freehold, including the hot line. (The hot line previously was in Linda's office, but Linda doesn't have an office any more). *The phone presently in the Freehold office will be moved to Clem's office in the hangar. As far as the phone company knows, it is Clem's residence.* A 'distinct ring' phone service was mentioned; it responds to 2 different numbers but connects with only 2 wires, like a party line. Apparently it is possible to buy an answering machine (for the hot line) which distinguishes between the 'distinct rings'. It may be necessary to register the phone as a residence phone, in order to get the cheap rates.

6. Camping. Driving cars to the creek will not be permitted, because they can only get there by driving past the end of the runway (or across the runway), and this is a safety hazard. People will be required to use golf carts to transport items to creek side. The occasional vehicle trip, to trailer a camper in or out, is permitted. *It was subsequently agreed that Lee and Linda will constitute a camper/camping committee.*

7. Shower. Lee Ramsdell showed a plan for a shower/toilet building to be added on to west side of the office building.

Material cost (including fixtures): \$7000. *Clem subsequently made a proposal which solves some problems: use the area in the barn, between the two hangar areas, as both toilet/shower and 'shed' (i.e., golf carts, etc.)* This requires a new septic system (\$3000, as quoted by one of Clem's power guys; much lower than a Fairfield County price), which removes the problem of overloading the existing septic system. The shower/shed construction would require no building permit, because it would be within the footprint of the barn. The total bill is probably still around \$7000. *(Later determined to be \$10,000).* This is not budgeted, but is a necessary item. Lee will put together a proposal, to be presented to the BOD, and then to the Nutmeg membership. An alternative is to make it an addition to the airport purchase price, so that it becomes a Freehold Airport LLC concern.

8. Planning. Marty Opitz suggested that we make a plan which includes both short-term and long-term requirements. The long-term plan should include T-hangars, because there is a strong demand for them, so there is money to be made. *On Sunday, at Freehold, 2 power pilots asked us if they could put up a T-hangar. Clem has avoided building T-hangars, perhaps because of his concern that real-estate taxes would increase.*

'Temporary Memberships' and 'Guest Memberships'. There was lengthy discussion, centered around important types of nonmembers:

Friends who own gliders, particularly those from places where we have had encampment, like Springfield and North Adams, to whom we want to offer reciprocal privileges.

Glider owners (e.g. from Wurtsboro) who want to give Freehold a try;

People who have never flown a glider before, and want to buy a flight for themselves or for their 12-year-old niece.

Glider pilots who land out at Freehold, and want a relight or an aero tow back home.

After the discussion, it was decided that the existing categories handle the needs fairly well:

'Guest membership' – for gliders owners. The bylaws call for them to be guests of Nutmeg members. We will emphasize more the need for a Nutmeg host. This category covers Springfield and North Adams friends; anybody from Wurtsboro (or wherever) should fit here too, he will probably know a Nutmeg person already. \$10/day, \$50 max., 2-week limit (works for encampment). We should get membership cards, like Mohawk.

'Trial membership' - \$100.00 + tow fees; good for two flights, one each on two consecutive weekends. Good for non glider owners. It puts them into the standard scheduling sheet. It's not clear when instructors would be available to fly with them.

'Associate member' – this will suffice as a starting point for any local Freeholders (power guys in particular). Note,

however, that there may not be any instructors available in the middle of the afternoon.

There was discussion of the possibility of offering commercial glider rides. Some of the difficulties are the requirement of a commercial rating for glider pilot and for tow pilot, and the need for 100-hour inspections on towplane and glider. No action was taken on this subject. *At Freehold the following weekend, there was a general opinion that there will be a lot of people stopping at the field asking for glider rides. What we have to offer them is the 'Trial Membership', so we may not be able to handle them as smoothly as we should be able to.*

BOARD OF DIRECTORS MEETING MINUTES II

Date: Friday, March 8, 2002.

Present: W. Kenyon, B. Stein, Linda deMarco, Lee Ramsdell, Jeff Driscoll, Marty Opitz, Chris Hanak.

1. Building inspector's report: The building inspector felt that the barn needed to be examined by a structural engineer, and strengthened; he is concerned that the barn's clear spans – about 37-40 feet across, one each at the east and west end – are not adequately supported. Clem puts metal posts in to support the centre of both clear spans when he is not actually moving airplanes into or out of the clear-span areas.

After lengthy discussion, the BOD felt that our insurance exposure was too great to continue using the barn as it stands; further, that strengthening the clear spans to make them safe was not cost effective and didn't lead to a good long-term solution. 'Insurance exposure' means that if the barn fell down and damaged aircraft, the insurance company might argue that the building was structurally unsound and therefore deny the claim.

The final proposal was to put permanent columns in to support both spans. This would mean that both east and west clear spans could not be used for airplane shelter. Jeff Driscoll will contact Clem Hoovler to explain our position. One alternative outcome is that Clem might decide to strengthen the clear spans for his own benefit (i.e., his use of the hangar). The BOD voted to allocate \$2,000 to be spent on the column work, if this approach is acceptable to Clem.

2. Shower and toilets: Lee Ramsdell proposed the following: put the shower and toilets in the barn (the section between the 2 open spans); put in a new septic system (\$3,000), just to the southwest of the southwest corner of the barn. The estimated cost – for materials *only* -- is about \$10,000, including the septic system and \$1,000 of concrete. Lee said that he would be willing to work on it (with help from others, of course) early in the season, but not later in the season when he expects to be flying. This plan is felt to be better than the first one, which called for building an addition to Freehold's office building –

which would have required a building permit, and would have placed a heavy load on the office building's septic system.

Much discussion lead to the following: the shower and toilets are important facilities to present Nutmeggers, and in recruiting new members to help pay the mortgage. Marty Opitz pointed out that new needs for money will be encountered as the season progresses, and it is necessary to have some financial cushion. It was felt that there are some Nutmeg funds that can be tapped if necessary – scholarship funds in particular. A straw vote was taken of the BOD as to whether it was prudent to proceed with the shower/toilets – all were in favor. Bruce Stein will follow up with Freehold Airport LLC shareholders to see if the \$10,000 can be found, and will use the Nutmeg News to communicate. If the money can be found, Lee Ramsdell plans to do the work in the time interval March 30 – April 6, and will need help.

3. Provisional members: The following were voted in as full Nutmeg members: Johnny Burke, Jim Maitland, Ed Monoski, Mike Monoski, and Scott Baroody. Richard Gray has been accepted to 'suspended' membership status. Harvinder Kambo and Itschak Tidhar continue as provisional members. *After some soul-searching about which are the actual Bylaws we are operating under, these proposed changes, if the Operating Committee concurs, will be presented to the General Membership for their approval.*

4. Marketing Effort: Jeff Driscoll is the head of the Marketing Effort. Its chief goal is to bring in the 10 new members that we need each year for the next few years to pay off the mortgage. Important components are: Nutmeg brochure; Nutmeg website; articles in local newspapers (especially Albany); and an item for the Soaring News column of Soaring Magazine, saying that Nutmeg has purchased Freehold Airport. Don Malin, Linda deMarco and Peter Meny are also on the Marketing Committee. Jeff presented the new brochure and Soaring News letter, which were accepted.

There was a continued discussion of how to handle 'tourists' who want to buy a glider ride for their 12-year-old niece who is visiting from Montana. We plan to handle this with a Trial Membership -- \$100, good for a total of two glider rides with an instructor or a commercial pilot, on one or two consecutive weekends, plus the price of the tows. The Trial Member would go onto the flight waiting list with full members. Clearly, we are looking for people who are good candidates to become full members, but we know we won't be able to identify them by visual inspection.

NOTICE TO STUDENT PILOTS

Submitted by Wally Moran

Student pilot certificates expire every 24 months. This would be a good time to check your student pilot certificate to be sure it will be valid when we start operations next month. If you need a renewal give Wally Moran a call @ 203-761-9095.