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CALENDAR

Membership Meeting: Saturday, July 5 at 7:00 PM - details inside.

Saturday, June 28 - Sunday July 6: Encampment at Freehold. If you want to be there earlier than June 28, or later than Sunday, July 6, you'll probably find some other people interested in being there too. Instruction will very likely be available. (Last year, John Buraceski went from zero to solo during this week.)



FREEHOLD AIRPORT PHONE NUMBERS

Field Phone: 518-634-7346 - have this with you when you fly!!

Office Phone (Clem's Office): 518-634-7626

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 44, Number 5

July 2003

Editor: Jim Sidway

PRESIDENT' MESSAGE

Submitted by Bill Kenyon

UPCOMING EVENTS

Encampment – Freehold Airport, June 27 – July 6: Encampment is a very informal event; no application forms, just go and fly. Check for availability of tow pilots, and instructors if you need one. (Each solo glider flight by someone who is not a rated glider pilot needs an instructor endorsement). I will be out of town most of that week

June Nutmeg General Meeting – Freehold Airport, Saturday, July 5, 7:00 PM: This will be preceded by an informal food event. 'Informal' means that it organizes itself, I do not organize it. If you want to volunteer to organize it, let me know.

Commercial glider rides: The most recent Board of Directors meeting voted to start giving commercial glider rides. The reason is financial; as of a few weeks ago, we were about \$5000 behind on dues income, due to fewer new members joining than past members not renewing; and the real estate taxes have gone up over \$3000. Bill Kenyon volunteered to do glider rides on weekends 10 AM – 1 PM. Our existing insurance covers 'sight-seeing glider rides' provided that the glider pilot is commercially rated. FAR's appear to say that the tow-pilot does not require a commercial rating.

The short term goal of the glider rides is to generate income. The long-term goal is to increase the membership to the point where commercial glider rides and their income is no longer needed.

The commercial rides will require support by the general membership – it means that one glider (usually a 2-33) will be used for the rides, and members will be expected to help with ground retrieves, launches, etc., as they do with member flights.

The element that we are missing for the commercial rides is the ability to take reservations by telephone – since we don't have anyone who wants to spend time answering it. (Tell me if you want to volunteer). In addition, weather has such a big effect that appointments are probably unworkable. One of the Freehold Airport signs has had 'Glider Rides' added to it, and we have a new sandwich board saying 'Glider Rides – Today' to put in front of the airport on CR 67 – similar to Sugarbush Soaring. Your comments are welcomed.

Jeff Driscoll and Lincoln Stoller have succeeded in getting 2 nice articles about Nutmeg published by local newspapers; a copy of each article is on display (one in the shed, one in the Admin.. building.) This is part of our effort to increase membership.

Building hangars: There is interest on the part of several Nutmeggers/shareholders to build hangars at Freehold. A lot of details remain to be worked out, but here's the basic idea: The hangars will be built at the expense of the individual. Hangars will be 42 feet by 32 feet, a specific manufacturer's model, side by side, in a proposed 5-unit-long building along the County Maintenance fence. The cost for the most interesting design is about \$15,000 per unit, plus site preparation (concrete slab), electricity, etc. Sugarbush constitutes one helpful example of finances: hangar people pay annual rent to the airport for land use; they pay insurance and electricity costs; and they

pay real estate taxes on the building itself (the building has its own assessment for real estate tax purposes). In addition, ownership of the hangar reverts to the airport after, say, 30 years. Nutmeg would benefit immediately by having additional income from the land-use rent.

Among many subjects to be worked out are: the detailed location of private-glider trailers; what kind of plan must be presented to town zoning authorities; whether the town would issue a separate tax bill for the hangars; what the lease agreement would look like – etc. If you are interested (one way or another), talk to Randol Webb, Bruce Stein, or Bill Kenyon.

Non-glider-rated pilots: In case you missed it above: you must obtain an instructor endorsement for each solo flight, according to our insurance policy. We believe that the column on the sign-up sheet for instructor sign-off fills the requirement for an 'endorsement.' Be prepared for the instructor to first ask you some questions like 'What are the winds aloft?', 'Which way is downwind' (Club operating rules prohibit student pilots from flying downwind from the airport – ask me why sometime), 'Where do you plan to go?.'

Cars, creek side, electric golf carts:

Cars on the airport create difficulties as well as offering convenience:

- 1) Cars crossing the runway are a very significant safety hazard. If an aircraft hits a car/vehicle on the runway, the FAA will be quite interested even if no-one is injured.
- 2) Cars/vehicles create ruts on the turf runways and rigging areas. I've personally done enough turf-rolling to get annoyed when vehicles create new ruts.
- 3) Cars/vehicles wear out the grass on the creek side thoroughfares. Anybody who has been around to creek side can show you where 2 areas have already lost all their grass. Lack of grass leads to mud or dust, depending on weather, and detracts from the attractiveness of the creek side.

To minimize these difficulties, some rules have been instituted:

- A) No cars creek side. This will greatly reduce the car/aircraft problem. To provide transportation, the creeksiders have bought 3 group electric golf-carts (marked by day-glo pink streamers), and some individuals have bought their own electric golf-carts. I have bought a bicycle cover, so that my bike does not clutter the Cub hangar.
- B) All vehicles (including golf carts and bicycles) must cross the runway at the end. On the east end, this means going at least to the east end of the long grass, not shortcutting through near the blacktop taxiway.
- C) Park cars on approved parking places at roadside – near Admin. building, in County Maintenance lot (on weekends), and on the grass west of the salt shed.

The rules that are critically important to us are the ones that deal with aircraft safety, and we would prefer not to have a lot of other rules to distract us. As to the car rules, our population covers a spectrum, from those who are bravely willing to risk unpopularity to try to enforce the rules, to those who feel that the rules are unreasonable and certainly shouldn't apply to them. So please:

- be willing to put up with some inconvenience to maintain safety and attractiveness. Cart-pool; it's a social opportunity.

- if you have a dire need for a car on creek side (for example), do it – but remember that others will be strongly tempted to say, 'if he's breaking the rules, why shouldn't I?', so you should have a really good explanation – and broadcast it.

- recognize that others may have special circumstances that you don't have. If you see Frank Molnar's car parked next to the mower shed, and Frank is under the mower, surrounded by socket wrenches, give him special consideration, including the time he spends mowing. And ask him about his knees.

Some additional cleanliness/organization decisions have been taken:

- All golf carts (3 Nutmeg gas carts + 3 creek side group electric carts) need to have a home in/next to the shed at the west end of the barn. Please do not put them in the Cub hangar just east of the shed, or where they obstruct moving the Cub in or out. This will minimize the chance of damage to the Cub. If necessary, the Duty Trailer can be left outside the shed, as it always was outside at Candlelight

- personal equipment should no longer be left in the hangar or the shed (that's why my bicycle and my battery charger are no longer there.)

Please don't take the gas (Nutmeg) carts creek side. They now each have a fire-extinguisher, tow rope, and tow hitches (on 2); they are for glider operations. In particular, quick retrieval of gliders which have just landed is of top importance for safety.

Actual Flying: Some people actually fly. In recent weeks: Johnny Burke/Wally Moran went to Westerlo Airport (about 12 miles north) and back in the Grob. Mike Ampela, in a 3-hour 1-26 flight, went to Greenville/Rainbow and back *twice*. You know the weekend weather has not been good, but some Fridays have been good.

Dave Rossetter renewed his glider-instructor certification (with Wally), and has been glider-instructing up a storm.

Bruce Stein renewed his glider-instructor certification, but the flight evidently upset his stomach.

Wally Moran renewed his Designated Pilot Examiner authorization (both power and glider) at Freehold with Marilyn Pearson from the FAA's Albany FSDO.

Todd Smith made it Cooperstown (again), while Bill Kenyon made it to North Adams, Ellenville, and to Oneonta and Norwich (3 trips, not one).

Additional turf; Clearing the runway; Runway thresholds:

We have two new turf areas that didn't exist a year ago: A 75-foot-wide strip on the south side of the south turf, that used to be corn. (The east end of this strip still has so many rocks in it that is not really mowable.) A 40-foot-wide strip on the east end of the north turf, plus a lollipop-shaped glider-parking/staging area at its east end, where there used to be alfalfa. These areas are rougher than the old turf. But if we use them right, they enhance safety a lot. In particular, do your best to ground-tow on them, so as to get the glider farther away from landing/taking-off aircraft. If you are landing on 12, judiciously try to roll off a small distance onto the 75-foot strip. Please put up with their additional roughness, and develop good safety habits.

The recent instructors' meeting decided to make the following change: glider pilots landing on 30 should clear the runway by rolling off to the right, across the blacktop. Stay tuned to see if this works out.

Displaced thresholds (for gliders) have been marked for both runways 30 and 12. They have been treated with fertilizer, which should result in a strong contrast with the rest of the turf. Please a) do not land short of these thresholds -- *especially* if you are super-skilled, because you set an important example for others. This is a direct safety issue – we don't want anyone coming in low and going into the trees when landing on 30, or the fence(s) when landing on 12. b) Try to touch down on the marked area. This is an issue of developing your competence on precision landings, and hence your safety.

Grace's Landing Airstrip: Grace's Landing is marked on the sectional as a private airport. Grace is an important anchor point if you're trying to soar cross-country to points west; it's about 30 miles west of Freehold (typically just above glide-slope back to Freehold) and there's no other airport/airstrip still in actual existence anywhere near there. Randol Webb and Bill Kenyon visited there Friday June 13 (a rainy day) and talked to the lady in the adjacent mobile home. (She's a grandmother). She says it is usually mowed -- it wasn't then, but it was being mowed 2 days later. She says it is owned by the Graces, on Rich Road nearby.

Other auto tours of airports have taken place on recent rainy weekend days – to Dennis Hitchcock's airstrip just south of Windham High Peak, and to Greenville/Westerlo/Heldeberg/Duanesburg/Knox airports; also see Lincoln Stoller's report in this issue. Such trips are very helpful if you have any notion of going cross-country, and getting into the real depth of soaring – and they make good use of a rainy day at Freehold. There is related airport/navigational info on the Nutmeg website under 'Proficiency', 'Airport Tour', and 'Weekly Reports'.

Sharing the load: A few Nutmeg members do a lot of Nutmeg work – notable examples will come to your mind if you spend much time at the airport.

We have asked some individual members to take on specific responsibilities, and they have agreed:

N2724H (2-33) – Rudi Szigeti (he mows, too).

N5712S (2-33) – Peter Scarpelli

N46009 (Grob 103) – Mike Ampela

Grounds maintenance equipment (mowers, golf carts, Ford 8N) – Mac McKinley.

A few other names/responsibilities are on our list, but have not been contacted yet.

The idea is not that these people will do all the work nor bear all the responsibility, but that they will act as a focal point to bring together needs and capabilities. If you have actions that you think should be taken on a particular glider, send an e-mail to me and to the relevant person above. And if you have particularly relevant skills, don't be surprised to be called by one of the people above, and asked to help.

Mike Ampela joins the Board of Directors: Mike Ampela has agreed to join the Nutmeg Board of Directors; he takes the seat previously occupied by Chris Hanak. The BOD now consists of: Kenyon, Stein, Krebs, Webb (Chief of the Operations Committee), Ramsdell, Marty Opitz, and Mike Ampela – the latter two are

directors at large. We now intend to hold all BOD meetings (during the season, at least) at Freehold Airport. Members are welcome to attend; let me know if you're interested.

Telephone reminder: The new and expensive field phone meets the requirement – it works at the launch lines at both ends of the airport. Its number is 518-634-7346; you can make outgoing long-distance calls if you have a credit card number (e.g. 1-800-CALL-ATT), and you can call the FAA weather briefers because their number is an 800 number (1-800-WX-BRIEF). Take it to the launch line when setting up operations, because it's a safety feature (a 911 call from it goes directly to the State Police barracks on Rte 23 in Cairo). It's also the communications channel for land outs. Put it back on its cradle in the shed when closing down, because a) it was expensive, and b) it needs to be recharged.

The 518-634-7626 phone still works, but is now paid by Nutmeg. It is the number that is in all the airport publications, e.g. Airport Facilities Directory, Airnav.com. At present, it rings in Clem's office.

New members:

Robin McNamara, along with husband Camille (Cam), and daughter Isobel. Anderson Bell. Gordon Lester

MAY 2003 MEMBERSHIP MEETING MINUTES

Date: May 3, 2003 @ Freehold Airport

Directors/Officers present: Kenyon, Stein, Ramsdell, Webb, M. Opitz, Krebs

Number of members present: Approx. 28 full and associate members

Called to order: 07:00 p.m.

The minutes of the last membership meeting (01/17/2003) were read and approved. They have been published already in the February N. News.

Membership: Members who have been accepted during 2002 on a provisional basis (Sasaki, Goldin, David Rossetter, Ampela, Stoller, Dan Baroody, Buraceski) were unanimously voted in. Several members were lost and some converted to inactive = Assoc. status. McNamara and Bell were accepted as full members on a provisional basis and Quinn informed about a new scholarship student (Eileen). Krebs reported that about 18 members had not yet paid their dues and will be shortly contacted individually.

Given the present membership status and that some costs (real estate taxes) have gone up very considerably, Kenyon repeated the need for a membership drive. Items discussed and partly in the works or completed are: Local newspaper ads, contacts with local radio station(s), signs referring to our website, presentation(s) at area Rotary meetings, Civil Air Patrol etc. Everybody is asked to help and the officers and Driscoll (Marketing Committee) stand ready for further contact.

Kenyon reported that the fly-in scheduled for 5/17 (organized by the Freehold A.A.) is a good occasion to interest the public in our sport: Ward will bring several people from the Civil Air Patrol and several members volunteered to pay for tows to make guest flight possible.

Operations: Webb explained that this season there is more space designated for ground traffic making for safer operations. Every pilot is asked to pay special attention at landing in order to well clear the

obstacles on both ends of the runway. Desirable touch down points will be marked on the ground. The new (\$450) long range field phone is operational. This year special emphasis should be placed in trying for more X-country flights (Kenyon et al have made detailed map material available to help get started). Stein thanked Webb for the extraordinary amount of time he spent maintaining/repairing the tow planes thereby saving the club substantial money.

Kenyon made another appeal to the members to take their duty pilot assignments seriously and in particular stressed the need for good record keeping (LOG SHEETS). Remember that log sheets are not only necessary to control the flight billing but to maintain exact flying time records per plane. Unfortunately we had already again some discrepancies between flight line logs and tow plane logs!

Miscellaneous: Ramsdell reported that 6 more campsites are being be set up @ Freehold. All have been sold already! The camping group has purchased several electric golf carts to free Nutmeg's equipment needed for ground towing. The new carts should be parked well out of the way of flight operations. Kenyon is working on contacts to hopefully obtain financial aid from the state for airport improvements.

A big thank you went to the members and their relatives who arranged for a great dinner buffet at this meeting.

Meeting adjourned 08:30 p.m.

MAY 2003 BOD MEETING MINUTES

Date: 5/31/03 at Freehold, NY Meeting began at 7:20 PM

Present: Bruce Stein, Bill Kenyon, Randol Webb, Lee Ramsdell, Linda DeMarco (recorder)

Review of the current financial situation was discussed, based on numbers provided to us by Bob Cox. Comparisons were made from 1/1/02 to 5/28/02 verses 1/1/03 to 5/28/03. Overall, we seem to be down approximately \$4000, mostly based on decreased assessment income and anticipated real estate tax but markedly reduced tow plane maintenance costs. Regarding **assessment income**, we have had several "drops" as well as previous full members converting to associate members. We have, however had 3 new full and 1 new scholarship member join already this year, and we are expecting/hoping a few more in the very near future. We expect this issue to be resolved as the season progresses and many more new members join. **Tow income** is down a bit (\$1100), but not as bad as expected due to weekends of rain; active midweek soaring this year c/w last. **Freehold Airport** expenses are yet unclear, as we have not incorporated the real estate tax increase into this 5-month period. Looking forward a few months, though we anticipate the need for another \$3400 due to the new assessment. To help defray costs, those members with campers will contribute \$100/site (thru the LLC). **Tow plane maintenance** costs have been drastically reduced due to the time and efforts (and organization) of Bob Mayer, along with Randol Webb, Bob Duckworth, Bruce Stein and others. Bob Cox was applauded by all for the excellent job he is doing as bookkeeper.

Marketing was discussed and thus far both Jeff Driscoll and Lincoln Stoller have brought in several reporters to discuss and fly with our operation. Bill has sent out 83 postcards (addresses hand-written!) to power pilots on the FAA's Albany area and S/SW suburb list. These were out before 5/15, but as of yet, none of these efforts have proved fruitful. It is too early to establish efficacy, particularly with all the bad weather.

Offering commercial rides was then discussed in detail. The two major potentials are (1) to balance the budget for this year and next (upcoming projects, see below) and (2) to promote interest in full memberships, so we can someday avoid the need to do this. The obvious downsides are liability (although our insurance policy covers "sightseeing rides"), 100 hr. inspections on all three 2-place ships and both tow planes, cooperation of all members (paying customers get flight priority), increased ground crew, and instructors/commercial pilot time (both glider and tow pilots). Bill volunteered his time between 10 and 1 PM as the main glider pilot. We need a list of all commercially rated pilots (both glider and tow) who would be also willing to participate. We need someone to "man" the administration building to explain and sell the concept as people walk in, and we need a way to ferry people back and forth to the launch line. We need to monitor nonmembers on the field. This very long discussion concluded in a unanimous affirmative vote that we should proceed on a simple, ad hoc pilot program consisting of a "sandwich board" sign placed outside on RT67 (GLIDER RIDES TODAY) on the days that all the pieces are in place (both glider and tow pilot, in particular). No scheduling, and no guarantees that on any given day rides will occur. A glider ride sign has already been placed on RT32 below the Freehold airport sign, to promote interest. Cost: \$100, one time, one ride cost. Bruce is looking into developing a registration sheet, which will include vital statistics, emergency contact, and a liability waiver. John Boyce (via Sugarbush contacts), Kendal Toussaint. (via Waterbury rides) and D. Jackson need to be contacted for their input on the liability waiver matter. Expect this to happen soon

The Cub had a prop strike several weeks ago. The engine has been looked at and is being reinstalled this weekend...expected back on the flight line shortly.

The FAA (Freehold Aviation Assoc.) held a steak and egg fly-in May 17th, and apparently a success (no official feedback from them yet). However, policing the area was difficult, with walk-ins and children running about. We discussed keeping this as a fly-in and not a walk-in in the future, and if it is to occur again, we need a MAJOR commitment from Nutmeggers to monitor and police our liability, the airfield! We still wish to keep the locals involved as it may defray noise complaints. No report has been received from Bob Ward regarding the success of the CAP group although it was noted that vomit bags were needed, and many members were unhappy with nonmember cadets enjoying the golf carts. Liability, liability.

An important discussion was held regarding Hangers. Some Nutmeg members owning power planes wish to build hangers. Thus-far Randol will head the committee consisting of Lee and Bruce, and they are looking for other volunteers. This plan means a private purchase by the individual who desires a hanger, and a monthly fee to the LLC for real estate use/taxes. At some point in the future the hanger would revert to the LLC's ownership (this is one model; there are others). Items to work out include: type of hanger (likely a modular setup with add-ons as requested), FAA regulations (site lines to the airstrip), town tax assessment (opening Pandora's box?), hanger agreement/contracts (perhaps the Jackson's, Kendal, and T. Huber can help us with their current contracts), etc. Proposed location is the area recently graded by the DOT where the pvt. Glider trailers once resided.

Other items discussed include our need for CENTRAL ACCESS to disseminate daily information for members and walk-ons. We would like a large glass-enclosed bulletin board for the porch of the

administration building where all can go every morning for weather, duty pilot of the day, recent glider pilot adventures, work to be done, planes that are out, etc. Anyone know where to get one?

Concerns about expected NOISE complaints were raised. Bill wants any complaint to go to the top, i.e. to Bill. He wants names, phone numbers and where they live, so he can put out any fires.

Next winters' projects/expenses: It will likely be time to do the 3000 hr inspection on the Grob. The cost is yet unclear, but it won't be cheap. It will also be time to re-cover the Pawnee. Having it done professionally will likely cost around \$35,000! WE can do this. It will require dedicated, but non-skilled help...10-12 members showing up on a reliable and consistent basis. Facilities (dry and warm) provided by Lee and Linda's new Barn, 10 miles up RT145. We can shave the overall cost by 60-70%! Our budget likes this number much better.

Meeting adjourned 11:35 PM

Respectfully submitted, LCD

Ground Notes on Nearby Northern Airfields

Submitted by Lincoln Stoller

Here are some things I learned on my last airport tour. All of these airports can be located using the Jimapco "Albany City & County" map. I have confirmed that all of the phone numbers I've listed below are in service and are correct.

There is more information at www.nutmegsoaring.org, the Nutmeg web site's, in the Proficiency section found under the Flying heading. Also, there are land out and other sorts of reports on local features on the Weekly Reports page listed under the Club Matters heading.

Greenville Rainbow Airfield - 1H4

42-25-0.294 N , 74-00-58.476 W

170°/350°: 1,800' x 75' turf, altitude 840' msl

(518) 966-5343 (Rainbow Golf Club office)

Walk-in access from the golf course parking lot. Ask directions in the office before wandering aimlessly across the green. Car access from both N (Irving Road) and S ends of the grass strip. But both could be closed with a cable in the future.

Bill Kenyon comments: Bill Alfeld says the best road access is from the south. People should make sure to talk to owner Walt Birmann (almost always at the SW table in the clubhouse) before going on golf-course/airport property.

Westerlo Airport - 4B5

42-31-20.282 N , 74-01-43.473 W

30°/210°: 3487' x 50' asphalt, altitude 1400' msl

(518) 797-3791 (Hannay Reels office)

Long, narrow runway falls off really steeply to the south, with the S end of the runway being about 90 feet lower than the N end. The airport is at a high elevation at the top of an exposed hill. Paul Giebitz, owner of the *Heldeberg* airstrip says Westerlo often has a 90 degree cross wind. (*Clem says crosswind too.*) Runway lights just off the E side of paved strip are protected by 4' metal stakes. Landing must be made on pavement. Car access is best from N end of the field, but the field butts right up to the road on the S end as well. Notice the tall, red, end-of-runway lights 30' from the road on the airport's S end.

Bill Kenyon comments: The airport is owned by the Hannays (or the Hannay Reel Company), and I suggest that one should contact them if a glider retrieval is going to happen.

Heldeberg Airstrip - NY81

42-36-40.278 N , 74-03-53.458 W

150°/330°: 1200' x 25' asphalt, altitude 1237' msl

(518) 872-0242 (Heldeberg Slate and Marble office)

Level field with grass strip on either side of short, narrow paved runway. There are 3' wooden stakes at the edge of the mowed areas. Easy to find by car but not so easy to find from the air. Owner Paul Gibeitz says "we're across the street, drop in anytime. We've got coffee!" They are at the office of Heldeberg Slate and Marble, across the street to the S.

Bill Kenyon comments: Wire fence right at/across SW end of 1200' runway, orange cones sit directly on top wire. NOT easy to spot from air, especially from the S, because it's hidden by the low ridge to the south. Runway slopes slightly down to NW. Power wires not far away at N. end. Warner's lake, 3/4 mile to NW, is a good marker.

Duanesburg Airport - 4B1

42-45-30.272 N , 74-07-58.457 W

100°/280° : 2600' x 45' asphalt, altitude 710' msl

(518) 895-8140

Field has a gentle "S" contour. Easy to find by car and by air, but trailer access is unclear. There are several commercial backyards on the N side of the field that provide foot access to the field. Grass to the S of the runway is rough, narrow and rutted. Grass to the N of the runway slopes down gently Northward. At the NW end of the grassy area there is a pair of 8 foot poles, 15 feet apart, used for lifting banners.

Bill Kenyon comments: Relatively easy to spot from the air -- it's paved, just north of I88 and a small pond, and Duane Lake, about 1/2 mile across, lies 1 mile to SE and is a good marker.

Wandervogel Glider Airport - NY77

42-43-05.272 N , 74-09-48.462 W

90°/270°: 2700' x 70' unmowed field, altitude 1260' msl

Abandoned

No longer exists. Prominent hilltop on the W side of Knox Cave Road (County Route 252), across from a large red roofed barn at 6620 Knox Cave Rd. Area remains undeveloped and unmowed.

Abandoned shed has pole and the remains of windsock hardware on the roof. Painted sign stored inside the shed says "Wandervogel Glider Port". If you look in the Jimapco "Albany City & County" map you will find this airport marked as "Knox". It is not Knox. Knox is down the hill from the location marked on the map. This airport is not marked on the sectional, but it is still listed in the NYS 2001-2002 Airport Directory put out by the DOT.

Quaker Street Knox Airport - N65

42-43-46.272 N , 74-09-50.461 W

90°/270°: 2400' x 60' unmowed field, altitude 1130' msl

Abandoned

No longer exists. About 1/4 mile N of Wandervogelb and down the hill on Knox Cave Road from it. The airfield is on the East side of the street running perpendicular to Knox Cave Road. The field listed on

the NYS Airport Directory and is shown on the sectional. The NYS Airport Directory has a drawing of the field.

West Township Airfield - 6NY4

42-42-01.273 N , 74-09-18.464 W

90°/270°: 2000' x 50' turf, altitude 1260' msl

(518) 872-1572 (Jeff Landauer)

About 2 miles south from location of former Knox airstrip on Bebe Road (County Route 259) The airstrip is located off the W side of 259 about 1000' north of its intersection with Route 146.

Fairly easy to find by road and air (I think). Gentle hilltop, very flat, no lights, small hanger with wind sock at the center of the strip for owner's Cub. No paved runway and no paved access. Access is via narrow mowed strip on the N side. All clearly visible from the road. Owned by Jeff Landauer and his son, the owners and residents of the farm adjacent on the S side. They say "stop in some day." They were interested in going for a ride in a glider. Now that we're offering individual flights someone should invite them.

This airfield is listed on the sectional and on the NYS Airport Directory.

Blue Heron Airfield (a.k.a. "Flying K Airport") - 6NK8

43-00-35.230 N , 76-38-25.800 W

90°/270°: 2386' x 80' turf, altitude 1350' msl

(518) 872-2638 (Heldeberg Designs LLC)

Listed as "Flying K" on the sectional and the NYS Airport Directory. Now named Blue Heron and will have sign at the road (but none yet). About 1 mile N on Benniger Road (gravel road) from its intersection with Route 146. The strip is grass and has a wind sock and long adjacent barn running parallel to the runway on N side. No lights.

The airstrip is within a shallow wash running 90/270 degrees just about 2 miles directly due West from the West Township strip. Easy drive-in access and easy to find by car, but not as visible from the air as the West Township location due to the low hills to either side. However, Blue Heron has a very large barn with parking lot to the N of the strip, just off Benniger road.

Blue Heron airfield is home of Blue Heron powered parachute manufactured by Heldeberg Designs LLC. They are on the web at www.blueheronppc.com, and they are owned by Nick and Marie. We're welcome anytime.

They offer flight training for their powered parachute planes, which they manufacture there. Instruction is \$75/hour and about 5 flights will get you proficient for solo. These constant speed ships travel at 26 mph and cannot fly in a cross wind. Flights are mostly at dawn and dusk.

BLAST FROM THE PAST

Submitted by John Boyce

From Jim Wright in the June '93 issue of the News:

"It was agreed ((at the meeting)) that pilots are spending too much time blocking the runway with the glider in takeoff position. Where possible and to shorten the time the runway is blocked, it is recommended that the pilot be strapped into the cockpit prior to moving the glider onto the runway."