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CALENDAR

Annual Membership Meeting: Friday, January 16, 2004 at 7:30 PM at the Bethany Town Hall, Bethany Connecticut. Details inside.

Banquet 2004: Saturday, February 21, 2004 - snow date Sunday February 22, 2004. Additional details insided. Complete details and reservation form in future issue of the Nutmeg News.



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P.O. Box 248
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Nutmeg News

Volume 44, Number 9

December 2003

Editor: Jim Sidway

OCTOBER 2003 MEMBERSHIP MEETING MINUTES

General Membership Meeting: October 18, 2003 @ Freehold Airport

Directors/Officers present: Kenyon, Stein, Webb, Ramsdell, Krebs

Number of members present: Approx. 26 full and associate members

Called to order: 07:25 p.m.

The **minutes** of the last membership meeting (08/23/2003) were approved as published in the September Nutmeg News.

Financial situation: Krebs reported that between lower income (assessments and weather related fewer tows) and somewhat lower expenses (different categories) the year might close with +/- \$12,000 lower than budgeted operating income. Explained that the different reserve funds likely can pick up that shortfall. Nevertheless it is recommended to keep further non-safety related expenses to a minimum. Members were reminded to please stay current with the tow fees and other outstanding charges (e.g. campers' \$ 100 p.a. property tax contribution).

Search Committee: Stein seems to be the only candidate for President to possibly take over from Kenyon once Kenyon resigns early 2004 as planned. Next regular election scheduled for 2005.

Insurance claim Burns: A claim adjuster was at the field and it appears that the whole claim might be of no merit.

Commercial glider rides: Webb is drafting a letter to the authorities to further explore the requirements for offering such service.

Take-apart Day: Saturday Nov. 8 has been designated for this big job and all members are asked to show up to help with the many jobs (at hangar as well) involved. Same night there is a dinner-dance in Freehold (\$ 35) benefiting the Freehold beautification project. It would be great if as many members as possible would participate.

Operations: Grob: The 3000 hour inspection is due this winter, most likely at Grob America. Cost: Minimum \$ 1000 + necessary repairs if any. **Blanik:** Glider is back on the field. Thanks to all involved for transportation etc. **Pawnee:** Webb suggests it might well be necessary to inspect engine this

winter. Wings should be resurfaced or at least repainted which could be a big winter project for the membership provided a heated hangar can be found. Thanks to a number of members who recently washed, polished and waxed the Grob and Blanik. **More help is needed** in the coming weekends to do the same for the remaining three gliders. Farmer's request to plant corn near the 30 staging area will be denied since we need the space for staging. The scheduling of **tow pilots** went smoothly this year thanks to all involved.

Mifflin: Kenyon said that the flying this year was a mixed experience because of the weather.

Hangars: Much progress has been made by Stein, Ramsdell and others; local authorities seem to be much in favor of this project. A **draft proposal** has been submitted to the club leadership (Stein provided copies). There are many seriously interested parties who want to own such a structure. Final proposal to be voted on should be forthcoming, possibly at another meeting called up on short notice.

NYS grant: Kenyon reported that the next step is to obtain permission from the neighbors to cut more trees in order to make the flight approach to runway 30 easier.

Miscellaneous: Ramsdell will take care of a **stabilization pole** on the north side of the hangar. He mentioned that some campers might want to keep their trailers at Freehold during the winter. He was positive that a solution could be found. A big thank you went to the members and their relatives who again arranged for a great **dinner buffet** at this meeting.

Meeting adjourned 08:20 p.m.

NOVEMBER 2003 MEMBERSHIP MEETING MINUTES

General Membership Meeting: November 14, 2003, Bethany Town Hall

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

Number of members present: Approx. 20 full and associate members

Called to order: 07:25 p.m.

The minutes of the last membership meeting (10/18/2003) were read and unanimously approved.

Club Leadership: Kenyon confirmed that he will resign (as planned before) and that therefore Stein will become president. The Search Committee headed by Draganovic and Smith is looking for a replacement of Krebs, as Secretary/Treasurer since he will most likely be relocating to the Southwest during 2004.

Hangar Project: Stein made a presentation generally along the lines of a draft which was available to the members at the October meeting. The project should result in a more valuable airport (property) in the short, medium and long term. The **basics** are as follows: 10 hangars planned and all presold at approx. \$ 25,000 each; one hangar to be leased to Nutmeg; hangar owners pay all expenses and a land lease of \$ 20-30 per month over 30 years to Nutmeg; all hangars revert to FALLC after 30 years. Please see more details in the **attached text** written by Stein. Following extensive Q + A the basics were put to a vote and unanimously accepted. Stein reported that with Ramsdell's active involvement extensive ground clearing has taken place already so that the building process can start as soon as the down payments of the interested parties are in.

Various: Jackson reported that our Assoc. member **Fred Jacobs** lost his wife, is in bad health and will be relocating soon. He wishes to forgive his FALLC loan to benefit Nutmeg. Jackson will help in drawing up the papers so that the loan becomes an asset of Nutmeg. It is certainly planned to come up with a suitable recognition for such a generous gesture (Kenyon). Krebs took the opportunity to remind the membership that the well being of the club and the furtherance of our sport would greatly be benefited if members would consider the club in their wills or through outright gifts. **Winter operations:** Some discussion ensued as to possible winter operations at Freehold. Given the temporary absence of Hoovler as airport manager and the unpredictable weather conditions there seemed to be some consensus that for safety and liability reasons the field might better be closed e.g. through a NOTAM. This NOTAM could be temporarily lifted (ski operations?) as field conditions would warrant. A big thank you went to all involved in the **winterization of the airport and equipment** – few remember that the planes were ever as clean as now. Some minor work remains to be done: Transfer of the golf carts to dealer for tune-up (Jeff Bagnall) and installing two more stabilizing poles in the hangar. B. Boyce reported that we received an application and check for a potential **new full member** (Stobbe). Krebs reminded all members to check their unpaid outstanding balances – Cox will shortly email statements of account to everybody.

Meeting adjourned 09:20 p.m.

Attachment: Hangar proposal by Stein

HANGAR PROPOSAL

Submitted by Bruce Stein

Starting soon after the initial purchase of Freehold Airport the interest for hangar space by previous users, current users and members of Nutmeg Soaring / Freehold Airport, LLC began to grow. During a dinner get together of Lee Ramsdell, Randol Webb, Bill Kenyon and Bruce Stein the initial ideas and plans for the construction of hangars were born. Lee, Randol and Bruce have moved the idea forward by getting necessary details, meeting with planning and zoning officials, getting estimates for construction costs, pitching the idea to prospective buyers and working on the details of the plan.

In general the proposal is for the construction of 8-10 hangars located along the Northern boundary of the airport across the ditch (property line) from the Greenville Town Garage. The hangars we have looked at will be square since a T configuration is not possible due to limited access from the back side. They will be of all steel construction, have a concrete slab floor, share common interior walls, have a large electric bi-fold door and either a gable or shed roof.

The details that we have to date should provide LLC members, Nutmeg Soaring and all prospective purchasers with the information needed to make final decisions on this project.

1. Benefits to the Airport

The construction of hangars shows the commitment that many of our members have to the airport. The hangar owners will have space for their aircraft and possibly extra space to lease to members needing a place to store their glider or camper trailer over the winter. The major benefit to the airport is in the long term. After a period of 30 years the ownership of the hangars will revert to the airport. At that time the airport operator, Nutmeg, will then lease the space near or at market prices with all income going to Nutmeg.

2. Hangar Construction Details

Size: 42' x 34' (each unit)

Material of Construction: All steel, I-beams with metal siding and roof.

Exterior Finish: Painted.

Roof: Fern Green

Sides: Saddle Tan

Trim: Ash Gray

Doors: 1 x Bi-fold electric door, 40' wide x 12' clear opening;
2 x man doors, one in large bi-fold door, second in back of hangar

Roof: Shed or gable. The shed style is preferred for cost and snow shedding reasons. Roof loading (55psf) will comply with all current zoning regulations and building codes.

Slab: 4" Concrete floating slab with steel reinforcement and control joints. Concrete piers set below frost line for structural supports

Electricity: Each unit will have a 50 amp panel with one light, one outlet and the bi-fold door wired to a switch. Any other electric work is to be taken care of the owner.

3. Location on the Airport

The proposed site for the hangars in on the Northern property line running approximately 1/3 from the end of rwy 12 and going to the shed used for storing the Ford 8N tractor. (Plot plan available from Bruce Stein). Set back from ditch / property line will be approximately 25'. This will allow for parking behind hangars by owners.

4. Costs

Slab and Piers:	\$38,500
Hangars built on slab:	\$163,635
Excavation:	\$7,000
Stone base material:	\$10,000
Roof Insulation:	\$7,500
Wall Insulation:	\$7,250
Electric:	<u>\$10,000</u>
Total (for 10 hangars):	\$243,885

Options:

Rear Garage Door, 10'x10': \$725 each
 Extra 4' width: \$1200 (this we be limited to 1 or 2 hangars)

5. Interested Parties

To date the following individuals have expressed serious interest in purchasing a hangar (or two).

Lee Ramsdell	Bob Cox
Randol Webb	Paul Quinn
Bruce Stein	Linda DeMarco
John Boyce	
Dave Jackson	
Wally Moran	

6. Purchase of hangar

The purchase of the hangar will be done according to contractual agreement with the hangar supplier. 25% of the total cost is required as a down payment for the hangar with additional payments made as work is completed. An initial

payment of \$10,000 will be expected to cover the down payment, excavation and prep work. From start to finish the total construction time will be 6-8 weeks.

7. Lease of Property from Airport

The hangar owners will be expected to pay Nutmeg a small monthly fee for lease of the property the hangars are built on. While the airport should receive some compensation we feel this should be at a reduced rate to encourage (and reward) the initial participants. The proposal is for each hangar owner to pay a monthly rent according to the following schedule:

Hangar Rent Schedule	
Years	FALLC / Nutmeg Member
1-10	\$20 per month
11-20	\$25 per month
21-30	\$30 per month

All hangar owners will abide by Airport Rules as set forth by Nutmeg Soaring Association and all Federal Aviation Regulations.

8. Taxes

The increase in taxes for the structure is to be paid by the hangar owners. We will try to determine what the tax implications will be as soon as possible. We anticipate the cost to range from \$200 to \$300 per year per hangar.

9. Grounds Keeping within 20 feet

The grounds within 20' of the hanger are the responsibility of the hangar owners. Maintenance of these grounds includes but is not limited to grass cutting, apron repair, access road repair, and snow removal.

10. Building Maintenance

The maintenance and repair of the hangar structure is the responsibility of the hangars owners.

11. Ownership & Selling of Hangar

The hangar is to be viewed as an asset to the owner. It can be sold at any time under the conditions listed below. The important detail is that the 30 year term until ownership reverts to the Airport does not change. If an owner sold their hangar after 12.5-15 years they should expect to sell it for approximately half of the purchase price plus any increase in value that occurred over that time.

Ownership of the hangars is targeted at existing LLC members and Nutmeg Soaring Association members. In order to get maximum value from the project the initial sale of one or more

hangars to the general aviation public may be necessary. These potential owners have not made any investment, financial or otherwise, in the airport and will benefit from all of the hard work done by NSA to date. To make the hangar deal more equitable a non-LLC/NSA member surcharge will be formulated and applied to their land lease.

The hangar can be sold on the following terms:

- Nutmeg Soaring has the first option to purchase.
- FALLC members have second option to purchase.
- Nutmeg Soaring members have third option to purchase.
- The time remaining until reversion of the asset to FALLC does not change.
- Hangars are sold at market price.

12. Allowed Activities

The purpose of the hangars is for aviation related activities. Simple storage of non-aviation items is allowed. The hangars are to be used for noncommercial purposes.

Examples:

- Storage of a camper trailer, antique car, etc.. for the winter would be acceptable.
- Use of hangar for a landscaper's equipment as a base of operations would be unacceptable.

13. Sublease

The hangar, in part or its entirety, may be sublet at the owners discretion subject to the lease agreement. The sublessor is required to follow any and all rules regarding hangar maintenance, usage, etc. All payments for taxes, land lease, insurance, etc. are the sole responsibility of the Hangar Owner.

14. Reversion of the Hangar to Freehold Airport, LLC

The ownership of the hangar by the current owner(s) will continue for a term of 25-30 years. At the end of that term the ownership will revert to Freehold Airport, LLC. The hangar owner at that time will then negotiate a lease with the airport operator, Nutmeg Soaring Association, for yearly rental of the space. The lease for the hangar space will be 80% of market value if the owner wishes to continue occupancy.

15. Insurance

The hangar owner is required to participate in a group policy for insurance on the entire hangar structure comprising the 10 hangars. Liability and building replacement insurance will be required.

16. Monthly cost calculation

The cost of the hangar to an individual owner is an important aspect of this project. We realize that the airport is presently usable for only 8 to 9 months per year at most and this should be reflected in the actual monthly costs of the hangar. As stated earlier we need to have a plan structured to encourage participation and lay the ground work for future hangar projects.

While the hangar must be paid for in full by the owner as construction progresses, the following breakdown gives an estimated monthly cost to an owner if they obtained financing on their own.

Monthly Costs:

Land Lease Fee:	\$20		
Land Lease Fee non LLC	\$50		
Taxes:	\$25		
Insurance:	\$10		
Theo. Amortization of hangar cost:	\$118	\$150	\$139
Total Monthly Cost:	\$173	\$205	\$194

Theoretical Amortization Details:

With Down Payment

Initial Purchase Price: \$23,200

Down Payment: \$5,000

Amortized amount: \$18,200

Term: 25 years @ 6% = \$118 per month

No Down Payment

Initial Purchase Price: \$23,200

Down Payment: \$0

Amortized amount: \$23,200

Term: 25 years @ 6% = \$150 per month

Term: 30 years @ 6% = \$139 per month

A monthly cost of ownership of \$173-\$205 per month is a reasonable cost for the owner and still provides income to the airport operation without any significant increase in costs. This compares well with hangar space recently built at South Albany Airport. Those hangars are rented out at \$250 per month and the airport is usable 12 months per year.

SOARING TRIVIA

Submitted by John Boyce

They say that predicting is a very tricky undertaking, especially about the future. Yet some courageous souls do not hesitate to try. Par example:

I believe that within the next decade the following events will take place:

1. A practical thermal detector with a useful range will be available to the soaring pilot of average means.
2. The 1,000 mile distance record will be exceeded, but not within the daylight hours of a single day.
3. A modernized version of the Horten IV will become the new super sailplane....
4. A giant (100' span) sailplane will be built, bringing L/D up to 47.5.
5. NASA will twice more proclaim their desire to help the soaring fraternity, and the efforts will bog down in bureaucratic buck-passing (as has already happened two times during the past ten years).

It may well turn out that he got number 5 right, but...

In any case, these predictions were made by a highly qualified and respected technical person in the SSA in December, 1967! If you'd like to know who it was, look in the December 1967 issue of Soaring, now available in the Nutmeg Library at Freehold.

2003 ACCOMPLISHMENTS

Submitted by Wally Moran

New Certificates:

Mike Monoski	Private certificate
Matt Neal	Private certificate
Jim Sidway	Commercial certificate
Anderson Bell	Commercial certificate

Bruce Stein, John Boyce, Bill Kenyon, Jeff Driscoll and David Rossetter renewed CFIG certificates.

Badges:

Mike Ampela	C Badge
Anderson Bell	A,B&C Badges
Gordon Lester	C Badge
Matt Neal	Bronze Badge

Todd Smith achieved Gold Badge altitude gain at Freehold in October which completed his Gold Badge requirements. He got to 15,900 ft from a low point of 3000 just 1.5 miles SE of the field.

COMING UP

Annual Meeting - Friday, January 16, 2004 at 7:30 PM at the Bethany Town Hall, Bethany Connecticut. This is an important meeting where officers are elected and the budget is presented along with a financial recap of the 2003 soaring season. Your voice and vote matters! Please plan on attending.

Directions to Bethany Town Hall:

From Southern CT: Take exit 22 off Rt. 8, Rt. 67 east from Seymour, left on Rt. 63 north, left on Peck Rd (across from fire house).

From East/West/North: Route 84 to Route 8 south in Waterbury, exit 26 towards Main St. South. Left on Rt. 63, right on Peck Rd (across from fire house).

The Town Hall is on the right.

Banquet 2004: Southbury Hilton, Southbury, CT - Saturday, February 21, 2004 - snow date Sunday February 22, 2004. A reservation form along with complete details including the menu and cost will be sent in January. Out of area members are encouraged to plan to spend the night at the Hilton where a special Nutmeg Soaring rate will be available for advance reservations.

2004 SSA CALENDARS

Submitted by Bob Cox

A limited number of extra calendars are available for anyone who did not get in on the initial order but would now like to order one or more. Orders of more than one are discounted by 15%, i.e., you will be charged \$8.50 each vs. \$10.00 for a single order.

To order contact Bob Cox at 203-929-0798 or e-mail Bob at: treborxoc@yahoo.com

Have a Happy Holiday Season
Best Wishes for Good Health, Prosperity
and
Super Soaring in 2004!