

Now Available on our Web Site

- ✓ Winter scenes at Freehold as photographed by Wally Moran.
- ✓ Task Planner: Set a goal for 2004 and plan it out here!

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<http://nutmegsoaring.org>



CALENDAR

Banquet 2004: Saturday, February 21, 2004 - snow date Sunday February 22, 2004. Additional details insided and reservation form inside.

Cross Country School: Saturday, March 13 - 10:00 AM to 3:00 PM at the Bethany Town Hall.

First 2004 Safety Meeting: Saturday, March 20 - 7:00 PM - Miry Brook Fire Station, Danbury, CT

Second 2004 Safety Meeting: Saturday, April 3, 7:00 PM - Miry Brook Fire Station, Danbury, CT

Note: Attendance at one of these safety meetings is mandatory in order to fly at Freehold this season.

Opening Day: TBA - THINK SPRING!

Nutmeg News is the official publication of the Nutmeg Soaring Association, Inc. Edited by Jim Sidway, 211 Lum Lot Road, Southbury, CT 06488-1960 203.264.6170 jsidway@earthlink.net

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Nutmeg News

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Editor: Jim Sidway

PRESIDENT'S MESSAGE

By Bruce Stein

You may be reading this issue of the Nutmeg News and wondering if we will see any soaring anytime soon. The only bright spot is that the snowstorms thus far have not left significant accumulation on the hangar and barn roofs requiring a team of members for removal. I can only hope along with the rest of you that this harsh winter portends a great soaring season.

Now that the Holidays are over and the days are getting longer it is time to start thinking about the many tasks that need to be done before and on opening day at Freehold. Some of these things are mandatory like attending one of the safety meetings but like most things in our club the majority are voluntary. Without the efforts of every member the necessary tasks that keep our operation going every year fall to a small group. As you spend the rest of the winter looking at the clouds from the warmth your home or office please think of a new way you can contribute to the success of the club this coming season. Whether it is launching a few gliders or learning to mow the grass from Frank or Rudi or helping with the housekeeping no effort is too small and all will be greatly appreciated.

Peter Scarpelli will be presenting his cross-country flying course in March. For those who have never attended or plan to fly out of gliding range of the airport then this is a must see event. Peter will explain how it's done and how to do it safely. His vast experience flying for badges and in competition fills his presentation with real world know how and many stories of land outs and successes.

The annual banquet will be held on February 21 so be sure to fill out the registration form and send it to Michele Molnar (along with your check!). Since joining the Nutmeg I have enjoyed each banquet as it gives us a chance to get reacquainted, tell stories, and review the previous year's events. If you have any pictures from the 2003 season bring them along and show them to everyone. A highlight of the banquet is the Kudos awards. They are always full of laughs and it is not too late to let Jeff Driscoll know about some of the comical and unbelievable acts of our club members in 2003.

Think warm thoughts and get ready for the upcoming season.

ARE YOUR PREFLIGHT INSPECTIONS GOOD ENOUGH?

Submitted by Wally Moran

Each year there are unnecessary soaring accidents caused by incomplete or interrupted preflight inspections. Most notable was a recent accident that killed a well known and experienced soaring pilot when the horizontal stabilizer fell from the glider during take off. If such a catastrophe can happen to this pilot surely it can happen to any of us.

Do you preflight your aircraft simply because it is something you know all good pilots should do, or do you do a preflight as if your life depended upon it?

There are several examples right in Nutmeg wherein a good preflight inspection prevented a problem in flight. I recall a pilot finding problems with control connections on the Blanik, even though it was virtually a new airplane. Who wants to fly with jammed or disconnected controls? Then there was the tow pilot who, while doing a good pre flight of the Super Cub, discovered that the bolts holding the carburetor were coming loose. No one knows how much longer that could have continued without causing a serious problem. Another alert tow pilot discovered during preflight that there was excessive slack in one rudder cable. The problem, a control mechanism pulled out of rotten wood. Ever try to land a tail wheel airplane without rudder control? By the way, this airplane had just completed an annual inspection. How about the alert pilot who discovered a problem with the Grob spoilers this season? Ever tried a jammed spoiler landing?

Any of these events left unattended could have resulted in a serious accident. Because those pilots did a complete and thorough preflight, the accident was prevented. After all, isn't that the whole purpose of doing a preflight inspection, to prevent taking our problems into the air where they can cause serious consequences?

What are some things we can do to insure a quality preflight inspection?

Club ships: use the daily inspection sheets, take your time, avoid distractions, get help if you are unsure of any items. Just because the ship just landed does not mean it is airworthy for the next flight.

Private ships: Use a check list, take your time, avoid distractions, get another pilot to go over the critical assembly

check with you and initial your wing tape. If this procedure is required in a contest, perhaps we should consider it good enough to use every day.

All members: **Do not** distract pilots who are performing a preflight, **Do not** rush pilots out to the line, be alert for things that are not correct (Tail dollies on, canopies not locked).

A thorough preflight will prevent accidents and save pilot's lives.

Editor's Note: This is the first article in a series presented by Nutmeg's dedicated flight instructors. Please take the time to thank them after their articles appear in the Nutmeg News.

MINUTES OF ANNUAL MEETING 2004

Annual General Membership Meeting: January 16, 2004 @ Bethany

Directors/Officers present: Kenyon, Stein, Krebs

Number of members present: 16 full members, 2 guests;

Called to order: 07:40 p.m.

The **minutes** of the last membership meeting (11/14/2003) were approved as published in the December 2003 N. Newsletter.

Officers/Directors: Stein informed that Kenyon – as planned – resigned in December 2003 and that Stein as former VP became President, naming Ampela Vice President. Kenyon becomes Director (Past President), while Ramsdell and M. Opitz stay on as Directors-at-large. Further he mentioned that because of moving away Krebs will resign as Sec./Treasurer at the end of this annual meeting. McKinlay is appointed as his successor and will automatically become a Director. Stein thanked the parting officers/directors for their work and dedication)

Stein and Krebs informed about **Fred Jacobs' generous gift** to Nutmeg (becoming the creditor of a \$ 10,000 loan to FALLC). In addition Nutmeg will save immediately \$ 600 p.a. in interest payments which would have been payable by the club. The club leadership will thank Jacobs appropriately.

Stein summarized **noteworthy developments of 2003:** Progress at Freehold; important cost saving work done by many members on the field and with the equipment; **Hangars** will be under construction when the weather permits it; there is a lot of topsoil available for use on the airport in 2004; the **Pawnee** engine is in Danbury for an inspection, to be concluded

hopefully by the end of January; the **Cub** is @ Freehold and has been winterized; the Grob is in Ohio for 3000 hour inspection; **safety meetings** are planned for 3/20 and 4/3 both in Danbury (attendance at one is mandatory) and Scarpelli will be asked to run a **ground school** on 3/13 in Bethany in order to prepare members for X-country flights (meeting details to be published in the newsletter and on the website); **glider put-together** is planned tentatively for 4/10; the **farmer** has been turned down to seed new corn @ the former alfalfa field - the space is needed for safe operations – he still is expected to take care of the unseeded fields for the club as “payment” for the existing corn concession; the **old fuel truck** (needing a new battery) is intended to be equipped and used for campers' wastewater; **commercial glider** rides can be offered in 2004, details to be worked out and no income yet budgeted from it; NYS money for **runway improvements** is still hoped for but subject to tree removal on neighbors' properties adjacent to 30 – Stein will make formal contact to gain approval.

Krebs presented and explained **financial situation 2003 and budgets for 2004:**

In spite of fewer tows and members but greatly helped by members' help with maintenance chores, **2003 shows a balanced result.** Annual report 2003 and budgets 2004 (with unchanged fee structure !) were unanimously approved. In 2004 Nutmeg will continue to have a financial cushion amounting to one extra year debt service. Driscoll suggested to abolish or lower the **initiation fee** (thus helping to attract new members) in the future and maybe increase the 4000 ft tow fee. The BOD will take this under consideration. Driscoll was appointed to chair the **audit committee** checking the financials of the club with Krebs, Cox and Mc Kinlay.

Miscellaneous:

Boyce explained efforts with area clubs to hold a **non-sanctioned contest/warm-up @ Springfield/VT** in order to make pilots more familiar with contest flying. Boyce asks for cooperation and envisage a date of late May. He will do a write-up in the newsletter; Kenyon informed that there has been no news regarding the **neighbor's noise complaint** (horse incident) and that it looks as if the matter is closed. Krebs – moving shortly to New Mexico - resigned as officer and director but will continue now as an associate member. He thanked the members for their support and companionship during the last 14 years.

Meeting adjourned: 10:00 p.m.

Attachments: Approved annual report 2003 and budgets 2004

NUTMEG SOARING 2003 ANNUAL REPORT

INCOME

From Operations incl. Freehold	85,383
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Total Income	85,383
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EXPENSES

From Operations incl. Freehold	(56,685)
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Budgeted 2003 additions to Aircraft Fds.-see below	(9,000)
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Total Expenses	(65,685)
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= Surplus/Deficit	19,698
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Accounting Adjustments (change in inventories etc.)	470
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Total = to be allocated per 12/31/2003	20,168
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FREEHOLD DEBT Fund	20,168
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Glider Buy Fund	0
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Engine Overh Fund	0
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Aircr Overh Fund GLIDER	0
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Aircr Overh Fund TOWPLANE	0
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Total Allocations per 01/01/2004:	20,168
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Liquid (incl. inventory) Assets as per 01/01/2004:

Glider Buy Fund	(7,036 + 0)	7,036
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Engine Overh Fund	(15,742 + 4,000)	19,742
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Aircr Overh Fund GLIDER	(12,682 + 1,000)	13,682
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Aircr Overh Fund TOWPLANE	(11,700 + 4,000)	15,700
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FREEHOLD DEBT Fund	(24,041 + 20,168)	44,209
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Louis Grondal Mem. Fund	(no change)	3,620
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Victor Clarke Mem. Fund	(no change)	1,085
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Total Liquid (incl. \$1,736 inventory) Assets :	105,074
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MEMO:

In 2003 no expenses were charged toward the different Reserve Funds. **BUT: Freehold Debt Fund** will decrease shortly by \$ 22,790=mortgage principal (20,000) and for accrued interest (2,790) on private loans, leaving again the desired cushion of more than \$ 20,000 for another year of principal and interest payments.

NUTMEG YEAR 2004 BUDGET **Approved 1/16**

I N C O M E

FALLC - members	40	\$600	24,000
NON FALLC - members	12	\$1,100	13,200
Family Members	5	\$600	3,000
Associate Members	23	\$100	2,300
NEW NON FALLC - members	4	\$1,100	4,400
Initiation Fees NEW NON FALLC	4	\$500	2,000
Miscellaneous (Temps, Guests, Interest etc.)			3,000
Total Income			\$51,900

E X P E N S E S

Hoovler Repayment (\$20,000 + \$5,100 interest)			25,100
Airport "Rent" = Operating Loss Freehold			16,300
New Equipment Aircrafts			2,000
Glider Insurance (5 existing gliders)			6,500
Glider Maintenance			2,000
Trailer Maintenance			500
Membership + Newsletter			1,000
Postage/Phone/Admin. Supplies			900
Miscellaneous			1,000
Aircraft Overhaul Fund GLIDERS			1,000
Glider Buy Fund			0
Total Expense (excl. Tow Budget)			\$56,300
Difference = Profit / Loss excl. Tows			(\$4,400)

TOW FEE BUDGET

Fuel 1003/4 x \$20 (= 11% gas increase)			5,015
Tow Plane Maintenance			5,000
Tow Plane Insurance			5,500
Tow Vehicles			500
Aircraft Overhaul Fund TOW PLANES			5,000
Engine Overhaul Fund			4,500
Total Tow Expense			\$25,515
Expected Number of Tows (17 x 59 members)			1,003
Projected Tow Inc. @ avg. of \$ 30 each			
i.e. 3000 foot tow = \$30 = unchanged			\$30,090
Difference = Profit or Loss from tows			\$4,575
TOTAL NUTMEG 2004 Profit / Loss			\$175

NUTMEG SOARING ASSOCIATION
ANNUAL BANQUET 2004

Saturday, February 21, 2004

(snow date Sunday, February 22)

THE SOUTHBURY HILTON

Southbury, CT

Reception & Cash Bar 6:00 - 7:00 PM

Cheese & Fruit Platter Crudite of Farm Fresh Vegetables Assorted Mini Quiche
Sesame Chicken w/honey mustard Stuffed Mushroom Caps Bruschetta

Dinner Buffet 7:00 - 9:00 PM

Tossed Garden Salad Chicken Florentine Sirloin Steak w/Mushroom Ragout
Poached Atlantic Salmon w/Citrus Butter Sauce Garlic Basil Mashed Potatoes
Seasonal Vegetable Medley Rolls & Butter

Heavenly Dessert Display

Assorted Cakes Homemade Pies Mini Italian Pastries and Cookies
Flavored Mousse Brownies and Blondies
Coffee, Decaffeinated Coffee and Tea

ONLY \$45.00 per person includes tax and gratuity!

Route 84 - Exit 16: Exiting from Route 84 Westbound turn right at the end of the ramp, proceed to hotel on right just past Mobil station. Exiting from Route 84 Eastbound turn right at the end of the ramp, proceed to hotel on right just past Mobil station. Check out our website at <http://nutmegsoaring.org> for a detailed map.

NOTE: A special room rate of \$89 per room (single or double occupancy) for Banquet 2004 attendees has been arranged with the Southbury Hilton. **You must reserve your room by calling the hotel directly at 203-598-7600. Deadline for making room reservations at this special rate is Saturday, February 7, 2004.**

Cut and Mail

Names: _____ No. of attendees: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone: _____

Total Enclosed @ \$45.00 per person: _____ (checks payable to Nutmeg Soaring Association)

NOTE: All banquet reservations must be prepaid and received no later than February 14, 2004. Tickets will be held for pick up at the door. NO phone reservations accepted. NO refunds.

Please Return with Full Payment to:
Michelle Molnar
175 Old Highway
Southbury, CT 06488