



TOWN OF PLATTEKILL
ZONING BOARD of APPEALS
P.O. BOX 45 MODENA, N.Y. 12548

Minutes of September 10, 2026

SALUTE TO THE FLAG (7:00 P.M.)

ROLL CALL: Robert Egan, Judy Loertscher, Joseph Egan, Bruce Jantzi

ALSO PRESENT: ZBA Attorney, Richard Hoyt

ABSENT: Chris Mercier

EXCUSED: Larry Lindenauer

PUBLIC HEARING:

- Hudson Valley Flyers (Old Orchard Airpark) of 156 Freetown Rd. (SBL# 101.2-3-6.11)
Proposed: Looking to have 1999 ZBA language updated to address new FAA legislation for site plan

VOUCHERS:

	Two (2)	
1. \$1,845.00	Richard W. Hoyt ESQ	BJ/JL/AYE
2. \$1,281.25	Richard W. Hoyt ESQ	BJ/JL/AYE

APPROVAL OF MINUTES:

June 25, 2026	<i>Approved</i>	BJ/JL/AYE
July 9, 2026	<i>Adopted with corrections</i>	BJ/JE/AYE
August 27, 2026	<i>Tabled</i>	BJ/AYE

ADJOURNMENT: 10:10pm

J. Egan

Okay, we'll do a roll call. Bob Egan is here

R. Egan

I'm here

J. Egan

Bruce?

B. Jantzi

Here.

J. Egan

Judy?

J. Loertscher

Here.

J. Egan

Chris is not here. Larry is excused, he actually texted me and he's in Japan.

Okay, so we are going to be dealing with the Hudson Valley Flyers. We're doing a reconsideration. We voted last time unanimously, which is what we have to do for a reconsideration of the limitations that were put on the original agreement.

Okay, so now we're going to open up the public hearing for that. Do we need a vote to open up the public hearing?

J. Loertscher

I'll make a motion to open the public hearing.

J. Egan

All in favor?

ALL

Aye.

J. Egan

We're going to open up the public hearing. Can you please state your name when you come up and talk, please?

B. Schindler

I'm Burk Schindler and the treasurer/secretary for the Hudson Valley Flyers, which is the property owner.

J. Egan

Can you explain exactly what you want from us?

B. Schindler

Okay, so back in 2000, I'll give just a quick history lesson, I'm sorry, 1999, we acquired the property and we wanted to build an airport there. Went through a couple of years worth of back and forth and we got approval from the town. During the time, they wanted to know what kind of airport it is. The town wanted some explanations. The controlling board at the time at Hudson Valley Flyers gave the definition of sport pilot, which is a type of license for an aircraft that a pilot would have, not necessarily for an airport. We wanted a place built and we went with that. Then in 2016, we came back for a lot line revision to the property to add the south end property that we acquired as a safety feature to take down the trees and get better use out of the runway. At that time, the 1999 restrictions that were on our site plan map were omitted. That didn't seem to be a problem at the time. Fast forward a few years until 2024 when the FAA started working on modernization of aircraft, MOSAIC. Internally, we started talking, saying, hey, well, this is going to affect pilots. It's affecting what we can do here. Then there was talk it's not on the site map. It's not required anymore. Some of us that had a little bit more sense said, no, it is. Let's talk to the town. We did a FOIL request. We got all the information from our dossier over the years. Came before the planning board on June 9th. They wanted to do it and take care of it, but they saw one thing in our piece of paperwork that the ZBA approved it. We met with you guys on the 25th and then on July 9th and submitted our application and the scope of work for what we're looking to do. And then it was determined that we were going to do a public hearing. The last time we went through this for the scope of work, what we wanted to do was keep all the hourly restrictions, noncommercial, recreational only onto our site map. And not for profit, no flying out of there. And the proposal was the Hudson Valley Flyers will only operate aircraft out of airport 2NK9, that's our identifier, located at 156 Freetown Road.

B. Jantzi

Just before you turn the other paper over, you said not for profit, nonprofit, no flying out of there.

B. Schindler

Right, so it was the use classification that we want is recreational, noncommercial, and not for profit. Because that's what we are, we're registered as a not for profit. What we don't want is...

B. Jantzi

What's the not flying out of there?

B. Schindler

No commercial operations or flight schools based out of there, which will be in here. I pulled it all together in section 6 here, which is the Hudson Valley Flyers will operate aircraft out of 2NK9, located at 156 Freetown Road in the Town of Plattekill. That complies with current FAA regulations for private airport operations on an approximately 3,000-foot runway. The limitations of not flying at night will remain. In addition, operations will be conducted Monday through Saturday, sunrise to sunset, and Sunday, not before 7 a.m. to sunset. No flight school training will be allowed to be based at 2NK9. The conduct of operation is to be recreational, noncommercial, and not for profit by any organization. So that bullet point there is what we would like to have the zoning board adopt, so that the town board can say yes to that. We can take our 2016 maps and have this verbiage put back on our maps, and we can hang it in our clubhouse, and then that way the board of directors at the Hudson Valley Flyers are aligned with what we have with the town and aligned with what the FAA has currently come out with, and it does several things. It enforces these restrictions. It takes away any loopholes or, hey, it's not on the 2016 maps and whatever. It allows us to self-impose those regulations on ourselves, which the FAA will allow, and keeps us good stewards of our neighborhood and our surrounding community. We've had no complaints in the 25 years that we've been there and by the turnout tonight, I don't think that we've annoyed our neighbors. That's what we're asking for. That's what I'd like to do.

J. Egan

As I read what you have here, this is already in the agreements that we have in 1999. That hasn't changed. The hours of flight, the other limitation that they had in there was the size of engine horsepower, which you don't have mentioned here. What changed? I mean, here's not pointing to anything specific that you don't already have. What is it that you're looking for that you don't already have in the agreement that exists today?

B. Schindler

Well, the agreement that we have today has, like I said, it's a sport pilot definition, so it's limiting. It talked about, in that definition, it talked about fixed-wing aircraft only. It talked about, like you're alluding to, the horsepower of 185. It talked about fixed-wing 185 and no retractable landing gear. The changes under MOSAIC are including a much larger encompassing group of aircraft that eliminated horsepower, is the main thing that they went away from, and they included rotorcraft. Those are the two main things.

J. Egan

Well, they changed the stall speed, which is horsepower, right? And how much speed you can obtain with the flaps up, right?

B. Schindler

Yeah, well, stall speed and horsepower.

J. Egan

Well, you can't push it, you can't lift it. The thing is, from the agreement that we had, specifically, why do you need that? What I'm seeing what you're putting here in the agreement from 1999 appears to be the same. The hours of operation, the only difference is two-dimension here.

B. Schindler

The hours of operation are correct. That's still in there. We want to make sure that's in there. We're emphasizing no commercial operations in flight schools because we want to add that. Flight schools weren't in the prior one, and what we took out was the horsepower and fixed wing because that's really no longer applicable, and it's not.

J. Egan

You're going to go unfixed wing? You're going to have rotorcraft? What are you looking to have in there?

B. Schindler

Well, we do have a few aircraft in there now. We do have a helicopter in there now. That came in after 2016. I'm currently a helicopter pilot myself as well. Can't afford one right now, so I'm still renting, but, you know, maybe someday. And we're trying to make this more inclusive, not exclusive, and comply with current FAA restrictions because, quite honestly, the sport pilot limitations on an airport were incorrect in 1999 and that's on us. That's on the previous town. Everybody was trying to get an airport built, so, you know, people wanted a definition, and they gave one.

J. Egan

From what I read in the paperwork, the problem you had was the definition of there is no definition or code for airport. So, they went under entertainment recreation. I see all the paperwork on that. The decision was made by the board to be under entertainment recreation. With those limitations involved in there, the town, and I read extensively everything from beginning to end, the agreements that were made, and the concerns, which tend to be listed there about the horsepower and hour usage and no training involved. So, again, what you're stating here is almost the same. And I still can't grasp it. I mean, helicopters, I don't know if people want helicopters in our area because there's a variety of issues with helicopters, as you know.

B. Schindler

As a pilot of one, yeah, I'm quite aware that there are...

J. Egan

And when they decide to drop, there's no glide path. It's down.

B. Schindler

Well, that's not true. I mean, they glide like an airplane. I mean, they auto-rotate. They're a typical safety issue. I mean, you can get into a stall in a regular aircraft and have a wing and have it roll over. So, you have to fly no matter what aircraft it is within the limitations of the aircraft.

J. Egan

So specifically, you want to be able to do a roto aircraft there, which can open up a whole litany of aircraft that fall in within that realm. Is it not true the guys with the parachutes can try to say, I'm kind of this. So, anyone else have any questions, I think, about this one?

R. Hoyt

If I may, Mr. Schindler, were you reading earlier from your application you had as a narrative type?

B. Schindler

Yes.

R. Hoyt

I want to make sure you weren't reading something brand new.

B. Schindler

Nope. This is the application that was revised the last time we were here, and Mr. Egan asked us to make some modifications to the scope of it. I made those changes, and we submitted them back to the town.

R. Hoyt

So just for everyone's review, there were five conditions, if you will, in 1999. Real quickly, number one, only your members and guests not open to the public to private club. I think we're all on the same page on that. Item two, limited to single engine fixed wing. I think I just heard you want relief from that. Item three, engine horsepower shall be less than 185. I think I heard you want relief from that. Those were conditions two and three. Four, flight training shall be prohibited. And landings and takeoffs and you gave the hours, which are similar to the hours. So, unless I hear different, it's the fixed wing and the horsepower, and I'm no aviation guy, the rest of you guys in the room can talk circles around me, but I assume horsepower has to do with size, speed, thrust, whatever. Did I isolate the only two things they're looking for?

B. Schindler

That is correct. It's the fixed wing and the horsepower restrictions.

R. Hoyt

And help me, fixed wing means no helicopter?

B. Schindler

Gyrocopter, stuff like that. In a helicopter, the wing rotates. In a fixed wing aircraft, that's what we call them, like your typical Cessna or whatever else. The wing doesn't move.

R. Hoyt

So, your reading of that condition was to not allow helicopters as one example. There was a reason for that, and I guess for the board's deliberation, is there still a reason for that?

J. Egan

I think maybe, and I may be speaking out, you probably had no interest in helicopters at the time.

B. Schindler

That was the main reason.

J. Egan

Probably why it wasn't included at that time. But they specifically picked, and you guys chose, fixed wing. That was the agreement that was brought to the board at the time, and that's what they agreed to. The horsepower at that time, everybody's flying something smaller anyway. So now you want to go up to where you have retractable landing gears, you're going to have more speed involved in that, and of course the 3,000-foot runway limits whatever you're going to do anyway. So, no matter what we say, that's going to be a limitation in and of itself.

B. Schindler

There are a few reasons for those limitations. One, the definition that the previous administration gave to the town was an incorrect one. They gave a definition for a pilot certificate rating, not an airport. That's why that original light sport excluded helicopters. It gave the 185 horsepower and fixed wing. The word-for-word that's in there was the original FAA's definition, which really shouldn't have been given to the town because it wasn't inclusive of what happens at an airport. It's to the type of pilot.

J. Egan

Well, that's too broad of a statement. There's a variety of airports from farmers that have it, crop dusters have their things. It's a variety of different type of airfields that go around in this country. At the time that you agreed to it, the town that it was set up, you had fixed-wing aircraft, going to land there at a certain size within certain hours. That was kind of the understanding that was there. So now you want to be able to, because you did extend whatever you had there, you put those 17 acres or whatever it was at the south end. You extend it out, and you're getting bigger, and you're growing a bit, and your membership is changing, and your membership is going to

change again in the future. You're going to have cars that lift up or whatever. Who knows? I don't know what's going to come down the road, but we cannot control. You follow the FAA rules, you are bound by them. We have no say in that. All we have to say is what's being used in the land for the land use is pretty much what it comes down to. So, the question is you want to go with retractable landing gear and a little more power?

B. Jantzi

Excuse me one second. In the two items that were just read off in question, where does retractable landing gear come in?

J. Egan

That falls under MOSAIC, which falls under the stall speeds and in the MOSAIC stuff I gave you, you can see it says retractable landing gear.

B. Jantzi

My question is if we are making considerations on the change, can we have stipulations inserted into it?

J. Egan

Absolutely.

B. Jantzi

Such as no retractable landing gear.

R. Hoyt

Which, by the way, Bruce, was not mentioned in the 1999 resolution.

B. Jantzi

Right. Well since 1999 the whole industry has changed. I mean, how many personal owned helicopters were there in 1999? It's a different world.

B. Schindler

And part of it also with the horsepower is you're getting a safety compliance. As you're getting, if you have more horsepower in an aircraft, it's a safety thing. That's understandable. Especially on a short field, like we have 3,000 feet. And we're saying the limitations, and I know the town may be concerned if they take this out, are we going to have jets landing there and everything else? The answer to that is no for several reasons. One, the length of the runway precludes the type of aircraft that can come in there, which are going to continue to be the same type of aircraft that we have there. The second piece is it's a grass field. It's not paved, right, and there's no lighting. So, when you go to the insurance side of things and you get into the more expensive aircraft, you get into the multimillion-dollar aircraft, and you tell your insurance broker, well, it's on a grass

field, they go, sorry, we're not insuring you. Unless you're extremely wealthy and you're self-insuring, you're not going to take a multimillion-dollar aircraft and go, I'm just going to fly it, I won't have insurance, it doesn't matter. So, we're really limited to the scope and the size of the aircraft that we have there. And like I said, we've had a helicopter base there now for six, seven years. We do have some aircraft that are like Cessna 182s that are more than 185 horsepower. They came in after 2016 when we came in and made these changes, and people were under the assumption that those rules weren't applicable anymore. So, and we haven't had any customer complaints from, or not customer complaints, sorry, neighborly complaints from our surrounding neighbors because of the way we've been operating.

J. Egan

Now, you said that gives me pause. You said you've run helicopters for years now, despite the fact that the agreement was fixed wing. That tells me what's going to happen in the future for anything that we agree to when you just told me for six or seven years you've been violating the agreement.

B. Schindler

Well, Mr. Egan, as I explained to you clearly, it was removed off of our site plan in 2016 when we came in. These operations have taken place since 2016 to present, where everyone was under the assumption that those rules, since they weren't on the site plan, because our original 1999 site plan had that ZBA verbiage plastered right on the upper right-hand corner. Then a new map got put in. Those restrictions aren't there.

J. Egan

Was there any meeting or anything that removed these restrictions, or just it's an error of not being transferred from the 1999 one, which has it on it, to the newer one? It could be an oversight, but the agreement still is there. I mean, nothing voided it. That's why you're here trying to change it now.

B. Schindler

Well, there's a couple of reasons. One, we were told when we came back in 2016, because originally, as you alluded to earlier, we were going to be recreational. Town didn't have an airport. They didn't know where to put us. So they said, we're going to put you in other recreational activities. And you had in that time, other. That was us. To go after the racetracks and other problems that you had in the town with noise problems, you excluded that and made us a preexisting nonconforming entity. So when we bought the property, we came in here, we went through the alphabet soup of the town, and we said, look, we're paying money, we're doing this, what are we going to do? Finally went into executive session, because after almost a year, it was okay. Like, do we need to get a lawyer? Executive session came out and said, put everything and anything you want on that map and don't ever come back, because we can't really deal with you.

So we put the south end hangers on there, we put the additional tractor shed on there, that verbiage was taken off, and the map was submitted. i.e. we wanted to make all the changes in one shot. It's also why most people believe that those regulations weren't still enforceable.

J. Egan

Well, the regulations are there. They were never technically removed. I can read the minutes that were agreed to at the time that it was put in there in the beginning. All the stuff was stated about what's in there and the agreements that existed. Doing something because you believe it doesn't change the actual rules that were there. It did not get transferred over. They did not have an hearing to have these guidelines removed. Some of the minutes here, and I have it with Judy Mayle, I'll get down and look at the other one. They talked about the rules in there, the guidelines, if they would be able to go back and change them, and they said no, because it was already challenged like it did before. That's why we had to have a vote of all of us to agree to re-hear this, because it's already been done. So they already knew that back in 2015, I think it was, when you were in there. They were asking the question about specifically the motors, and it was stated and said that you can't change that because it's already been done. So the fact of the matter is it didn't make it in there. It was just an oversight by whomever filed the paperwork. You guys were going in there and doing rotor aircraft for years, which, of course, nobody's complained. So it never came to our attention. Now, I'm all for it, but it gives me cause to pause when I find out you've done for years something that is not permitted with the agreement from 1999. When you came in here again, I know for a fact that we went over the agreement you had and said that was still going to be in place at the time you did the extension. I sat here on the board when that was done.

B. Schindler

If you could find that and cite that, that would be great, because I was the one who presented all that information, and what we said at the time was that we weren't physically changing the length. We were changing the length of the runway, but we weren't changing the operations. We weren't paving it. We weren't putting in lights. We weren't doing things like that.

J. Egan

And you weren't changing what you were doing, which was according to the agreement. So why it didn't make it on there, that's an oversight, but it still exists.

B. Schindler

Well, it was intentional that it wasn't put on there, because we were told specifically to put anything on or take anything off that we wanted on there.

J. Egan

And who said that?

B. Schindler

This is what we were told by the town at the time when we spent a year or so going back and forth. Well, it was the planning board, the ZBA-the zoning board of appeals; the town board. We went to everybody, and we kicked the can around, because we were a preexisting nonconforming entity, and nobody could say anything. So the town said, well, we can't do anything. The zoning board said, well, send it to the appeals board. The appeals board said, there's no legislation for me to look at and say 10-foot setback. Okay, we'll ask for five. We'll give you a variance. There's nothing to give a variance to because there was no rules. So it put us in a very bad situation.

J. Egan

From what I remember at that time, I don't remember anything difficult with that variance that you had requested for the extension going down. All you're saying here, I don't ever remember. I mean, otherwise, I would remember the difficult.

B. Schindler

That's all in the minutes.

J. Egan

Hopefully, we'll find that. But I just have an unease. I'm kind of agreeing about certain things, but it gives me an unease. We've talked about this before. What you guys say and do, hey, I take it at your word. But then when I find out that things happen, it makes me kind of question what good is the paperwork if no one's going to listen to it.

B. Schindler

It concerned us as well. As part of when we were doing our internal discussions about this with the board and things came up with the MOSAIC and we started talking about it, whether that was on the maps, it's not on the maps, it's required. So we did the FOIL request. We went through everything, and then internally, we made the determination. Let's go back to the town and talk to them because we want to make sure that we're compliant. We want to make sure that we're doing the right thing and still being able to utilize the property and utilize newer and modern aircraft that are safer and are different from 25 years ago. Look at cars and how much different they are in 25 years.

J. Egan

Well, I have here a letter from the PB to the ZBA chairman, from Brian McKay, chairman of the town planning board from 1999. He had seven issues that he had there, and most of them you already have. But it brings up a point in which we were talking about. Is the air park to be used by members only, which you, of course, agree. It said be limited to single-engine fixed-wing aircraft only. Engine horsepower limited to 185 horsepower. Use to be limited to non-retractable landing gear aircraft only. So that was kind of mentioned in the stuff that was going on. It says

flight pattern, attitude, requirements, establishment and noise and stuff. Flight training is prohibited, daylight hours operation only. These are points that were sent up to the zoning board, from the planning board at that time. This is from the original. I've not seen anything retracted. Of course, we see the ZBA conditions that were put there. There was a discussion because there was no plan, anything for airports in this area. So they did, like I said earlier, they went with being recreation. And the board went through that, and they recommended something to the town. We don't make the zoning law. We just have to work with it, okay? Whether or not the town, actually, they did something in 1987. They talked about it being faulty. It had to go back to 1973 standards, which, again, became amusement and recreational use. So, you were involved in all that runaround that was going on at that time. But when the decisions were made, and it was agreed upon, it was put on the map, that's what sticks until the decision is changed, as we are here today trying to change the decision. We had to, again, vote as a majority to reconsider the limitations. Nowhere did they say anything other than fixed wing in here. Now, if there becomes an oversight or something happens, we need to somehow remedy what's going on. We need to have clarity, and we need to understand. My condition would be as if you found them. If we find any condition, if we agree with you, and it's all conditional, and we set a condition down to you that it become revocable upon violation, we don't want to hear about it. We don't want anyone in the future to do something without coming into town. I see your notes here. You don't want to have to come into town. Well, I'm sorry if it's busy for you, but I think personally the reasons we put limitations is so we can control what's going on.

B. Schindler

Well, the reason we're trying to put these limitations into place is the town controls water, sewer, building permits. They don't control operations of the aircraft. That's the FAA. There's numerous case laws explaining that. What the owner-operators of the airport, i.e. us, can do is come in and put down restrictions that then become legally binding to future operations of the airport. Right now, we have a site plan that does not have those on it, and they were taken off of the 1999 plan. What we don't ever want to have happen is someone else is in power at the airport, like you alluded to. Things change, people change and they want to turn into a commercial operation or do something. They get a lawyer, and they say, it's not on the site plan. We're doing this, and we end up in a litigation with the town, that's not good for anybody. Now, I can't control what future boards are going to do, but what I can control is what the current board is doing and make sure we lock these things down, get them back on the map, resubmit a new map to you so that it's ironclad and there's no loopholes. That's what I'm trying to do.

J. Egan

Well, we do not control what the FAA controls. All we have control over is the use of the land. If someone decides to put a business in there, we do have control over that because we have use of the land. It's not geared for retail or whatever it is. So that's a fallacy to think the guys can do anything like that. Or have I implied that we have anything to do once those wheels get off the ground or how you maintain them or any of that stuff that's FAA. I think it's totally about the use.

B. Schindler

Well, even horsepower is not something that a town can impose on an airport. FAA says that if it's a type-certified airplane and it's got its type rating and its certified airworthiness, and the POH is able to operate off a 3,000-foot runway, regardless of the horsepower or limitations, it could have a retractable gear, variable pitch prop, 400 horsepower. It's legal. Towns might not like that for noise reasons, but the FAA controls that, not the town. We can control that as the owners and say we want to put limitations in so that it doesn't turn into something that we never intended to.

J. Egan

But again, as you stated, we are in control of the noise abatement. We have control of a lot of the little things that could prohibit you from operating.

B. Schindler

Well, not the noise of the aircraft. Once again, if it's a certified aircraft and it's an airport, you've already approved it for an airport. The FAA has done case laws because towns have tried to do this.

J. Egan

What we don't want to do is we don't want to get into that.

B. Schindler

What we want to do is just try to do something simple, make sure we're compliant with the town, with the FAA, what we want to do, and lock it down for future use, that it doesn't end up becoming something that we don't want it to be, as the original founders of it as a grassroots local private airport for recreation and not turned into a big disaster. And that's not good for anybody.

J. Egan

Anybody else have any questions or concerns? Mr. Hoyt?

R. Hoyt

Just a couple of statements for the record. We published a notice for tonight's hearing in the newspaper. Did the applicant do the mailings?

B. Jantzi

Yes, I've got the information here. We had 23 notices sent out. And 13 cards came back signed.

R. Hoyt

But we have proof that 23 notices went out.

B. Jantzi

Yes, we got the certified receipts.

R. Hoyt

Anybody, anyone come back?

B. Schindler

I haven't received any envelopes rejected or returned to sender, not yet, no.

R. Hoyt

So, my point is I don't see a lot of people in the room. You can still open it up for public comment. We have all those proofs and mailings?

B. Jantzi

Yes.

B. Schindler

I turned everything in, and it's all in order in the list that was given to me from the town.

R. Hoyt

They were all mailed at least 10 days before tonight?

B. Jantzi

The certified mail receipt is postmarked August 24.

R. Hoyt

I don't believe this is subject to SEQR, even though the legal notice said it was an unlisted action. I would state for the record; your original decision wasn't subject to SEQR because you were doing an interpretation. Same would hold true here 27 years later. You're revisiting an interpretation. There's no physical expansion in the field at all. So I would argue it's type 2 exempt under SEQR. We don't have to do anything more on secret. That's the state quality review act.

J. Egan

Yeah, so that being said, we'll make that official statement. That doesn't require a SEQR.

R. Hoyt

I don't believe it needs a referral to Ulster County because it's not a variance. If they were asking for a variance, it's obviously within 500 feet of the New York State Thruway, which is owned by DOT, which makes it state property. But I believe, again, an interpretation, Ulster Planning probably does not even want to see it.

J. Egan

They've had all those approvals.

R. Hoyt

Those two things, SEQR and referral, are always issues for any application. They might as well just want their record to reflect that.

J. Egan

Yeah, they had to go through that when they did it in the beginning.

R. Hoyt

Don't forget, the planning board still has to grant a site plan. This whole thing is in front of you because the planning board sent it here. Because they got your request and they're like, wait a minute, make sure ZBA is okay.

B. Schindler

In the original FOIL paperwork, there was like a little photocopied piece that said like the ZBA. Although the resolution was adopted by the town board that incorporated and granted us our authority to become an airport.

R. Hoyt

Well, but the ZBA resolution was actually artfully drawn. I wish I could say I drew it, but I didn't. That's what your board did in 1999. By the way, I have the memo from the former planning board chair. Two of his requested conditions didn't make it in. The retractable and there was one other one. So again, the board needs to concentrate on the five conditions and I believe we eliminated three of them.

B. Schindler

That we agree with.

R. Hoyt

We are all in agreement and we're back down to fixed wing and horsepower. My question on horsepower, again, for you aviation experts, is there another way to gauge thrust, power or is it all horsepower?

J. Egan

Well, they're using lift now, which kind of incorporates a lot of the dynamics of the plane and the engine. Each aircraft's going to be a little different, but they have a guideline. I'm okay with the guideline on the stall speed and even in retractable landing gear.

B. Schindler

That's the helicopter then.

J. Egan

The 3,000 foot is going to limit you on a lot of stuff. My thing is, where do we stop? Do we get turboprops in there? I mean, God knows what's going to show up. I worry about electric because it's not perfected yet. They're talking about putting on large aircraft, which really scares me. So we don't want experimental stuff going on there. Not to mention a highway that God knows could cause a problem there.

B. Schindler

We vet our members very thoroughly as far as who's in there. Because it's aviation, right? There's some inherent risk when you're going up in the air, right? Slightly less than going on a carnival ride at the fair probably. But, you know, we vet the people, make sure that they're going to be a good fit. You know, our almost 30-year history there with no significant complaints or issues from our neighbors testifies to us.

J. Egan

Are you looking to go to twin engines?

B. Schindler

Most of the twin engines aren't going to be able to be based there for several reasons. The length of the runway precludes many of them. I don't have every single one of them in front of me tonight. Also the insurance. Because as soon as you go to twin engine, your price tag is going way up, and the insurance companies are saying grass strip, no. And they're shutting it down. So some of it is self-limiting by just the fact that we're a grass strip, we're 3,000 foot, and not longer than 3,000 feet is kind of where we kept it at because that's kind of a cutoff between high-performance aircraft that you may be thinking of and recreational regular aircraft. Not that high-performance aircraft can't be recreational, but that 3,000 foot is kind of a cutoff mark. If that runway was 4,500, that's going to open up a whole envelope of aircraft and potentially, and rightfully so, concerns from the town. But the fact that it's a grass strip and insurance, it's self-limiting.

J. Loertscher

I have a question. So how many helicopters are currently there?

B. Schindler

We have one.

J. Loertscher

Do you foresee many more in the future?

B. Schindler

Based on the cost of the helicopters compared to regular aircraft, probably not.

J. Loertscher

I mean, if I lived next to an airport, I think I'd rather hear planes than helicopters because I think helicopters have more of that beating noise. That's why I just asked that question.

B. Schindler

It's initially on a takeoff, true when we're below the tree line, but once we're up and moving like an airplane, the noise really isn't any louder unless we're hovering or we're close to your house, which we're very cautious and we're very mindful. Even when we're taking off to the north, there's a house over there. When we were first built a woman came to us and said I have a grandson, I'm afraid you're going to wake him up. We made and posted in the clubhouse how to extend out our base and then go out so that we stayed away from her house. And she never came back to us. She never came into the town. You know, we're just doing a neighborly thing.

J. Loertscher

Would your club limit the number of helicopters there?

B. Schindler

We haven't truly put any thought into limiting of any types of aircraft. That's something that we haven't discussed.

J. Egan

Well, as far as this rotorcraft, which is a helicopter, if we haven't made a decision yet, just thinking put the limitation to just helicopter itself, not these other crafts that can fall within that non-fixed wing.

B. Schindler

You're talking about like the quadcopters or stuff that are coming out now that are like the Jetson cars?

J. Egan

Yeah, they got all kinds of crazy stuff out anymore. So, to try to name them is going to be leaving something out. If you make the limitation to the size of a helicopter or a helicopter itself so as not to allow these guys with these big fans coming in there saying things or God knows what else somebody thinks up in a lab or some company thinks up and people are selling them in the parking lots. Things change so quickly anymore and they come out.

B. Schindler

The thing that I'd like to share with it is we're talking about noise, right? I did a little bit of research, right? And there's a—FAA publishes all the aircrafts. I went through most of the aircraft, typical aircraft that we have there, and I looked at like vehicle and traffic laws, right along the Thruway as you alluded to and maximum noise under, you know, vehicle traffic and laws in New York State, you know, Section 386 is 90 decibels maximum, right? Then vehicles that are 10,000 pounds or less is 86 if you're 35 miles or less and 90 decibels if you're 35 miles or more. So, kind of like if you're going through town, they've got to be a little bit quieter. They can't just put the jake brakes on, right? Motorcycles, you've all heard the Harleys, you know, they're up there. None of the aircraft that we have there and even alluding to like what the nice lady on the end here was talking about the helicopters, the R44, which is even a bigger helicopter. Right now, we have the R22 there. That's 82 decibels, so it's less than a tractor trailer, you know, would be allowed to make noise coming through the town here at 35 miles an hour. We did that because we wanted to look at this in preparation and look at what are the types of aircraft that we're operating out of there, what are their current noises, and what are the like vocal things that can make noise, right, like tractor trailers or right along the thruway etc. If we saw something that was glaringly obvious, it's like, yeah, that's really loud, that could annoy the neighbors, we would have looked at it. But everything we have there right now falls below even the New York State threshold for noise.

B. Jantzi

So, on the helicopter, for instance, the sound decibels, is that for the motor itself or does that include the whomp whomp?

B. Schindler

It's done while the aircraft is operating. The FAA explains it all, but it's very similar to New York State at 50 feet from the vehicle or the aircraft while it's operating and doing stuff. It would include the noise of while it's hovering and doing stuff. Like I said, we're compliant with the noises as far as like, you know, we don't have anything in there that's like a Cessna Citation or a jet, i.e., insurance length at a runway that would be really noisy and annoy the neighbors, and then we'd have issues like Stewart has where people are complaining about the noise of the jets. We just don't have that kind of noise there even with the aircraft that we have there and the one helicopter.

J. Egan

No turboprops?

B. Schindler

No. Once again, insurance, right?

M. Maniatis

When the traffic's going down the thruway, you can't even hear the airplane clearly. We're like on top of the thruway and the trucks are going by.

W. Miller

Actually, we're blessed with the thruway that it camouflages us.

B. Schindler

Where we're kind of located, it's a great piece of property because, yeah, you have the thruway on one side, you have the wetlands and stuff over on the other side there, and then you have the road. So, there's not a lot of people geographically packed in around us, so it was a great place for those limitations because nobody's going to build in a swamp behind us and stuff like that.

J. Loertscher

So, there's a possibility of many more helicopters?

B. Schindler

I wouldn't say many more for several reasons. Cost is the biggest one, right? As a helicopter pilot myself, the smallest recreational, as you'll call it, personal helicopter you can get is a Robinson R-22, and they're running about \$450,000 out of the factory before you even put insurance on it, fuel, and everything else. Helicopters have varying different timelines, but you buy that helicopter for \$450,000 and you park it in a barn, you never even fly it. After 12 years, you've got to send it in for a \$100,000 overhaul because helicopters have two things, they have a life expectancy and they have a time. On the Robinsons, it's 12 years or 2,200 hours, and you've got to send it in for an overhaul. Helicopters have a lot more moving parts and there's a lot more maintenance requirements and a lot more restrictions on them. And like every aircraft, every helicopter is different as far as its life-limiting parts, but that's kind of the industry rule is 12 years or 2,200 hours before you've got to send it back to the factory for a full rebuild.

R. Egan

When you have something like this new coming in, like the helicopters, do you come up with a program how they're going to be monitored?

B. Schindler

Monitored in which way? Like the pilots coming in, they have to be a member, right? Because we've identified a status.

R. Egan

That's one thing, yeah, but also if you have a certain number of programs to cover.

B. Schindler

The maintenance and the requirements of the aircraft are the requirement of the pilot, and what I mean by that is in order to get certified from the FAA, so now you've got a pilot's license, like you go to DMV, you get a driver's license, all it says is you can drive your car, and yeah, you have the state inspections, and as long as it's not a Fred Flintstone car where you're putting your feet through, you get your inspection and you can drive it. All the requirements on the aircraft and annual, which is the car's equivalent of an inspection, has to be done by a certified FAA-approved mechanic. The pilot can't do that. The life-limiting things are a requirement on the pilot. So all these things fall back on the pilot to make sure that they do the things that they're supposed to do because if they don't, then the aircraft's not considered airworthy anymore, and if it's not airworthy, the FAA says it can't fly, and if you get caught flying an aircraft that's not airworthy, i.e., driving a car, you just get a ticket, FAA catches you flying an aircraft that hasn't had its inspections done and other things, they ground the aircraft, they can take your ticket from you, they can do a lot of things, send you to remedial pilot training, all the way up to if you're really violated things, they can take your certificate and suspend it and take it from you permanently and you can't fly.

R. Hoyt

Do they impose that on the airport also? Is there some policing they make you do to make sure your pilots aren't rogue?

B. Schindler

Yes and no. Most of that answer is no. Everything falls back on the pilot and your certificate, and these certificates cost anywhere from just a private pilot fixed wing, \$15,000/\$16,000, and as you go up into the rotorcraft, you're going to be like \$25,000 to get that certificate for private pilot. If you want to extend and get your instrument ratings or whatever, you can be in the \$100,000 mark. It's a pretty enticing thing for the pilot not to want to lose that, especially with the amount of time, energy, and money that you've invested. If there's things that are found at a private airport that are grotesquely wrong, the FAA can get involved and come to the operator of that airport and sit down with them and ask for certain things to be done and do things. They typically address it with the pilot. That's like 90% of it, but if an airport is found to be grossly negligent in allowing things to happen, they can sit with the airport operator too and make their life a bit difficult.

J. Egan

Part of the question I think they may be alluding to is you have a club. You have guidelines and rules.

B. Schindler

We do.

J. Egan

So, you get guys, say you have one guy that's just really like skating the edge. Do you have procedures within your thing that you correct them?

B. Schindler

We do. We self-police. Obviously, we have a board of directors. Every year the club gets together, they elect those. We have monthly meetings at the club, and we address things internally. Most things can be addressed internally. If you want a hypothetical, like you're coming up with one, like, well, what are you going to do? What if you couldn't address it? It depends on what that issue is. We can report the individual to the FAA and to the local FSDO flight office, and they'll come out and do an investigation. They'll come up to you and go, oh, Mr. Egan, you know, received a complaint. Here's your license. What's going on? They're going to talk to you, and if you've had multiple complaints, the FAA is going to treat you differently than someone who doesn't have the complaints. They're going to talk to the operations of the airport. We have the ability to remove members if someone is a safety threat and they're doing something there that we don't like. It's a volunteer membership club. You pay money, but the club does have the ability to vote someone out and expel them from the organization. So, there are some policing mechanisms internally that we can do, besides just throwing somebody out, but also peer pressure. Then we have the regulatory bodies. We have the FAA we can go to. We have the town that we can come to if something's not, you know, being done the way it should be being done, if we've already tried it, and they say, I don't care. I'm going to do whatever I want. I'm going to live in my hangar. Hey, it's not a dwelling. We come to town, knock on the door and say, hey, we told this guy, like, do not do this, and he told us to go beat feet. Can you help us out? And then your code enforcement guy comes out and makes their life miserable. So, we have a lot of avenues to self-police as needed.

W. Miller

My name's William Miller. I live on Emily Drive in the Town of Plattekill
But sometimes you can't police stupidity and people pay for stupidity with their lives.
Every accident has a what-if chain. What if this? If I change one if, I don't have an accident.

B. Schindler

So, to answer your question originally, which was very long, yes, we have many avenues to self-police from internal, expelling people, coming to the town, coming to the county, going to the FAA. There are various levels of escalation.

J. Loertscher

Plus, aren't pilots required to have medical physicals?

B. Schindler

They're required to have physicals, depending on whether they're flying recreational, which is what we're talking about here, would be a Class 3 medical. Forty-five and under is good for three years. Forty-five and over, it's good for two years.

J. Loertscher

By a doctor who specializes in FAA medication.

B. Schindler

Specializes in FAA medication. There are some things that are basic med for people that just want to be recreational. They don't want to do anything commercially or anything like that. They can get basic med, but that's tied in with the FAA and their doctor, and everything has to be submitted in. You still have to go through the IACRA submittal portal, which is the FAA's thing in which you're self-certifying to everything and self-reporting. Once again, if you are found to commit fraud and not report things that you should or vice versa, it can result in anything from having your license taken, suspending, or even jail time if you've committed true crimes and perjury.

J. Loertscher

So, it's another check and balance.

B. Schindler

It's another checks and balance. There's a lot of checks and balances in aviation just because of the inherent risk. Most pilots, you do hear the horror stories, but out of the millions of pilots, most of them are very detailed and very organized and very methodical in what they're doing because, let's face it, once you're up there, it's just you and you're on your own. Unless anybody's figured out a way to defeat gravity on their own without a parachute, the ending's not so good. So, yes, there's a lot of safety protocols in place between what the FAA requires and everybody else along the way for checks and balances.

J. Egan

Any public input?

W. Miller

Just being the town resident. My name's William Miller. I live on Emily Drive, Town of Plattekill which is right off of Freetown Highway, not Freetown Road. I am a member of this organization. I own a Cessna 172. It's a four-seat, single-engine airplane. I have delusions of grandeur. I want to get a bigger, faster, better airplane. I'm presently being precluded. I want to buy a Bonanza. A Bonanza is a low-wing, single-engine, four-seat, but it doesn't pass the horsepower rule. It passes the stall speed, but it doesn't pass the horsepower rule because generally they're 225 horsepower or higher. For the last two years, I've been chomping at the bit,

trying to see the outcome of what this goes. It flies 40 miles an hour faster than the airplane I currently own. I would sell the airplane I currently own. It fits in the hangar in the building that I built on the airport. It operates out of a 3,000-foot grass strip. The airplane was designed in the 1950s to fly off of grass after World War II. If anybody ever looks at an airplane and you see the airplane with the V-tail in the back, that's kind of the airplane I'm looking at. But I really need a positive outcome from this board to send it forward in order for that to make it happen because I really do want to follow the rules and knowing what we have. I did the original groundwork when I went to Kenny Rumsey's kid, and we actually sat down and figured out that the land was Bob Coy's orchard. Bob Coy was great because he held out and let us go through this whole process. The R-60 zone allowed for a special use permit for recreation, and I looked at Kenny's son and I said, look I like to fly airplanes; you like to shoot guns. We have three rod and gun clubs in town, Modena, Bethlehem, and Plattekill. So, we fit all the boxes and all the boxes were checked. Then I can tell you we sat here one night and Ester asked the question, well what makes a recreation pilot versus a private pilot. That's when they came up with that. To include how many trees we had to put on the site plan and some other beautification things that they wanted on the site plan before we could pass it forward. But when you discuss where that number came from, the number came from one of your board members asking, What's the definition of a recreational pilot? They opened up the book and went, oh. That's where the number came from, not that it meant anything about the operation of the field.

J. Egan

Well, that's 1999.

W. Miller

I will say that with MOSAIC, and MOSAIC has changed a lot of things in the aviation community, the FAA and the government dropped all of their horsepower regulations across all pilots' licenses and went with a stall speed because the stall speed was the speed that indicated that the aircraft was safer for what you were doing. If I'm Snoopy and the Red Baron and I hang a 500-horsepower motor on a doghouse, I can make that doghouse fly. I can't tell you whether the doghouse is safe, but Snoopy and the Red Baron are going to go fly because of the motor. You hang a motor on anything; you can artificially make something work. It's the stall speed that makes things safe. Again, I speak in favor of this. Thank you.

M. Maniatis

I'd like to say something.

J. Egan

Your name, please.

M. Maniatis

Michael Mignotis. I'm a resident of Milton, but I'm a club member. I'm also the president of the club. You've been referring to the runway as being 3,000 feet. Actually, it's 2,600 feet. Now, we extended the property on the South end. That's considered an overrun. By FAA regulations, you're not able to use that extended amount of property for takeoffs and landings. It just provides a safety margin for takeoffs and landings. The reason we bought the property was basically to cut the trees down and make the approaches safer. The other thing I just wanted to mention to the board is we only operate eight months out of the year. As soon as the snows on the ground, we don't plow. We don't plow all the time. There's no flying in January, February. March, it's too wet. So is April. We're lucky to get the airplanes off the ground late April into May. Anybody with a heavy, retractable airplane is not going to be interested in this field. They're just not going to do it because they're going to go to Orange County where they're going to operate 12 months out of the year or they'll go to Sky Acres. There's plenty of places where they can operate. So to think that this is going to become this expanded, extended airport with really high, powerful operations is not going to happen.

B. Schindler

We've had perspective members come in and find out that we're not plowing and it's a grass field and it's soggy, like Mike's saying, and they've left and have taken their aircraft to, like you said, other places, and we haven't had them join as a member because it didn't suit their needs. We're a small community. I don't want to call it a community airport because that means it's open for public, but we're a small, private, recreational airport just for ourselves. That's what we want to try to keep it to. Then we're talking here, this line in here that I put in here is that we'll be compliant with current FAA regulations. POH, which is the Pilot Operating Handbook, any pilot, first thing they have to do is they take their POH and they go, all right, I'm going to take off from a grass field runway, and it tells them in their grass, dirt, turf, pavement, whatever, concrete, how much length you need, and that's the limiting factor. So compliant with those regulations means that the short field that we have there in grass is excluding those aircraft because they're going to open their POH and go, okay, I need 4,000, 5,000 feet on grass. You don't have it.

J. Egan

Well, things that you mentioned, it's FAA stuff. We have no say over that. You're going to do that and follow those rules because that's what they are. I mean, again, it comes down to just the usage of the property. You have a lot of limitations that will keep some of these people out.

J. Loertscher

I don't believe I've heard any tragedies at your airport. No. Am I right?

B. Schindler

No, knock on wood.

J. Loertscher

Okay, so that's a good thing.

B. Schindler

We take safety very seriously. Like I said, we vet our members. We're very cautious in who we let into the organization, and we self-police most, as we've brought up, what I call bad actors internally.

R. Egan

I think what helps is the fact that they self-police and there's been no issues since they've been doing it.

R. Hoyt

Can I just clarify? It's those two issues?

B. Schindler

Yes, the fixed wing and the horsepower. I'm sure I have it here someplace, the original what the ZBA restriction was. It was the biggest things in there is going to be horsepower and the fixed wings. I don't believe retractable landing gear got into that. So, it would be single engine, that wouldn't be in there, fixed wing aircraft, and 158 horsepower. The nighttime operations, still in there. We copied that verbatim. No flight training. Non-recreational, non-commercial for Hudson Valley Flyers Club, or organization and private. So, yeah, so it's three things, fixed wing, single engine, and horsepower.

J. Egan

So, you want to be able to have twin engines in there? Is that what it is? You said it's just too much power for that runway.

B. Schindler

Not really. But most of the larger aircraft that you're thinking of, like you take the jump plane, stuff like that, the big noisy aircraft, yeah, they're not going to be out there. Andy's Bonanza is going to be pushing it. It's still legal. It's in there. It can fly out of there based on the length. What we want to try to do is have this be as inclusive as possible for changes that are going on and operations there. We're still going to police. So, giving that, what I mean by that is we've been neighbors, good neighbors for 25 years. If somebody came into this airfield with the Gardiner jump plane and said we want to base here, it's a twin, 400 horse in each motor, and everything else we want to flatter, a couple of things. One, it's going to tear up the runway, and we don't want to deal with that. It's going to be noisy as hell, and we don't want that for the neighbors, and we're going to say no. What we're trying to do is make it inclusive for recreational, which is helicopters. That's the fixed wing piece of it. Single engine, as Andy spoke to and on the record with the town, and the horsepower, and the horsepower is really a big thing

because the newer modern engines, which are safer, have higher horsepower. They're quieter they're more fuel efficient, and they're better for the environment. Limiting the horsepower as technology increases is really putting us in, like, 20-, 30-, 40-year-old technology and is not a safe thing to be doing. The newer engines exceed this, but they're far quieter and safer.

J. Egan

What if you guys down the road decide to pave that and take it off the grass? You guys decide.

B. Schindler

The taxes will be a limiting factor on that.

J. Egan

But then you can get different aircraft in there once you pave that. Is that correct?

M. Maniatis

That's been brought up at the club. One member who wanted to pave the runway, and he tried to get the club to go for it, and nobody wants to do it and will never do it. We can't pave the road. We have two roads in a circle. We can't pave the roads. We would rather pave the roads before we've got the runway paved anyway because cars take a beating.

W. Miller

So back on the public record, speaking to a paved runway, you're only going to gain 10% performance on the same distance with having it paved. So as far as the pilot operating handbook, it deducts 10% when you figure out, do I have the right temperature? Do I have the right length? Do I have the right airspeed? And it will tell you, you can figure out on the graph, if I've got 2,600 feet, I'll be off the ground at 1,000 feet. So, you're only going to gain 10% if you pave it. I'll be honest with you I just got my school tax bill, \$10,000 for my house on Emily. We can't afford the school taxes, let alone the town taxes, if they decide to put pavement on that.

B. Schindler

Plus, it's the several millions of dollars to pave it. I don't know where that money is coming from.

R. Hoyt

I'm not speaking for what the board's going to do. I don't know what they're going to do. But would you live with whatever the board does assumes a grass runway, and if it's ever paved, then bets are off.

B. Schindler

Well, I think to pave it, we'd have to come in here anyway, because we'd be disturbing more than 200 or 1,200 square foot or whatever, and you'd have to do a SEQR and all kinds of things, right?

R. Hoyt

My question was would you object to such a stipulation?

B. Schindler

No, we didn't put that in there. But, I mean, that was just implied is it's a runway. But instead of saying 3,000-foot runway, we could add grass in there. I'm fine with that.

J. Egan

Well, the reason for that is Mr. Hoyt, they will trigger that somebody has to come back and review and make a different decision than those.

B. Schindler

My only question is if we were to pave, we'd be disturbing 30 acres approximately, 25 acres for a runway. That would be a SEQR, right. So, I mean, that would trigger all kinds of stuff with the town anyway.

R. Hoyt

But the point is my client may never see it again. It's planning board. It's stormwater officer.

J. Egan

That's not a zoning change.

R. Hoyt

You're only seeing this now because of what you did in 1999. So, keep your board jurisdiction straight. The real board you need approval from is the planning board, and they're waiting to hear from you.

J. Egan

So, you need the horsepower taken off so that you can do this. Would it be appropriate to mention stall speed as it is in MOSAIC?

W. Miller

I think under Mosaic that's implied.

J. Egan

That states it, actually.

W. Miller

It's actually printed as the regulation.

J. Egan

Well, regulations change again all the time, but if we went with the MOSAIC standard of the stall speed, would that be within the realm of what you're looking to do? They have two different ones in there depending on the collapse down. They got rid of the light sports aircraft definition. But the stall speed, they had on that.

B. Schindler

I think it's 61 up to 250 knots cruising speed. That's great for fixed-wing aircraft, but stall speed doesn't pertain to a helicopter the way it would a fixed-wing aircraft, though.

J. Egan

Well, that's the other change that we would have is that it's not fixed-wing. It's fixed-wing in helicopters. So, we don't want to end up with any other definition coming in. Just the helicopter itself should be definitive enough.

B. Jantzi

Is it possible to include something to have a description of what a current helicopter is versus something from the future that would still be called a helicopter but would not be in your realm of operations? Do you follow what I'm asking?

B. Schindler

Yeah, like the quadcopter flying cars and things like that.

B. Jantzi

Something that would describe the current version of a helicopter.

J. Egan

As we look at technology, things are changing. But what I'm saying is these technologies are changing so much. Somebody will squeeze in if they can squeeze in, right? So, the definition of a helicopter, we can simply say a type in relations to a specific type of helicopter, saying the characteristics of a conventional helicopter or something like that. So, when we talk about helicopters. You're talk about the expense keeping people out.

So, we have to keep this, I believe, to satisfy the need for the future as we see it right now.

Things will change. We'll deal with it at that time or you'll deal with it at that time.

Does anyone else have anything?

B. Jantzi

It's basically going to be determining the verbiage to add to the fixed wing pertaining to helicopters.

J. Egan

And the size of the engines, you know, whether it's excluded and say we do stall speed, whichever works as far as that following with the MOSAIC as you originally presented.

B. Schindler

So, we have what's in paragraph 6 here. I mean, I got grass that we want to add that to the runway. But what else do we need? Because we went through all this a month and a half ago and made all the changes and everybody had no problems with paragraph 6. We read it at nauseam and we said, yeah, okay, and I made the submittals.

J. Egan

Well, I think we need to, as you said, change the verbiage we put down. We'll try to wordsmith this here to make a determination as we discuss it. The helicopter was a new twist that we hadn't spoken about before. That tends to be the verbiage. How do we include that with limitations on craziness that can happen? Especially those hover-type crafts and everything else are advancing far more than the regular aircraft these days. You know, your regular aircraft is less of a problem. We're accustomed to them and grew up with them. All this new stuff coming out is challenging.

B. Schindler

I mean, the kind of way to get around that would be to say that, Plattekill New York is compliant with FAA regulations.

J. Egan

But you have to do that anyhow, so...

B. Schindler

Well, I mean, that's like, take the experimental things, like a quadcopter that somebody's gotten that's not certified by the FAA and would preclude that until such time as the FAA went through everything and got it certified and said, yes, it's a legal airship, it's made all the safety requirements, it's done everything that it's supposed to do. By putting an airworthiness certificate from the FAA would exclude any of the weird stuff going on. Now, do you want me, am I supposed to, are you guys going to come up with something? What's the next steps here for moving this forward? Because I thought tonight after we closed a public hearing, we would then be sending this back to the town and keeping this moving.

J. Egan

Well, when we close the public hearing, we have to come up with a statement on what we're going to do and we'll vote upon that because it's going to focus around the conditions, all right? You'll get a copy to view it beforehand in case we make some sort of error in it. But that's at the time we have it worded correctly, so as not to be ambiguous in what our intent is. People hang on a verb sometimes, you want to make sure it's correct, okay? We're not looking to make it too

difficult, but we want to maintain some semblance of control, okay? Again, that helicopter was a new one we hadn't heard even in previous meetings, so we have to figure out how we're going to word that into the system. We understand your need, I think, for change in engine size and limitation is a problem. So, any questions on that or any statements anyone else wants to make?

B. Schindler

So you're going to prepare a revised statement?

J. Egan

Yes.

B. Schindler

Then that's going to be submitted to us. When do you think that's going to be ready? I see you have a town clerk now, so that's going to help make the transition a little smoother.

J. Egan

We're hoping to set it for two weeks from now. You think we'd be ready in two weeks?

R. Hoyt

I told you I won't be here in two weeks, but I will work with you next week. Just so we're clear, the board's going to be revising the resolution we adopted 27 years ago. But I believe only in the three areas we talked about.

J. Egan

Okay, so we will make sure we put in there a grass runway. Now it doesn't matter to you because you're saying you're not going to do paving anyway.

B. Schindler

Yeah, grass is fine.

R. Hoyt

Back to Bruce's comment, is there a way you can help us define a helicopter so that your comment is addressed?

J. Egan

If that's what you need, and we can try to avoid concerns. Does that make sense?

B. Schindler

Is the address for the town I was using, I believe, when I was dealing with Elizabeth. It was Town Planning, I think.

A. Christiana

Plattekill plan. That's how you'll reach me, yes.

B. Schindler

Okay. Let us scratch our heads a little bit this weekend at the airport. A group of people try to come up with a way to put that in there. To address a standard rotorcraft without being too technical or being too exclusionary. It's got to be done correctly. My first thought on that is a single rotor head helicopter that takes out your quadcopters and all that stuff.

J. Egan

You can define a helicopter, right?

B. Schindler

That's why I'm thinking a single rotor head would take care of that.

J. Egan

We don't need the technical details about pitch and this and that. We're not worried about the cyclic rate or anything like that.

B. Schindler

We can come up with something. I can send that over to Arlene as a proposal.

R. Hoyt

Well, and if you can get that to her early in the week and you get it to me. Because, again, I'm out of town Friday at noon.

B. Schindler

We get together on Saturdays. It's not a formal club meeting. But a group of us and a gentleman who has a helicopter will talk and myself and the group. I'll get that typed up and sent over Saturday night or Sunday. So, it will be in your inbox first thing Monday morning. So tentatively now we're going to schedule a meeting for two weeks from tonight. So, you guys can wordsmith it and then we'll come back and, you know, we'll get a copy of what you're proposing before the meeting in two weeks. We'll have a little back and forth if need be. Then we'll have the meeting then if we're agreeing on the verbiage at that time, then...

R. Hoyt

It's adopted that evening and the planning board can get it the next day. I would say take a vote to close it.

J. Egan

I make a motion to close the public hearing. On the vote.

J. Loertscher

Aye

B Jantzi

Aye.

R. Egan

Aye.

J. Egan

So, the public hearing is closed and two weeks from now, 24th of September, 7 o'clock. We'll have hopefully everything in place.

All right, now we have to move on to the next item, which is going to be the vouchers for Mr. Hoyt. So, we have two vouchers. I requested for Mr. Hoyt to be paid, and the town had requested it from us, so we have to go through this. One voucher is for \$1,845, which has to deal with Libertyville Litigation.

B. Jantzi

Make a motion we pay voucher dated August 21, 2026 for \$1,845 to Richard Hoyt for Libertyville work.

JL/AYE

J. Egan

The second voucher that we have for Mr. Hoyt for \$1,281.25, again, for services rendered, and this one here is for Roberts.

R. Hoyt

Is that Roberts and flyers together? I think I mixed them together.

B. Jantzi

Yes. That doesn't pose a problem, though, does it?

R. Hoyt

It doesn't pose a problem for me, I don't know about your bookkeeper, but my itemization will say one was Roberts, one was Flyers.

B. Jantzi

Okay, invoice dates from June 5, 2026 to August 12, 2026 for Richard Hoyt Esquire, the amount of \$1,281.25 for work on Roberts and on the Hudson Flyers. I'll make a motion to pay.

JL/AYE

J. Egan

Okay, so at this time I'd like to go into executive session, discuss some legal issues. On the vote?

J. Loertscher

Yes.

B. Jantzi

Aye.

J. Egan

Joe, aye. Bob?

R. Egan

Aye

Went into executive session at 8:26pm to discuss legal matters

Came out of executive session at 9:33pm

J. Egan

All right, we've come out of executive session at 9:33pm. All right, in the executive session, no decisions or anything to be voted on or had to happen. It was just talking with a lawyer over legal issues.

Okay, the issue that's before us now and we will mention is the minutes. I personally have not combed through these minutes long enough, I would hope that we'd maybe put them off to the next board meeting to do the minutes unless everybody wants to vote on them. There's quite a few of them on our agenda.

J. Loertscher

The June 25th draft.

J. Egan

I think what I see here is we went over the same stuff we did tonight. So they repeated the same thing about the site map not having restrictions on them.

B. Jantzi

I'm going to make a motion to accept the minutes of June 25th.

JL/AYE

J. Egan

The July ones, I think, July, I really want to spend a little more time on looking at the July 9th one. If you don't mind. July and August.

B. Jantzi

Okay. Just a kind of a general question. On July 9th, page six, toward the bottom, Kay Langston, I'm confused. Is that the lawyer?

J. Egan

You just got to straighten out the names.
But that's not his name.

B. Jantzi

I just wonder who the person is, because there's no reference to it before then.

J. Egan

Well, it's their lawyer, right? Kay Langston.

J. Loertscher

Lonstein.

J. Egan

Langston, he said, how are you doing? My name is David Langsto. I'm the person that brought the property behind legally, lawfully subdivided to an acre, which is legal residence. So, you misspelled it over here, though. You did Lang-a-ton, so that just has to be fixed on page six. He spelled it out for us. It's just the one spot I see you just misspelled it, that's all.

J. Loertscher

I wonder, though, on page six, where Chris says, yeah, I will be recusing myself from the Roberts hearing due to a potential conflict and interference. Wouldn't that be interest, maybe? Potential conflict and, I don't know, maybe interference is what he said, I don't know. You see what I mean?

J. Egan

Or inference. Or it could be inference, I don't know.

J. Loertscher

It's interference, right?

B. Jantzi

That's what's, yeah, that's what's typed up, you'd have to try to verify that if you don't mind.

J. Egan

Try to listen to it again.

J. Loertscher

Interference or interest, conflict and interest.

B. Jantzi

Yeah, it could be interest, it could be inference. Like you're inferring something.

Page 14 toward the bottom. P. Roberts, we bought the house like that. F. Malandy, commenting, we bought the house as a single residence.

I'm guessing it should be, you bought the house as a single, because Paula says, no, we didn't.

J. Egan

Okay, since it's the July 9th meeting, is everybody good with that?

B. Jantzi

I'm good on making a motion to accept the July 9th meeting with a couple of listening ins and typo re-dos.

JE/AYE

J. Egan

Okay, so July 9th, 2026 has been approved. We have the August 27th one. I think, you know, with Judy, you brought up a bunch of stuff, and I really think we need to look through this a little more.

J. Loertscher

Well, I looked through it quite a bit.

J. Egan

Yes. I mean, it's just a lot stated in here. I think with the long statements, I think we'd want to look at it a little more, but if everybody's comfortable with them, I'm okay also.

J. Loertscher

I'm comfortable, because I looked through it quite a bit.

B. Jantzi

There was one thing I didn't make a notation of it, but it's somewhere that I think the person said the word four something, and it was typed into the minutes as the digit 40, like four zero, but I can't. I can't, I've been looking through, trying to find it again. I can't, because it jumped right out at me when I saw it.

A. Christiana

So, change 40 to the word for?

J. Egan

Yes

B. Jantzi

Page 18. At the bottom, myself, this is a breakdown, not a break.

J. Egan

Everybody okay with this 27th?

J. Loertscher

Talking about August 27th, if you go to the very first page, it says excused Robert Egan, Chris Merce, Judy Locher, then absent Larry Lindenauer, then Robert EGSN, so he's listed twice as excused and absent. I don't know.

A. Christiana

I'm going to take him off absent, because he was excused, because he put on record the previous meeting.

J. Egan

Okay, do you have any issues with this?

J. Loertscher

I will make a motion to accept the minutes of August 27th, 2026.

BJ/JE

R. Egan

Abstain

J. Egan

So that would give us three, so three is not enough to pass this.

B. Jantzi

So we have to carry it over until the next meeting.

J. Egan

Okay, I'm going to make a motion to adjourn at 10:10pm

RE/JL/AYE