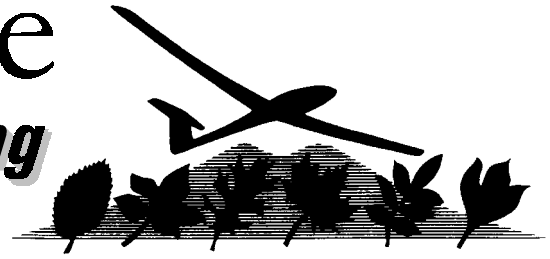


The Flight Line

News about Sugarbush Soaring



SUGARBUSH SOARING ASSOCIATION, INC.
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Volume 19 Number 3

September 1999

Line Supervisors Schedule

To compensate for the missing line crew this Fall, most of whom are back in school and college, we have initiated line supervision by members. The schedule appears below. To add your name, call the office at (802) 496-2290. Upon arrival, please touch base with Rick or Pete.

September

25	Sat	Duncan
26	Sun	Sawyer
27	Mon	Webster
28	Tues	Ellis
29	Wed	Ismail
30	Thu	Sawyer

October

1	Fri	Messner
2	Sat	
3	Sun	Roy
4	Mon	
5	Tues	Ellis
6	Wed	Gehlert
7	Thu	Lauck
8	Fri	Messner
9	Sat	Webster
10	Sun	Johnson
11	Mon	Lauck
12	Tues	Ellis
16	Sat	Daniell
17	Sun	Roy
23	Sat	McComiskie
24	Sun	DeFrancesco
30	Sat	
31	Sun	



First Landing

Rick Hanson, landing our new ASK-21 with passenger, Ron Collins

From the President's Cockpit

The Fall season is upon us, and with it comes one of our busiest times. The new ASK-21, N-221SB, has been delivered and is now on the flightline. This raises a point that has become apparent this summer. The club cannot afford to employ enough people to cater for the demands put upon it for instruction, ride piloting, tow pilots, and running the line. The latter becomes obvious this time of year, because most of our line crew are back in school. A few can still make it at weekends, but not many.

Rick and I have discussed these problems with the board, and with John Mahony. We need to take urgent action to resolve them. One thing that concerns us is that members do not volunteer in the numbers they used to in earlier days. In the past, we used to have club member

instructors who could keep things running even when our paid staff were not present. Looking down the instructors and tow pilots list, I see many members who have long since "paid their dues" in service to the club. It's up to us to get younger and newer members to take the torch in turn. We have also raised the bar for ride pilots, stressing Sugarbush specific experience as well as required hours. We also need members to take a hand in managing the line operations.

Certain members will be asked if they would become FAA certified instructors, taking the written test over the winter, and doing the air work next May. If you are approached, please think of the club interest. Rick and Pete and Steve cannot possibly do it all. The club does pay for

(Continued on page 4)

“I’ll have to summon a small army.”

I never would have launched if Doug Jacobs hadn’t already been on the way to Belvidere. I took a high tow to Mt. Abraham and followed the CU’s along the big ridge north. At Camel’s Hump I climbed to cloud base and decided to jump the gap. There was some lift at



Bolton Valley and I climbed well above the ridge line, so I continued on to Mt. Mansfield.

Doug called on the radio, announcing that he had reached Belvidere.

I proceeded north, ignoring warnings from Mike Newman who had gotten into trouble at Mt. Mansfield. Mike was struggling to make it back to Morrisville airport. I had no trouble climbing to cloud base at Madonna, so I figured I was in Doug’s league, not Mike’s....

Eight miles north of Mt. Mansfield I could still safely reach Morrisville airport, but I was determined to continue to Belvidere. There would be lift along a south-facing ridge.

There was lift, but it was only bubbles. I couldn’t gain more than a hundred feet. At this point, I spied a glider coming out of Belvidere very low. It was Doug. From my position I could reach Belvidere, but I would be even lower coming out. About this time Mike New-

man announced that he had finally climbed high enough to make Morrisville and that he planned an aerotow retrieve.

Doug passed over me, much higher. (You may be wondering how this happened. If so, please ask Doug. If I knew how he did that I wouldn’t be writing this article and Mike Newman wouldn’t have taken the associated photos.) Doug called on the radio and suggested I go back to his location, where he was climbing at a solid two knots.

I went back. I could see Doug climbing higher and higher, but

down where I was there was only sink.

Now I was in trouble. I had lost my safety margin on Morrisville airport. In fact, I was below a zero glide. If I didn’t find some lift soon, I would be making a field landing. There were several huge dirt fields along the river, but a retrieve would be messy. I spied a hay field near the town of Hyde Park. It was half a mile long, more than enough even with an approach over a high, wooded hill. The final third of the field was a different color, indicating a

possible ditch, but I still had twice as much field as needed. Any glider pilot who couldn’t land in this field should lose his license.

I started a tight downwind about 600 feet over the field and 400 feet over the trees. The landing was perfect and I rolled to a stop in less than 200 feet. The field looked like a lawn, not a hay field.

A large, exceptionally well restored farmhouse at the north end of the field turned out to be a bed and breakfast catering to fly fishermen and romantic couples. The innkeeper gave me the run of the place and the use of a telephone. She handed me a glossy brochure, “Ten Bends in the River,” and told me it contained road directions.

Bill McGinty answered the phone at Sugarbush Soaring. I told Bill that my field was perfect and that only one person would be needed for the retrieve. Indeed, the field was so perfect that I hadn’t even bothered to look over the glider after landing. And I hadn’t worried at all when the innkeeper had told



me that she didn’t want me driving on the field. There should be no problem rolling the glider 100 yards to the nearby road. Bill assured me he would find someone to drive my car and trailer up to

Hyde Park.

I walked back to the glider to prepare it for the retrieve. I started by seeing how hard the glider would be to roll. It wouldn't budge. This made no sense. The field was dry and there weren't any holes or ruts. Then I saw the flat tire....

With only two people the easiest solution would be to drive the trailer to the glider, so I walked back to the house to see if I could get permission, considering this new emergency. If I couldn't get permission I would need a small army to disassemble the glider in place and carry out the pieces.

The innkeeper told me it would be absolutely impossible to drive on the field. She explained that she personally didn't care, but she had leased the field to a farmer who was still mad that a balloon had landed and done extensive damage. She had promised to keep vehicles off his crop. She needed the farmer, otherwise she would be stuck maintaining all the fields surrounding the inn. I couldn't argue with her, she had been so helpful and nice and her place was so beautiful. I asked her, "May I make another telephone call? I'll have to summon a small army."

This time, Bill McGinty informed me that Buddy Duncan was already on the way. I could see a problem developing; it was Sunday afternoon and club members were leaving. Fortunately, Mike Newman had returned from Morrisville by aerotow retrieve and was nearby. Mike promised to organize extra volunteers who would fly up to Morrisville airport. Buddy and I were to drive back to pick them up.

I began the long, familiar wait for a white car and trailer. To pass the time, I chatted with the innkeeper. She was amazed that I had so little difficulty raising my army. I explained that glider pilots all reckoned to land out sooner or later, assuming they hadn't already done so. She was still amazed. Perhaps I should have explained that retrieving downed glider pilots was like rescuing military aviators shot down in combat....

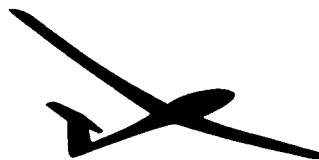
The white car and trailer soon arrived, full of people and a dog. Buddy had re-

ceived word by cell phone and had intercepted Doug Jacobs, Mike Newman and Ron Webster at Morrisville airport, who had flown up in Doug's Cessna. All five of us made quick work of the retrieve. It took less than ten minutes to disassemble the glider in place and carry the pieces to the trailer, which was parked on a nearby road. I drove back to Morrisville airport and dropped all of them off. I had plenty of time to consider my mistakes as I drove home alone.

One of the benefits of flying at Sugarbush Soaring is the ready availability of retrieve crew. If you fly out of our field a small army will be available, should it be necessary.

Next time I hope to be a soldier and not a pilot.

Tony Lauck



Heidi K. Darr
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Warren, VT 05674 Warren Soaring Airport
496-7277 496-8831

Airport Construction

If you've been by our airport recently you will notice a large area at the north end of the field that is bare and marked off with red tape. Granite Intersection has made major improvements, including grading, adding 12 trucks of topsoil, and reseeded. Sugarbush Soaring will not be able to use this area again until next May, by which time the grass will be sufficiently mature for operations to resume on what we hope will be a much smoother surface.

All aircraft must stay off of this area, and a NOTAM to this effect is in force. And, please, don't walk on this area or drive golf carts through it.

When winds force us to use runway 22 we will be launching gliders from the east side of runway 22, where we usually operate the 2-32. There isn't enough room there to stage gliders, so we will be staging to the northwest of the gazebo, around the back of the affected area.

Members must exercise extreme caution during this time period. We expect landing pilots to use textbook patterns, with wide spacing if the pattern is crowded. We expect pilots to land long, especially when there is traffic. This is *absolutely not the time* to be practicing low contest finishes, even if the pattern seems to be empty.

We expect everyone on the ground to exercise extra caution while near or crossing the paved runway, whether on foot, on golf-cart, or in an aircraft. People must keep a constant lookout for approaching aircraft. Landing gliders are silent and can't go-around if the runway becomes blocked. It may seem unnecessary to remind pilots of this, but there have already been incidents where pilots have walked across the runway while a glider was on short final.

Our three golf carts can stand extra use during this period. If we all help out we can get through this period with only minor inconvenience.

The Social Corner

There are only three more club dinners! Please make your reservations early by calling Heidi at (802) 496-8831 or Sylvia at (978) 779-6583. Or you can email to DinerSoar@aol.com or sylvia@gruner.com.

Our dinners on October 9 and 16 will begin at 6:30 on the Tower deck. They will be priced at \$13 and \$15 respectively. Menus will be posted at the Tower.

Our closing dinner will be held on October 30 beginning at 7:00 p.m. at the Fayston Municipal Building. This is a perfect opportunity for all members (old and new) to socialize one more time before the snow flies! The price of this dinner is \$25/person*. This price includes the rental of the facility, drinks (beer, wine, soft drinks), a festive atmosphere and a mouth-watering menu.

We look forward to seeing all of you at these last 3 dinners of the season!

Sylvia Gruner

Hors d'oeuvre
Fire Maple Nuts,
Baked Artichoke Spread with Crackers
Stuffed Mushrooms
Cheese-Piped Assorted Crisp Vegetables

Entrée
Prime Rib au Jus
Oven-Steamed Salmon Filet
with Light Herb Sauce

Spinach and Radicchio Salad with Blue
Cheese/Walnut Dressing
Parselied Red Bliss Potatoes
French Rolls and Butter

Vegetarian Alternate: Vegetable Pot Pie
with Wine Sauce and Cheese/Potato Crust

Dessert
Cheese Cake with Choice of Berry Sauce
Triple Layer Chocolate Cake with Fudge
Frosting
Dessert Tray of Assorted "Spooky" Treats

*When making your reservations for the closing dinner, please specify which entrée you would prefer. THIS IS VERY IMPORTANT. If you would like a sampling of each entrée, the price will be \$28/person.

From the President's Cockpit

(Continued from page 1)

some of the process including the FAA examiner's fee. If you have a power commercial pilot's license and would like to tow, please contact John Mahony. As for the line, we can all help out. We have set up a schedule of experienced members who will supervise the line operation through the rest of the season. This schedule appears elsewhere in this issue. If you wish to take any of the vacant days, please contact Marty Johnson or the office.

We have to continuously juggle the demands on club resources for instruction, rides, number of employees, and our fleet. Due to the vagaries of weather, among other considerations, it is impossible to get this right unless you help your club. Unless, of course, we employ many more instructors, ride pilots, line crew, and put our dues and flying rates out of sight. So please help, and keep your club what it is, the best soaring club in New England, and arguably the best in the country.

The board has decided that the present dues rate will stay in effect until 31 December. The new board will almost certainly raise them at its January meeting, retroactive to January 1st. So get out your checkbook now, and save yourself some extra money for flying fees later.

The Fall wave season is just beginning, and I hope to see as many members as possible participating. Come and fly your brand-new ASK-21. Closing dinner will be in the Fayston Town Hall again this year on 30 October, and will be catered by Heidi.

John Daniell

Parking

In the summer, people tend to park their cars well up under the trees outside the clubhouse. Some park almost on the fuel tank under the large maple tree. This is not good for the grass during a dry year. Please exercise a little consideration for the rest of the season and park on the GRAVEL area on the south and east sides. Use the grass area to the north as overflow. This will give the grass under the trees time to recuperate during the brief Fall growing season, following the recent rain.

Send your stories, photos and comments to:

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