

# The Flight Line

## News about Sugarbush Soaring

SUGARBUSH SOARING ASSOCIATION, INC.

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<http://www.sugarbushsoaring.com>



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### *From the President's Cockpit*

As everyone knows, May, June, and early July were extraordinarily wet. The number of good soaring days during that period could be counted on one hand. Since then, Sugarbush Soaring has been busy with Youth Camps, instruction and some flying by glider owners. If the weather holds (always an issue in the Northeast!) we expect to break even by closing day at the end of October.

For those who have not visited Warren-Sugarbush airport recently, here is the weekday fair-weather scene: Dave Gould, of Dinersoar Restaurant fame, shows up around 8 AM and makes the coffee. By 8:30 the smell of breakfast is in the air. Chief Tow Pilot Dave Nielsen wanders in from his 5<sup>th</sup> wheel RV parked at the north end of the field. Office staff, line crew, and Instructor(s) arrive around 9:30, and the day begins with a review of the reservation sheet. The line crew has wiped the morning dew off the 2-place gliders and they are towed to the launch area. Ron Webster, Bob Messner, Dave Ellis, Marty Johnson or John Daniell can be counted on to drop in for a cup of coffee and chat. Bob heads out to fix "something" on a tow plane or heads for the Office and Treasurer's duties. Ron may be the Ride Pilot de Jour or work on some mechanical project. Dave Ellis taxis the new Flight Design CT Light Sport Aircraft up for fuel, and Marty climbs on the tractor for another round of mowing.

By 11 or so, the tow plane has made its warm-up flight, and the flying begins. On a busy day, activity is continuous until the last glider is tied down at about 6 PM. Weekdays are fun and the airport is a great place to hang out. Mary Webster has been doing a great job organizing cookouts on weekends. These are low-cost, informal gatherings that give us a chance to catch up on flying stories and gossip. You may have noticed that the club owns 5 or so barely functional gas-fired grills. Mary's latest innovation is the "New Grill Fund". She is recycling soda and beer cans, and accepting donations to purchase a single, high quality grill. I'm looking forward to the day that we carry the defunct old grills to the local Transfer Station!

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### **2007 Region 1 Contest**

**The board has not yet decided whether to host the 2007 Region 1 Contest. If we do, we need one of the contest pilots in the club to volunteer to run it. Any takers? If you're interested, please contact club president Dave Ellis at: [dellis@gmavt.net](mailto:dellis@gmavt.net)**

### *From the President's Cockpit, Contd.*

Of all SSA activities, the ones I feel the best about are our Youth-oriented programs. It is a pleasure to observe young people maturing in our Line Crew program (1 day's work = 1 Instructional flight). Our Youth Camps program is the only one of its kind in the USA. Rick and Ginny Hanson put an amazing amount of energy into this activity. The kid's progress and their family's smiles attest to the quality of this program.

Several years ago, the Sugarbush Soaring Association decided to create a non-profit (IRS 501(c)3) corporation called Flight Experience for Youth (FEfY). After the inevitable bureaucratic delays, FEfY is finally up and running (see panel on Page 3 - Ed.). Its sole purpose is to support and expand our Youth-oriented programs. Your contributions to FEfY will help provide youngsters the opportunity to experience the sport we love.

*Dave*



Dan Payn

## Dan Payn

Last week, Dan Payn left us to return to Washington for his senior year at the Corcoran College of Art and Design. As anyone who has been around for the last decade knows, Dan has worked at the airport since he was eleven. He first appeared at the airport after his grandmother bought him a gift certificate for a glider ride. Rick Hanson took him up, and it quickly became apparent that a mere ride wouldn't be enough. That was Dan's first lesson, and as Rick says, Dan was clearly "one of the best natural pilots" he had come across in a long time.

Soon thereafter, Dan started working the line, and three years ago, he became part of the paid staff. He was adept at fixing everything! One day I rushed up to the tower to use the facilities, and there was Dan, lying on the floor with about a million pieces of disassembled toilet all around him. Definitely a useful guy.

Along the way Dan earned both his glider and power ratings. All of us got to know him really well over the years, and now that he has to go out and get a "real" job, he will be missed. Dan hopes to fly for a living; one of his dreams is to go up to Alaska to become a bush pilot for a while. If we're really lucky, he might even come back to fly the towplane for a summer!

**Good Luck, Dan.**

- Graham Ramsden



## Youth Camps.

**Two youth camps were held this summer ably managed by Rick and Ginny Hanson. This is the second group, seen here enjoying a barbecue at the clubhouse.**

## Update on Light Sport Aviation

Our shiny new 2006 Flight Design CTSW has been at the airport for about a month. "Teething problems" have been worked out, and the CT has accumulated about 55 flight-hours as of August 29. More than 10 different students and pilots have flown the aircraft. Once a "Dave Ellis" wiring error was fixed, the radio, intercom, and Bose X headsets have functioned well. The transponder has been installed and will be calibrated in Burlington within the next week.

The Sugarbush Office is now managing the CT, including scheduling and billing for its use. The last of our 4 CT instructors will soon complete the required 5 hour familiarization needed for Light Sport Instructors.

We are finding that, on days when glider flying is practical, the CT is used for instruction and checkout early in the day and late in the day when our instructors are free.

So, why is Sugarbush Soaring offering Instruction and Rental in a powered aircraft?

1. We have at least one instructor on the field for every flyable day. Soaring instruction takes place in the afternoon. LSA instruction can be done when soaring can't. Sugarbush Soaring wins because instructors can do more instructing.
2. Nationwide, powered aviation has about 40 times more student pilots than soaring. Money we spend on marketing our services is much more likely to bring in a new power pilot than a soaring pilot. Once we engage student pilots, some will be attracted to "real flying", and we get new club members.
3. There is a possibility that Light Sport Aircraft instruction actually complements certain parts of the glider pilot curriculum.
4. We may incorporate some Light Sport flights into our Youth Camp experience.
5. Finally, Light Sport Aviation is for Fun – just like Soaring. Why not have both at Warren-Sugarbush Airport.

Take a look at the new, improved SSA website ([www.sugarbushsoaring.com](http://www.sugarbushsoaring.com)). Click on Light Sport Aircraft to learn more about our program. I invite each of you to come out and take an introductory lesson in our new CT. You may actually enjoy it!

- Dave Ellis.

## Flight Experience for Youth (FEFY)

**By now, you will have received a separate mailing about our new 501(c)3 (Federal tax-free) sister corporation. FEFY was created to fund various flying activities for young people at Sugarbush Soaring who don't have the funds themselves to pay for flying.**

**Specifically, FEFY will support our very successful Line Crew program. It could also pay the fees at future Youth Summer Camps for any qualifying young person who cannot afford the cost. This exciting program enables us to "pay back" to the soaring sport for the wonderful experiences we all have had flying gliders, and get the advantage of a tax-free donation. Our goal for this year is \$11,000. Won't you make a contribution now? Make your checks payable to FEFY and mail to Sugarbush Soaring Association, P. O. Box 123, Warren, VT 05674.**

**- Bob Messner**



This DC-3 recently visited Parker Aviation and was caught in this photo by Graham Ramsden.



**Around the airport. From top left clockwise: Marty Johnson our mowin' man, Dave Gould "Mr. DinerSoar", Instructor Don Briselden with Student, Mary Webster behind counter.**



**Thanks, Crew.**

During a recent event held for our line crew, certificates of appreciation were given to Dan Payn, Cody Long, Jordan Milne, and Tow Pilot Dave Nielsen (below, Left to Right).



Cake celebrating the Line Crew Olympics.



# FAA Safety Seminar and Barbecue



On Saturday June 24, Sugarbush Soaring hosted a power aircraft fly-in with aviation lectures and an early evening barbecue. John Wood from the FAA Office in Portland presented a seminar on flying safety, and showed an AOPA video about mountain flying. Jim Parker lent his hangar for the occasion.

Clockwise from top left: An attentive audience listens, John Wood, another audience shot, Dave Gould of DinerSoar and serving table, an attendee takes a sailplane ride, Sugarbush Soaring members enjoy lunch, a breakfast group in the DinerSoar.





**Diner Soar**  
Restaurant  
Sugarbush Airport  
Airport Road  
Warren, Vermont  
802-496-7977  
[www.diner soar.com](http://www.diner soar.com)

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**As storm clouds gather, one of our ever vigilant tow pilots keeps an eye out for danger.**