

Flight Experience for Youth (FEFY) Sugarbush Soaring Line Crew Essays

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Who are these young people in orange shirts?



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Transitioning from Junior to “Full” Line Crew

By Owen P. B. Anderson

My experiences on the Line Crew have been awesome. As most of you know, at one point I was a “Junior Line Crew”, which basically means I had fewer responsibilities (like how I couldn't drive the golf carts, etc.), but that helped me learn how to do the jobs I did have well, such as Daisy Chaining the ropes, tying down the gliders, etc., and not have to worry about the other things just yet (kind of like how test pilots normally on the first flight of an aircraft will leave the landing gear down, to have one less thing to worry about).



One of Owen's favorite parts of being on “Full” Line Crew status is being able to drive the golf carts. Owen is an eighth-grader at Harwood Union Middle School.

Towards the end of last year, I stepped up to the “Full Line Crew” status. It was a huge step for me. I was a bit unsure whether I was ready, but I knew that if Tom had said I was, I must be. Some of the new jobs were really cool, and some were hard for me to do at first, but I managed. One of the best parts of being on “Full Line Crew” status was that I could start driving the golf carts, which I was extremely happy about. Plus I was able to get full flight credits for the days I worked. Now I have all the same responsibilities as all the other Line Crew members. I'm extremely happy I did step up, or I would not have had all the great experiences I've had these last several years.



Owen arrived on the scene in 2014, when he was 9 years old. He was too young to drive a golf cart but was not to be deterred. Instead he got ahold of a battery-powered jeep, pictured above, and managed to pull the SGS 1-26 (right). The jeep often ran out of battery power at inopportune times, like during the golf cart race during the 2015 Line Crew Olympics (left). Fortunately his friends helped him get across the finish line.

More photos of Owen...



We've watched Owen grow up in front of our very eyes! It's hard to believe that he used to fit between the hangar doors (upper left) and used to be too light to lower the nose of 'Miss Daisy' (our SGS 2-33) (lower left). Owen took his first glider flight in 'Miss Daisy' on June 8, 2014 with Rick Hanson in (upper right). Now he is 13-years old and has progressed to the point where he is doing the whole flight himself (lower right). Owen has always been an amazing ambassador for the airport and aviation (the center lower photo shows Owen briefing FEFY Airport Day participants on the SGS 1-26).

Barographs that Tick

By Jackson Markow

I have always found fascination in the analog, the manual, the elegantly simple. From the film that I take pictures with, to my years of working on bikes that any respectable cyclist would consider either public art or recycling, to the standard shift 1991 VW Golf that I successfully nursed from life to death last year, veins of idiosyncratic old-fashionedness seem to always percolate through my life - a life so defined by the rapidly changing technology of today.

It seemed, then, on a warm evening last July, that there was no possible course of action than to bid when a pair of mid-1980's analog barographs were brought up by FEFY auctioneer Bob Messner. A barograph, in case you're unfamiliar with the term (as I was, until a short conversation with Tom Anderson earlier in the evening), is a mechanical instrument used to record the altitude of a glider over a period of time - typically cross country flight, flight in competitions or races, or, most notably, to verify that record altitudes are reached by glider pilots. The word barograph, while not exactly rolling off the tongue, perfectly conveys the device's function to anyone familiar with Greek roots, the baro- meaning weight (of the air, or air pressure), and -graph being writing. In short - a barometer that makes a graph. A barograph.

Of course, I am neither a cross-country pilot, nor a racer, nor a high-altitude competitor, but I decided to put my money where my mouth is, and about 30 seconds later, I was regretful and incredibly excited when I became the top bidder of the forlorned instruments. So I took the barographs home that evening and began examining them. But these devices, relics though they were, were not destined to become collection pieces, pawned off after months of neglect on eBay for a few dollars. Sure, I wouldn't hold on to them forever, but the dedicated retrophile, aspiring engineer, and sailplane pilot in me decided without a sliver of doubt that these barographs would fly again.

When I headed off to be a Junior Counselor at the second Sugarbush Soaring Youth Camp, I brought one with me. Before embarking, I had combed through the boxes that the barographs came in, making sure to fully familiarize myself with all of the parts it came with, as well as any records of



Jackson joined the Line Crew in 2014. He graduated from Montpelier High School in June. In August, he left for the University of Southern California where he plans to major in either Aerospace or Astronautical Engineering.



Jackson working on his 1991 VW Golf.

flights long ago. I opened the barographs and closely analyzed them to discern their functions, as well as taking a few test “flights” up and down my steep street to check the calibration. When I left for camp, I was satisfied, for I felt that I understood my purchase well, save for the identity of a man in a striped shirt in some circa-2003 photos from one of the barographs’ boxes.

At camp, it turned out, I was quite busy running here, and bringing this there, and instructing how to do that. So I didn’t have much time to fly, but as soon as I did get a chance, I immediately ran to grab my new instrument. I would be flying the new 1-26, and as I discovered, this glider had a velcro strap directly behind the seat which, if not designed for a barograph, worked as well as if it had. I wound the barograph, strapped it down, and took off in the late afternoon heat, as several campers roamed the sky in two-place ships, in search of an



Jackson has taken numerous flights in SSA’s newly restored SGS 1-26.

elusive thermal, or at least some knowledge. After getting off tow near Blueberry Lake, I headed off to the east ridge, where I began to gently drift down in classic Schweizer fashion, reveling in the cadent ticking of the barograph and the buttery-smooth controls that made it feel as if I had simply strapped a pair of wings beside me and a tail behind me. But I didn’t drift for long, as I soon found a thermal, which I coaxed nearly 5000 feet out of, bringing me to near 8,000 feet in 20 minutes. Immensely satisfied, I considered the flight a success, and as the thermal petered out, I found little more in the dying evening heat, and began to gradually meander back to 0B7 to land.

However, just as I was about to enter the pattern, the variometer leapt up without warning like a grasshopper in the sun. I found myself once again climbing at three knots, making it back to 7,500 feet, just as I had done an hour ago. This time, though, the thermal didn’t die out. Instead, fellow camper had caught on to my good fortune and entered the same thermal as me. This camper, however, flew the club’s Schleicher ASK-21, which, with its gigantic (to a 1-26 pilot) turning radius, and its meteoric (to a 1-26 pilot) airspeed, motivated my hasty departure from the vicinity. But I didn’t give up. Like clockwork, I again slowly descended to pattern altitude and then, like clockwork, climbed five thousand feet on a thermal, not once, but two more times, before finally coming in for the evening, having completely neglected my duties as junior counselor of helping put things away.

While this flight may pale in comparison to the grand achievements of some of the more venerable members of Sugarbush Soaring, it was no small feat for me, a new pilot who was (and is) still pushing my skills further with every flight, especially in a solo flight in this glider I loved. So naturally, I was incredibly glad that I had bought the barograph and taken it along with me, and as soon as I had pulled aside and the wing had rested down on the grass, I unbuckled my seatbelt and turned around. While I may like to think that I defied the laws of gravity that August afternoon, there was one law, however, that I did not defy: Murphy’s Law. What can go wrong,

will go wrong, and it seems what had gone wrong that evening was that I had not pressed a button which affixes the needle on the barograph paper. Thus, the barograph drum had ticked around the past two hours, but what was drawn on it was little more than a polar bear in a snowstorm.

Later that month, I did take the barograph, needle inscribing, on a much more mundane flight. After towing up to 4500 feet, I drifted around in very weak thermal for half an hour before fluttering back down to earth in the 2-33. The barograph worked beautifully, of course, but I couldn't shake the fact that I had robbed it of an incredible opportunity. And a few months later, after my senior year in high school had begun, I had earned my private pilot's certificate, the tragic windstorm at Sugarbush, and the season's close, into the closet the barographs went. But the story wasn't over yet.

The following April, I met the pioneer who played a role in ending the reign of the mechanical barograph. I spoke to Dave Ellis, former owner and manager of Cambridge Aero Instruments, a company which revolutionized competitive soaring by designing a new generation of GPS flight computers from Jim Parker's hangar at 0B7, virtually obsoleting the mechanical devices of the past with greater flexibility, accuracy, and reliability. The subject of the conversation was reflected in its circumstance - I reached Ellis, who lives two thousand miles away in Arizona, through Duo, a video calling app made by Google, about the rapid technological change he helped to create and its impacts on the sport we both love. If there was one thing I took away from the conversation, though, it was that we all should have a passion, and stick with it, for we will get the most out of life that way. While Ellis does love soaring, and misses it from time to time, his passion, he confessed, lies in creating, building, and fixing technology, something which ultimately led him to a career in a wide range of endeavours and to a life he looks at as successful.

On the path that these barographs have taken me, there have been some things that I have not yet learned - how high I really flew that day last August, what will become of the barographs, and who the man in the photo with the striped shirt was. But there are many things I have learned. I got a little insight into what the world was like decades ago, which fascinates me, and



Jackson soloed in 2016 and earned his Private Pilot glider certificate in 2017.

that the Warren-Sugarbush Airport is layered thick with history. Perhaps most of all, I held onto, and strengthened, my belief that while modern technology is essential, useful, and often fantastic, there is a certain joy that comes from having a little antidote here and there in the simple, old-fashioned machines which once made the world tick. They can teach us about who we are and where we came from, and give us a sense that the world isn't quite as complex and scary as it's made out to be.

Wave Flights 2017

By Ryan Dessereau

The first time I flew mountain wave was June 11th, 2017. I flew with Jen Stamp. It was a brief 20 minute flight in which I ascended to 10,000 feet. The rotor was rough that day, lifting me into the air at times, seeing bits of dirt and grime float up through the floorboards and slam back down again. At the end of the flight, I kept looking up; up to where I had been previously in the bright blue sky. It was there I decided the wave was something I wanted to continue to fly in. And the wave agreed with me. Almost every single day I worked during the season, there was wave. (I worked around 30 days) I began to gain experience in the wave, but the place I saw the most improvement was on a flight in July of 2017. I flew with Tom Anderson who informed me that I would be PIC for the whole flight. On the tow, everything was going great. There was a good amount of rotor but we pushed through. At around 3,500 feet AGL. I felt a solid bump from the wave which pegged the variometer. I released. This was over the Sugarbush parking area. The wave I had previously felt was nonexistent. I moved left to the Lincoln Gap road and found about one or two knots of lift. I began to feel out the wave, moving up, left, right and backwards. Coordination was key through this whole process. Every foot of altitude had to be fought for, and couldn't be lost by a careless, skidding turn.



Ryan is a senior at Harwood Union High School. During this wave flight, he climbed to over 10,000 ft.

Crackling through the radio we could hear that there was strong wave over the Sugarbush North parking lot. So I set my sights on that parking lot. We had been in the weak wave for 20 minutes “balancing on the head of a pin” as Tom would say. We had about 4500 feet of altitude MSL. I put in a wicked crab and began to work my way towards the parking lot. I was quickly shot down and turned back to the weak wave. We hung there for another 25 minutes and reached around 5000 feet. I once again began to crab my way towards the Sugarbush North parking lot. I watched the altimeter go around and around until that voice behind my head told me it was time to head back to the airport. So we did, the wind took us and our ground speed increased exponentially. And then the variometer began to go upwards and so we turned and pointed our nose into the wind and began to climb.

That flight was the turning point in my skill in general in flying. I learned coordination between the rudder and the aileron. As I previously said, every skidding turn meant a foot lost instead of a foot gained.

I learned to love the wave and the vicious crosswinds that come with it. (The incredible views are just a plus) Without meaning to I set one last goal for myself. I wanted to make it to Camels Hump in the wave. On my last flight of the season in 16VT, Tom and I took off into steady wave. We followed the ridgeline sloping off of Sugarbush and made our way to Camels Hump, finally arriving at it with 8000 feet of altitude.

That flight capped off an amazing season with even greater people. I set my goals and all of the Sugarbush Soaring staff helped me to achieve that goal. First to solo, then to fly the 1-26 and finally to fly to Camels Hump. It was a great season, and hopefully the coming season can be better!



Ryan joined the Line Crew during the fall of 2016. Last year he soloed in the SGS 2-33 (after which Tom performed the traditional shirt-cutting ceremony, shown above). Ryan has numerous solo flights in the SGS 2-33 and SGS 1-26.

OB7 Documentary

By Nick Colwell

Starting last winter, I've been working on a video interview series that will eventually form the basis for a documentary about the history of the Warren Sugarbush Airport (OB7), the soaring operations here, and eventually the Sugarbush Soaring organization. This project has been led by Jen Stamp and Tom Anderson, and I've been splitting the interview and camerawork with Jackson Markow and Ryan Dessureau, supervised by Tony Italiano of Mad River Valley TV.

Some of my favorite parts of the project so far have been the fascinating and unexpected stories we've heard during the interview process from current and former club members, glider and tow pilots, and line crew.

Adding to my formerly shaky knowledge of the operation's history and building an overall timeline has in itself been intriguing, but I've particularly enjoyed the smaller pieces of that story that make OB7 what it is. In my few years at the airport so far, I've heard small tidbits about tow pilot shenanigans, flying stunts that seem ill-advised now, and brief descriptions of the characters who got it all started, but hearing all of those pieces



Setting up for the interview with Jim Parker Sr.

in detail, directly from the people who were there to experience them, and fitting them into the overall timeline has been an eye-opener. Learning about the changes the airport has gone through over the decades has given me a new perspective on the changes that I'm witnessing now, and the interview process has, as Jen mentioned in her piece in the Flight Line newsletter, introduced me to many fixtures of OB7 whom I haven't met before, or have encountered only briefly.

I've also enjoyed, and learned a lot from, hearing the wisdom the interviewees have accumulated over their time in the aviation industry and at Sugarbush Soaring. I've learned a lot from the interviews that I might not have otherwise, both information gleaned from the stories about the airport and soaring operation's growth, and from the direct advice given by those we interviewed. Somebody had the idea to add, as a final question in each interview, "if you had one thing to pass along to me and to my fellow Line Crew, what would it be?" This has proved one of our most fruitful interview questions, and the advice given in response to this has applied not just to soaring but to business, aviation, and life overall.

Building a timeline of the airport and Sugarbush Soaring, and hearing all that the interviews have to say, from the unfortunate to the uplifting, but always with a lesson in the story, has been, and continues to be, an engrossing experience, and I'm looking forward to continue to work with Jen, Tom, Jackson, Ryan, and Tony to spread this joy to the rest of the Sugarbush Soaring community and to the non-flying public.

Photos of Nick...



Nick is a senior at Montpelier High School. He joined the Line Crew in 2014, when he was 12 years old. It's hard to believe he used to be shorter than Tom (upper left) versus today (upper right)). Now that Nick has a Mazda Miata (lower left), he no longer finds the golf carts as exciting to drive. He'd love to own the MG in the lower right as well, but Bob Messner refuses to budge on the price.

My Experience at the 2016 Youth Soaring Camp

By Ethan Loomis

Ethan was the recipient of the 2016 Luke Hammer Memorial Scholarship, which allowed him to attend the 2016 Youth Soaring Camp. He wrote the following essay about his experience -

Thank you so much for the amazing opportunity to go to soaring camp. I really enjoyed the soaring camp and really learned a lot and extended my flying skills by attending this camp.

At the beginning of the camp I set a goal for myself to get checked out in the new 126. After a few days I achieved my goal. After I started flying the 126 I really started to learn what the aircraft can do. For example, I accidentally got off tow at 3,500 ft when you really want to get off at 4,500 ft. After realizing my mistake I quickly found a 2 knot thermal and climbed up to 5,700 ft. That was the most I've ever climbed in a solo flight and I really think I learned a lot that day.

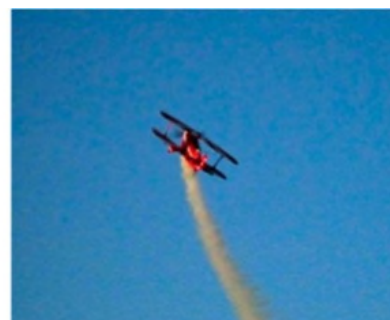
Thank you so much for giving me the opportunity to go to this camp. I believe that if I didn't go to the soaring camp I would not have had the chance to experience what the 126 can do.

Jim Parker did a little practicing and I got a few photos so I thought I would share them with you. The other campers and I had a lot of fun watching him doing stunts.

Thank you again for the amazing opportunity. I will never forget this week.



Ethan, who lives in Waitsfield, joined the Line Crew in 2014.



Photos that Ethan took of Jim Parker Sr. flying his Pitts.

Photos of Ethan...



Back when Ethan first joined the Line Crew, he was small enough to fit on the trailer that Owen towed behind his jeep (upper left). He has come a long way with his flying and has soloed numerous times in the SGS 2-33 and SGS 1-26.

My first flight at Sugarbush Soaring

By Danny Burns

My first flight at Sugarbush Soaring was certainly a memorable one. I had saved my funds for several years, and had finally amassed enough to take an introductory lesson. It was a beautiful day, and I was lucky enough to fly in the PW-6. It was a perfect flight, but by the time we landed I was so airsick and dizzy that it took several tries to get out of the cockpit. As I was sitting at one of the picnic tables by runway 04 and trying to regain enough coordination to walk in a straight line, I heard of the line crew program, and I decided that it was something I would pursue once I was old enough.

Several years later, I got accepted into the line crew program. I showed up to the training day, and nearly froze to death within the first few minutes of assembling the gliders. I had anticipated much warmer weather, and not brought enough layers. This was perhaps the first major lesson that working on the line crew taught me, to be prepared for a variety of weather conditions. Despite my near hypothermic state, I knew that I definitely wanted to continue working there, and become a member of the Sugarbush Soaring community.

Working as a line crew member was most definitely the highlight of my summer. I gained a lot of flying experience, and a lot of valuable real world experience in a field that I hope to pursue as a career. Things like decision making and cooperation can't be learned in a classroom, and working on the line crew has given me real world experience about how to solve problems and work in a fast paced atmosphere.

Now that I no longer get airsick or disoriented, flying, and knowing that I have earned it, is my favorite thing to do. Any flight is worth the day of work, even if it is only a 15 minute sled ride or a pattern tow. It is especially gratifying to work toward a flight, and then find yourself at 9,000 feet after a smooth and continuous ride in the mountain wave. Working on the line crew has enabled me to gain experience as a pilot, something that I would most likely have to wait until college for otherwise.

My collective experience with working on the line crew has benefited me greatly already, and will continue to do so as I keep working there, and farther in the future. I am sure that this real world experience will help my college application process, and good stick and rudder skills will certainly help me be a better and safer pilot, even when I add powered aircraft to my logbook.



Danny Burns is a sophomore at Montpelier High School. He joined the Line Crew in 2017. This summer he soloed for the first time in both the SGS 2-33 and SGS 1-26.

The Most Relaxing Version of Flight

By Silas Scheckel

The greatest flight experience I ever had was at the 2017 Sugarbush Soaring Youth Soaring Camp. It was the last flight of the camp. I was flying a PW-6 with a glide ratio of 34:1. The weather conditions were the best they've been all week for soaring. Me and my instructor found a strong 3 or 4 knot thermal right underneath a big cloud. We got close to the ASK-21 who was also enjoying the thermal.

The thing I like most about gliding is the freedom, the views and how it is the most relaxing and bird-like type of flight with the best visibility, not like any other type of aircraft.

The thing that was more special than that was the camp itself, particularly how the camp let me bond with other people my age just as interested in aviation as I am. This was something that I couldn't do before because almost no one in my school is interested. The camp is also a fantastic way for me to get closer to my goal of becoming a professional pilot with its 10 instructional flights and ground school lessons all in a week of camping out on the airfield.



Silas is a sophomore at U-32 High School in Montpelier. He joined the Line Crew at the end of the 2017 season.

Application Essay for the Line Crew Program

By Winter Haberle

This is the essay that Winter submitted when he applied to join the Line Crew -

During last year's spring break my family flew down to the Bahamas. On our first flight my mom noticed that I was staring out the window. She leaned over and asked, "Can you see the ground?" I responded with a simple no, but in my mind I was thinking, "Why would I want to look at the ground?" The sky is the biggest part of the world with the most room and the most amazing structures. The only thing that could rival it is space. Ultimately my goal is to become an astronaut. As an astronaut I could explore places no one has ever been before. I would get to soar through outer space (the most immense thing in existence) with a sense of freedom you can't get on Earth. I originally thought I might pursue the career by being an engineer or a technician. Then two things happened to make me completely change my mind and decide to pursue the title of astronaut by becoming a military pilot. The first was a letter I got from my grandfather. It was a poem he had written about my great grandfather, who was a 1st Lieutenant in the United States Army Air Force during World War II. He went missing in action while flying the P-38. I feel like flying would help me to better connect with him in spirit and let me carry on his legacy. The 2nd thing that made me decide I wanted to learn to fly was the book The Right Stuff by Tom Wolf. The book describes the life of jet pilots from the onset of the cold war to the end of NASA's project Mercury. Everything Tom Wolf described seemed exciting, daring, and just generally fun. I expect the experience would be very different now but the basic idea of getting up every day and knowing that you're going to leave the ground would've stayed the same. Working as part of your line crew seems like the perfect way to introduce myself to the world of flying. Not to mention that I would eventually get to fly as part of my first job.



Winter joined the Line Crew at the start of the 2018 season. He is a sophomore at Harwood Union High School.

A Visit to the Ultimate Glider

By Taylor Quenneville

Last summer, I took a five day trip to Charlotte, North Carolina and Atlanta, Georgia. This trip was the highlight of my year before I had even boarded the flight to Charlotte. The next day after arriving in Charlotte, we drove to a nearby museum called Carolinas Aviation Museum. This museum houses the US Airways Airbus A320 that Chesley Sullenberger (Sully) and Jeffrey Skiles piloted and made an emergency landing on the Hudson River. I couldn't wait to see the airplane in person! When I walked through the door I could see the tail of the US Airways plane in the distance, above the surrounding aircraft, and tears came to my eyes. It was incredible to see all of the damage up close and to really get a full understanding of how incredible this landing was. Being so close to a part of an amazing story was really wonderful. The other aircraft within the museum were very intriguing as well. The next day, we drove three hours to Atlanta, Georgia. In Atlanta, we had a tour set up with a person who works within the Delta Avionics Facility. Before the tour, we checked into a hotel right at the airport which had stunning views of all the runways. Early the next day we drove to the Delta Facility for our tour. On the tour, I saw engines that were being repaired, different kinds of aircraft that were receiving maintenance, and even got the opportunity to board a brand new plane that was only 15 days old! On the brand new aircraft I got to sit in the first class seats (for free)! They also invited me to sit in the captain's seat before an actual captain even had! It was an absolutely incredible and memorable trip to see some of the behind the scenes action at one of the world's busiest airports, as well as the famous plane that successfully landed on the Hudson.



Taylor was on the Line Crew in 2017. This summer she worked at the Burlington Airport.



Photos from Taylor's trip, during which she saw the plane that Sully landed in the Hudson and the Delta Facility.

Alumni Spotlight – Kenda Garrett

When did you participate in the Line Crew program? I started the summer after my sophomore year in high school (summer of '95, yikes!). Dad (Ken Blair) suggested that I talk to Bill Stinson, and ta da, I was on the Line Crew for the summer! It was a blast and gave me something to do (which I think was part of my Dad's evil plan).

Can you tell us about your job? I'm a C-130H evaluator/instructor pilot in the Arkansas Air National Guard. I teach a variety of types of students (initial qualification, aircraft commander and instructor upgrades) from all over the globe, how to fly the C-130!

How did your experience on the Line Crew help prepare you for your career? Being on the Line Crew exposed me to a variety of personalities and aviators with incredible backgrounds. When all the guys (we called it the 'Great White Fleet') would drag out their beautiful gliders and all want to fly at the same time, it was an exercise in lining them all up, listening to their (sometime ridiculous) requests and instructions (for the 1,000th time) on how to hook up their specific glider, and launching everyone in a timely manner so they could take advantage of the incredible wave. Being patient and polite and helpful with a smile on my face when I really just wanted to roll my eyes was a challenge as a 15-year old girl (and some days is still a challenge as an adult)! But the stories they would tell were incredible and some that I still remember! Marty was in the Navy and flew all types of fighters, Bella was from Hungary and his wife had been in the Olympics, Dave had the AF1 tail flash, which he thought was awesome (and come to find out the reason the Air Force Academy couldn't get it on one of their gliders!). I blame Dad and Rick Hanson for me wanting to fly planes and to go to the Air Force Academy. Rick's daughter went to the Academy and for some reason I got it stuck in my head that I wanted to go there too. And Dad told me that if I wanted to fly planes, I'd have to find someone to pay for it. Perfect fit, except I knew nothing about the Air Force and the military. Fortunately, somehow it all worked out! I think being on the Line Crew exposed me to different careers and options for a future in aviation in one capacity or another. I definitely wouldn't have picked the AF Academy and flying in the military had I not been on the Line Crew and met Rick.



Former Line Crew member Kenda Garrett is now a C-130H evaluator/instructor in the Arkansas Air National Guard.

Do you have any words of wisdom to pass along to current Line Crew? Find what you love to do and do it. It's a lot easier to stick with something when it gets tough if you love what you do.

A Parent's Perspective

By Carrie Dessureau

This summer will be Ryan's 3rd summer with the Sugarbush Soaring Line Crew. Over the past 2 years he has developed friendships, built confidence and learned to fly. He has found his tribe. These are the people that understand and appreciate his love of flight. They range in age from 13 to beyond retirement. He has found a passion that helps direct him in his course of life. He has found fellow pilots who have guided him in learning to fly. While most 17 year olds are out driving their cars in search of their next thrill, Ryan is diligently building his resume in flying a glider. By default he is learning how to be a leader. This summer he will assist in the FEFY summer camp. Without FEFY and the team of passionate pilots at Sugarbush Airport I'm not sure that Ryan wouldn't be out flying down the roads. He can now harness his energy on the wind and glide along the waves and thermals to his next adventure.