



# Sugarbush Soaring – *The Flight Line*

2355 Airport Road, Warren, VT 05674

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## A BANNER YEAR (SO FAR)

Our 42<sup>nd</sup> season got off to a slow start because of poor weather in May, but we more than made up for it with a busy June and a record-breaking July. As of July month-end we totaled 872 tows for the year, which included 525 tows in July.

### Programming

We owe much of our success in July to good weather and two successful youth camps (July 7-13 and July 21-27). It's heartwarming to watch our campers blossom as they experience success as aviators. Our web site has plenty of pictures of the camps, so check them out at [sugarbushsoaring.com/youth-programs/youth-camp-photos](http://sugarbushsoaring.com/youth-programs/youth-camp-photos). Special thanks also to new member David Tanzer for bringing his hot air balloon to the first camp and giving everyone rides. The pictures from that day are stunning! Our final youth camp this year runs from August 4-10, so please stop by and watch the fun. Please also offer your thanks to our hard working staff, who have put in an exceptional amount of effort to make these camps a continued success.



Also contributing to a strong July was a visit from the [Vermont Tech AeroCamp](#), which took place on July 30<sup>th</sup>. The twelve campers learned about glider aerodynamics, how to do a preflight inspection, and each received a twenty-minute lesson and logbook entry. Many thanks to camp leader and flight instructor [Robin Guillian](#), who led the campers with enthusiasm and who also put the Sugarbush Soaring logo on the backs of their tee shirts. Robin remains a great friend of our club, and we're grateful to have her support. Pictures from this event are also [on our web site](#).

Our non-profit Flight Experience for Youth (FEFY) once again sponsored a Youth Airport Day on June 23<sup>rd</sup>. Twenty local area youth were each given a brief ground school followed by a twenty-minute lesson. Thanks to the FEFY board of directors and generous donors for making this event possible. [Pictures from the event are here](#).

There's plenty of events to come this year, including more of our Friday Evening Lecture Series events. Please don't miss our "Wings and Wheels" event on August 25<sup>th</sup>!

### Airport Café

Ginny Hanson and Bobbie Platt have been running the airport restaurant Friday-Sunday with generally good business during the weekends, especially during Sunday Brunch. Special thanks also to Owen Anderson, who has been a great help serving and bussing during busy times. We continue to look for additional help in order to expand the restaurant hours. Please let us know if you have any referrals. P.S. Tips are much appreciated at the restaurant – they all go to the line crew staff who help Ginny and Bobbie!

### Membership

Since the last newsletter we've had a several new members join Sugarbush Soaring:

- Full Members: Randall Northrup, Walter Weiss, Fred Jeffries, Charles Linton, David Tanzer, Bennett Johns
- New Members with Inactive Status: Tom Cushman, Greg Ryan
- Youth Members: Alex Craig (who also soloed during the second youth camp)
- Young Professionals: Daniel Raymond

Welcome to all! Please join me in introducing yourself and making them feel welcome.

As I've said before our club works best with active participation so please come fly, [volunteer](#) to help when you're able, and make every effort to attend our safety meetings. STAY SAFE and we'll continue to have a banner year!

Carl Johnson  
President



Our Mission: We provide and promote the experience, mastery and joy of flight

[sugarbushsoaring.com](http://sugarbushsoaring.com)

### **Possible Sale of Club Grob 102 to a Private Syndicate**

In the interest of getting more use out of our Grob 102 and giving members a chance to fly it cross country, your board of directors has been discussing the possibility of selling the glider to a private syndicate. This syndicate would consist of club members who are interested in getting more high-performance glass time and possibly flying it cross country. This sale would benefit the club by providing extra cash for maintenance and for the repair or replacement of our broken 2-33. Syndicate members will be responsible for purchasing, registering, and insuring the glider, and will assume sole responsibility for its maintenance. In return members would have an ownership stake and the use of the glider independent of club scheduling. If you have an interest in helping to form or in joining a syndicate like this, please send an email to [g102syndicate@sugarbushsoaring.com](mailto:g102syndicate@sugarbushsoaring.com). We would love nothing more than to see this delightful glider remain in Warren rather than selling it on the open market.

## Treasurer's Report 7/31/2019

By Tom Emory

We learned last year that it is very difficult to forecast the year's financial performance at the middle of the year. Having said that, we are off to a great start this year. In this newsletter you are reading about the many exciting things that are happening including new members, certificates earned and the club's emphasis on developing interest in aviation with our youth programs.

The bottom-line impact of all this good news is that not only are the flight counts for total flights and instructional flights above or close to record levels but the revenue for both July and Year-to-Date are the highest in the last 10 years. As of July 31 we have flown 872 flights of which 588 were instructional. These numbers compare to 936 and 496 respectively for 2016, the year for which we had the highest number of flights in over a decade. This year's activity has produced YTD revenue of \$190k, significantly higher than prior years as of this point. Expenses were also significantly higher. Even so, this yielded a net of about \$55k YTD, the highest seen in over 10 years.

All these results are the results of the awesome efforts of the staff and its leadership and some reasonable weather.

They are also the result of decisions made by your Board to accept the reality that the traditional model of the club needed to change and that there was an opportunity to make that happen. Shifting the emphases to the youth programs and instruction as well as upgrading the glider fleet recognized that this is where the action is now in soaring. Your club developed a business plan to take advantage of this transition and now focuses on it. Three camps now generate over \$70k in revenue each season. Instructional flights now represent 67% of the flights YTD vs. about 50% in 2014. Also, the relationship between Sugarbush Soaring (SSA) and Flight Experience For Youth (FEFY) has been strengthened. FEFY itself has been reorganized and enhanced with new Board members and a formal Memo of Understanding agreement with SSA.

Increased membership this year along with the FEFY sponsorship of our Youth Members has increased membership dues back to the \$42k level from \$32k last year. At this point there are 127 total members in Sugarbush Soaring. 41 are either active or employee/spouse members. 59 are inactive. 21 are Youth Members (13-21) and 6 are Young Professionals (22 – 35 years old).

The restaurant has been a nice asset this year. Local exposure to it in media, Front Porch Forum, and even an a-frame sign at the Farmer's market have brought many local residents to the airport, some of whom did not even know what was going on there. Members in the area have enjoyed having a great place for breakfast and lunch. Sugarbush Soaring has the license for the restaurant with the state this year. In addition to serving breakfast and lunch, the restaurant also serves the meals to the campers during the three camps. To date the total Café income has been about \$6.9k and expenses have been \$8.7k. Most of this deficit was in the startup. This performance vs. the benefit will be reviewed each month and hopefully the operation can be brought closer to breakeven at some point.

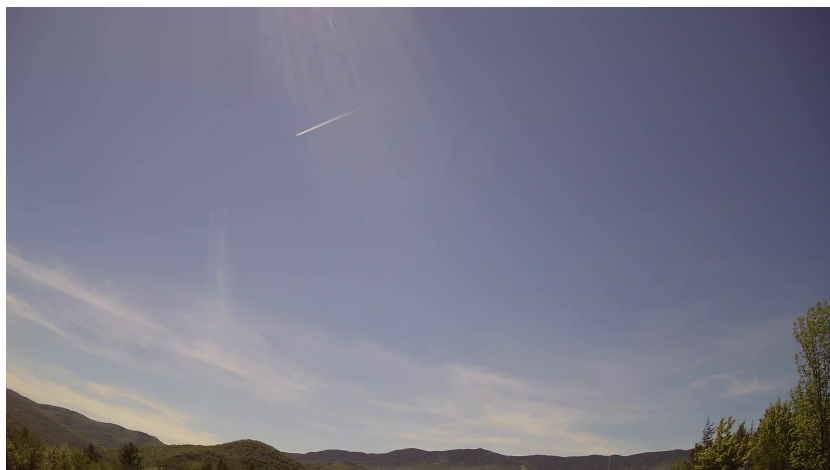
The cost of upgrading the glider fleet and the purchase of Hangar #11 last fall have created a long-term liability of \$89,800. Three groups of members have generously loaned this to SSA and payment terms are between 5 and 7 years with interest rates of 4 and 5 percent depending on the loan. This is the same financing used to purchase the first PW6. That loan was paid back 1 year earlier than the defined term. Hopefully we can accelerate the repayment of these loans as we did for that one.

Important issues that need to be worked on include the development of our staff of instructors and office personnel to handle the increased workload and the upgrade of our tow-planes. Solutions to both of these are highly dependent on day by day operation of an exciting, growing operation with a strong mission that operates at a high level of safety. Both current leadership and your Board are dedicated to these objectives.

## Wave Cam

Our web site now has a third web cam that's pointed at the west ridge. If you'd like a close-up view of the current weather on the ridge or see if there's an active wave operating [check it out](#).

If like most sailplane pilots you're a weather geek, you can also check out our YouTube channel of historical time-lapse videos taken by this camera. It's fascinating to watch the weather roll in, lenticular clouds form and dissipate, and the cumulus clouds change as the thermals underneath them cycle. You can find the YouTube channel containing these videos [here](#). Watch carefully and you might spot club member and Lufthansa pilot Fabio laying down some chemtrails!





## Warren Fourth of July Parade

Our line crew and interns helped make the fourth of July parade memorable. Once again, we had a thermalling glider circling above our “float,” but this year we also had our line crew and interns following in a trailer tossing paper gliders with ride discounts and “airhead” candies to the excited crowds. Club member Bob Messner also participated in his vintage vehicle.

Let us know if you’d like to participate in the parade next year. Perhaps you’ll get to shake Bernie Sander’s hand!





### Whatzit Puzzler

Who can identify this object? Answer at the end of the newsletter.





## Pictures from our Youth Programs

You can find more pictures on our web site, but here are a select few of the pictures that were taken during FEFY Airport Day, during the first two Youth Camps, and during the VTC AeroCamp day.









## Pilot Accomplishments

As of mid-season we are happy to announce three new solos and two successful private pilot glider check rides. Please offer a hearty congratulations to the following pilots:



*Silas Scheckel soloed during our first youth camp. Silas is an avid RC aircraft builder, building innovative aircraft from scratch. He loves aviation and wants to find his way in the industry. He's a Vermonter, attends U-32 High School, and is a current member of our Line Crew.*



*Alex Craig soloed during our second youth camp, his fourth time attending one of our camps. He loves to fly and had dedicated himself to the goal of soloing this camp. Alex is a cross country runner and athlete who also loves sailing and water sports. He attends high school and is looking at colleges as he goes into his senior year.*



*Dane Lieberman soloed during our second camp. Dane is on our Line Crew again this summer after spending a year in India in a school exchange program. He has dedicated a lot of his time this summer to furthering his flying skills and is studying for his Private Pilot Glider written test. He also works in construction and attends U-32 High School.*



*Danny Burns passed his private pilot glider check ride on August 1<sup>st</sup>. Danny is a member of our Line Crew program and attends Montpelier High School. He has been dedicated to getting his Private Pilot license and worked very hard to accomplish his goal this summer. Danny is very talented at inventing and repairing/salvaging old equipment that most people have given up on. He has attended our youth soaring camps and enjoys being at the airport.*



*Will Drody returned for his third summer camp and successfully passed his private pilot glider check ride on July 18<sup>th</sup>. Will is an accomplished boater and diver and has an interest in engineering and business. He is looking at colleges for the fall.*

## Whatzit Puzzler Answer

Our PW-6 N16VT needed a 1,000-hour inspection at the beginning of the season. Unfortunately, the process for replacing the landing gear bushings turned out to be undocumented, and we all scratched our heads about how to compress the bushings and reinstall the landing gear. After a series of frustrating and ultimately unsuccessful exchanges with the factory, our mechanic Steve Skinner took it upon himself to craft this custom tool for the job. We all marveled at his creativity and awarded him the following certificate for this and other heroic efforts. Please join us in thanking Steve when you get a chance!

