



Sugarbush
SOARING
www.sugarbushsoaring.com

The Flight Line

Volume 30 No.1

May 2013

Hello, Everyone,

I hope this issue of “Flight Line” finds you and yours well and enthusiastic about soaring again over Vermont in a month or so. Since last October, the Board of Directors and Rick Hanson have been actively preparing for the changes we will be seeing this year. After obtaining loans from more than twenty members and a local bank, Tom Emory has been overseeing the purchase of a new PW-6 two-place glider. Rick Hanson has been planning the management of operations when he will not be on the field – which will be on most weekdays this year. Mary Webster has prepared a new social calendar. Kim is anxious to reopen “Sugar Mama’s” airport café. With Spring Workday only a few weeks away, we have several eager new members, a positive cash position and fuel in the ground. As the song goes, “Who could ask for anything more?!?”



Fritz

Opening Weekend

Operations will begin on Saturday 18 May. Please be there to help assemble the club ships and get everything organized. The opening dinner will be at the field organized by Kim O’Neil. See Page 8 for menu and details.

Sugarbush Soaring BOD Meeting Minutes January 5, 2013

The meeting was held at the home of Tom Emory.

Present were Fritz Horton, Tom Emory, Steve Platt, Graham Ramsden, Tim Larsen, and Bob Messner.

Minutes from the October 2012 meetings were approved.

Treasurer's Report

Sugarbush Soaring ended 2012 with approx. \$40,000 in profit. Despite depreciating the the full cost of the 2-33 (19K), we will be facing an \$8000 tax liability. Tom stated we will be able to achieve another \$20,000 profit in 2013, as long as circumstances permit another decent season.

Another \$12,000 was placed into the maintenance reserve fund, bringing it up to \$24,000. Labor costs increased in 2012 from \$63,000 the previous year to \$72,000. With Rick switching to part time and more part time instructors joining the pay roll this year, it is difficult to predict the effects for 2013.

In 2012, we picked up 14 new members. 1 full adult member, the rest students and 20's. Dues are up \$4000 as a result.

There are 2400 gallons of fuel in the ground.

Insurance for the new PW6 will be \$4000. Total insurance is increasing approx. \$2800 This will drop back down again once the Blanik has been sold. Tom is procuring a new credit line at TD Bank The set up fee is \$250 with another \$250 maintenance annually. Since the SSA is a non-profit, a guarantor is not needed

Motion made and passed: Tom Emory is hereby authorized to apply for and set up a credit line at TG Bank of \$35,000 and is further authorized to use the ASK-21 for collateral for the line.

Purchase of the new PW-6 to replace the damaged Blanik: \$70,000 has been secured from members towards the purchase. Fritz will send a note to the membership updating them about the PW-6 and reaching our fund raising goal.

The deposit has been placed and the glider is promised by the company to be delivered in time for the beginning of the 2013 season. Thanks go to Tom for his work dealing with currency exchange accounts to make this happen as efficiently as possible. Tom suggested we put the Blanik up for sale as soon as we have the PW-6 on the line and have the proceeds, perhaps \$35-\$40,000, to apply towards the PW-6 debt. No decision was reached.

Marketing

The web site will be updated soon. Graham will continue to take this on.

Motion made and passed: The 2013 rates will remain unchanged. The PW-6 will carry the same rates as the K-21.

Rates can always be adjusted to compensate for swings in the fuel market.

Kudos go to Carl Johnson for setting up the on-line gift certificate program.

Rick Hanson's Report

As Rick stated in October, he and Ginny will reduce their airport hours in 2013. They will be on the field on the weekends, either Friday to Sunday or Saturday to Monday depending on need. They will continue to run the entire youth camp.

Rick will continue the role of overseeing supervisor, airport manager, and chief flight instructor and proposed the following measures to accommodate his absence on weekdays:

-Rick will set up, brief and schedule a group of "Supervising Instructors". One instructor each day will have all the duties and responsibilities, spelled out in a document he will issue to them and the BOD.

-Luke Hammer, line crew chief, will schedule and supervise the line crew operations. He will be responsible for maintaining and delivering correct day sheets to the office staff.

-The supervising instructor will see that Luke does his job.

-The supervising instructor will identify and take steps to correct equipment maintenance issues in general, and not leave things undone for Rick to do on weekends.

-Rick will continue to coordinate maintenance operations that require a mechanic. We are still looking for an alternate mechanic who would come to the field to inspect our fleet.

-Rick will be available for phone calls, if he is home, to help deal with difficult students, or anything else that might require his attention.

-He will hold instructor meetings at the beginning of the season to get everyone on the same page for consistent instruction.

BOD Meeting Contd.

-To facilitate uniform understanding of a student's progress, Rick has created a sign-off sheet for students to staple in their logbooks so every instructor can track their progress. Rick stated that under this new paradigm, he is happy to continue for years to come as long as he still enjoys it.

Flight Operations

Rick would like to see John Tracy spending more time in the gliders. He did not say who would be taking up the tow slack.

The PW-6 should be hangared, probably in DJ's hangar, in order to protect our investment. In that case we may need to rent another hangar for the tow plane at around \$150/mo. Tom advised that Steve installed an outside handle on the Blanik's new canopy to reduce the chance of cracking due to raising it by the window opening. Very special care should be taken to protect the PW-6 canopy. It is a weak point in the glider and unless we can install a similar handle, staff needs to be vigilant to see that all lift and lower it properly.

Other business

Fritz would like to set up a web cam on the East Ridge, or even on the West Ridge, in order to give us a view of approaching weather. He will approach Rick Gehlert about this first. Thanks to Tom and Nancy for hosting the meeting and the following dinner.

Meeting adjourned.

Next meeting to be announced.

Respectfully submitted,

Tim Larsen
Secretary



Some pictures of our new PW-6U Two Seater.



Don Arnold

Don joined us last year. He regularly flies in to Sugarbush in his ultra light. Here he relates his aviation experience up to the present.

My father wasn't quite old enough for World War II. 1945 found him in Biloxi, MS, still an Air Cadet as the Japanese surrendered. As a CAP cadet in Vermont he had seen more excitement than PBYS slowly taking on water in the Gulf. He had hiked in to a B-17 crash in Central Vermont with his patrol. The adults on the scene kept the kids away from the carnage, but they were close enough to hear someone destroy the bombsight. Desperate for flight, he would ride along as a vet. test flew T-6's after maintenance. They would try to scare the kid, rolling inverted and shaking the stick so all the stuff in the belly skins would pool in the canopy. Bits of hardware, wire and grit would swirl around overhead. Scared? Scared is getting a ride in the hopper of a duster, and after landing, looking back to see the pilot nearly blinded because the remains of the dust had come up thru the open hatch and gone straight back into the cockpit. Riding in the hopper. I did say desperate.

He didn't have a motorcycle either, Grandma made him take his prize back the day he bought it. But before I was legal to drive, happy on my minibike, suddenly I had a motorcycle. Dad and his friends used it to get their licenses, but it was "my" bike.

Two years later I was happy flying my model airplanes when Dad came home with the paper. Someone in Poultney was advertising Hang Gliding lessons! A small, hi-contrast image, one line of copy and a phone number.

"Nowhere to go but up". We met Glen at the recently closed High Pond ski area. It turns out he only had a couple weeks head start on us. We all got good 20-30 second straight flights that day. Just run hard until the wing takes you away. Don't jump on it, don't try



to tell it when to fly. It knows. Run until the support straps of the upright harness have tension equal to your body weight. Until your legs flail the air like Wile E. Coyote running off a cliff. Control? Eventually. It felt more like being kidnapped by a Pteractyl. When the pounding thrash of running down an old ski slope stopped, it became so smooth. One long 'whoosh' all the way to the parking lot. The total focus of having your life in your hands. What psychologists now refer to as 'flow'.

Dad got 30 feet of air under his shoes that day, with an empty corn cob pipe clamped firmly in his teeth. When trying to quit, it helps to chew on something. My father dropped out at this point.

The next step came at Sugarloaf, Maine. I had no credentials and was only allowed to launch from the midstation. The midstation crew were generally making one long screaming turn to the landing area. I got my airspeed under control and completed a 360 degree turn.

This earned me the privilege of going to the top, but the wind came up, and we headed home. We stopped at Burke Mountain, where you had to launch and fly down the ski trail quite a ways before popping up above tree height. Nowadays the latest paragliding craze is to use an under-sized wing and fly down ski trails. You can do the same with an old 4:1 hang glidersome green stains on my leading edges that day. The old kites were highly swept like lawn darts, so it wasn't too traumatic to

hit a branch or two. I also hit turbulence, on my first high flight, so bad that I chose to do a fly on the wall landing, going steeply upslope, before getting halfway down. I didn't have my first hour of time yet, but the book said to pile on the speed and don't round out until you can see blades of grass.

Next year we were launching off Mansfield and landing across the road at Little Spruce parking lot. After landing, my brothers eyes were as big as saucers. He dropped out at this point. It was at the Stowe contest of '75 that I first launched with a prone harness. I was flying like the supermen in the magazine! The next year we built a launch ramp at Pico and landed in that parking lot, surrounded by tall trees.

Don Arnold Contd.

In '76 I headed west and flew the Bighorns in Wyoming. Funny thing about western weather, you can be a bum in VT and not get the flights I got working 6 days a week in Wyoming. Every single Sunday in the summer of '77 was spent playing hide and go seek with thermals on the lee side of the Bighorns. This is where I learned to stay up, even before ridge soaring in Northern California the next year. This was the most exciting time in foot-launch gliding, when sweep was on the wane and spans nearly doubled. I bought a '78 Sirocco II, with a double-surfaced sail (it had flat fabric on the bottom, as well as the cambered fabric on top). There were two camps in those days, thermal floaters and ridge rockets. The 'Roc was more of a rocket. It was designed

by Rick Roelke, who

landed his sailplane in Blueberry Lake a couple of years ago! I flew it mostly in Northern CA, north of Santa Cruz and at Fort Funston. If you want to get comfy flying in close quarters, try an urban ridge site like Funston. (San Francisco)

Nineteen eighty one found me in Utah, just north of Salt Lake along the Wasatch Range. Above the treeline, this is where I learned to land on top. What a treat to land next to your truck, grab half a sandwich, some water, and launch again. I launched with some locals at 10,000 feet. We thermaled to 15k and heard an airliner. In hang gliders in the same thermal you can yell at each other. "Who's got it?" "Where is he!" I finally looked straight down. A tiny 737 was traversing the ridge right where we had taken off. Frontier departs Salt Lake to the north and as soon as they can clear the ridge they turn and go to Denver. Now we know. My little strobe light (2 C cells) kept flashing. The same year also saw me flying power for the first time.

With Devil's Tower in the background, I flew powered Quicksilver before they had power. A third party was adding a 100cc Yamaha go cart engine and tail dragger landing gear. With 100cc and a field elevation of 6,000 feet, we would do 2

A herd of antelopes

of the field before we could escape over the treeline. We flew 2 of them into Montana, kinda slow into a headwind, at about 20 feet of altitude over the plains. With the engine noise we had no warning of a herd of antelope overtaking us from behind. Had Go-pros existed then, we could have sold the footage to

National Geographic. A few miles later, we dropped into a green valley and followed a river meandering between hay fields. I got my wheels down between the rows of hay but didn't land.

All on my first day of power flying. In '83 Dad and I bought a

Champ, and my first instructor was Alphonse Quesnel.

In '88 I bought a new hang glider and vacationed out west with it, but it was my foot-launch swan song. I had not flown foot-launch in years, and the performance of the new ship was noticeable. Launching from the next ridge west of Salt Lake, headed south to the Cedar Valley glider port about 25 miles away. My first cross country! I have video of me from the launch point heading out under the most perfect cloud street. Too strong, as it turned out. I spent the last 5 miles coring sink trying to get down. I knew I had to land short of the airport property, what with meat missiles (skydivers)

Five miles coring sink

raining down. An old hang gliding buddy from Vt met me at his father's place in Denver. We took a Cessna to Black Forest glider port and Colin's father showed us what a Robertson equipped 210 can do. Looked at sailplanes, a fabulous day. Little did we know, Black Forest would soon close. When I google-earthed Black Forest last year, I was stunned to find it half covered with houses. I joined Sugarbush a week later

Who's Got it? Where is he?

Glider-Friendly Airport Manager at KVSF

Larry Perry is the new airport manager at Harkness State Airport. He's joined NESAs (New England Soaring Association) and he has taken over forty glider flights including many this winter. Walter Striedieck and Gerry Smith (President of NESAs) deserve a lot credit for encouraging Larry's interest in gliding as this will surely benefit Larry as well as any glider pilot who uses the airport. Larry is also a power pilot and he is organizing some rather successful potluck fly-ins. The last one drew twenty-two aircraft. This is an opportunity to market soaring to these power pilots and at least boost their awareness of gliders.

- Paul Kram

Fritz Horton Flies the 1-26 with Sport Canopy.

Our 1-26 has seen better days but is still a load of fun. Sure, tears in the fabric around the cockpit are taped to keep them from flapping, but the controls are lightly loaded and turning inside glass ships is a delight. Cosmetics really don't mean much in this ship. Without the canopy on a hot day, the cockpit is heaven. I had expected to hear the wind in my ears, but heard only the wind on the fuselage and wings, along with the usual creaks the metal wings make at times.

The turtledeck adds about three inches to the height of the cockpit sides. Even though I'm not tall in the saddle, I was still able to stick my arm out and hold it out there like kids used to do when riding in cars on hot days before seatbelts. The tow was without turbulence at all, confirming all observations and warnings I had heard on the ground. To prolong the flight and give me ample opportunity to widen the glide cone in search for lift, I pulled the release high over our east ridge.

If nothing else, the 1-26 seems to know where the lift is, and it's easy to sense right away. Its vario is responsive and confirms what you already know from your seat. After a minute or two we (At that point, the old bird and I were a couple) entered an upwelling column of air, rolled into a moderately tight circle

and began to go up. The thermal's source appeared to be a well-known rocky building site on the side of the hill below. I didn't envy the workmen sweltering in the sun down there but thanked them for providing a nice heat source for us. The day definitely brightened at that point. After gaining enough to feel we could go exploring we rolled out of the column and went north. Radio chatter and a glance to the field below told me the white ships were gathering, and one was on tow already. We decided to try the air over the higher fields most likely to be dry and hot but found nothing and lost much of what we had gained. So it was back to the spot over the construction site, soon to be joined by one and then another glass ship below. Gradually, they rose until even, and then as we spun around at times I could hear them as they whistled nearby.

We followed them to another column of air over Scragg Mountain, where the lift was even better. Four of us were rotating counterclockwise in a 600 ft circle with moderate lift with me on the inside of the others. As he passed outside me, "VK" was especially successful in finding his own high road. His angle of attack appeared to be impossibly high as he rose at my 1:00. I started looking for a place to dive out of the way quickly if he suddenly lost control, but magically he just kept going up and fast, as though he had an engine.

Eventually, the "White Fleet" left for parts to the north where we in our club ships are not allowed to go. We'd been up about an hour by that time, but the seat was still comfortable, the air still cool and the flying more than fun. We set out to the south along the ridge and found our original air shaft still working and proceeded on to Roxbury Gap. Nothing there because the air was still, so we floated over several fields and actually found one that produced enough to keep us up for another twenty minutes or so. Back to the construction site for another spin up, then an attempt to go west to find something with no luck again.

Another hour had passed, so it was time to let someone else experience the fun before the day was lost. With a loooooong tug on the airbrakes, we wasted no time getting down, into the pattern and onto the field. Sure enough, a few minutes later another member anxious to experience the open skies and a cool hour or so up there took off with high expectations. Unfortunately, he did not have my luck, soon returning to the field and throwing his had on the ground as he stood up in the cockpit. Within an hour, the ship was in the hangar, where it remained until the canopy was reinstalled a week or so later.

Another day of constantly changeable conditions at Sugarbush!

**Graffiti recently
observed on
Sugarbush hangar
doors**



Old and New



Old and new – we only need something borrowed and something blue. We have the Schweizer 2-33, old faithful – Kyle and Les Schweizer have started a new business in Cayuta, NY to support, repair, and maintain the fleet of Schweizer gliders that are out there doing an amazing job of getting people up flying – still. Our red and white 233A is a wonderful example of a trainer that does exactly what it was meant to do, and we are upgrading it with new plexiglass, seat belts, and a castoring tailwheel to maintain it as a very active part of our fleet. Fun to fly, forgiving of new pilots, and easy to maintain. What could be better?

How about new? How about a brand new, svelte, fiberglass eastern European beauty? The Jezow factory in Poland builds the SZD gliders and dates back to the 1930's with Edmund Schneider and the Grunau Baby glider - and it

bought the rights to build the PW 6 in 2006. With ASK 21 type performance (34:1 glider ratio), light controls and docile flight characteristics, the PW 6 is a wonderful transition aircraft to high performance, a comfortable and attractive ride ship, and a step higher on the performance continuum from the Blanik to the ASK 21. These two aircraft add some real depth to our fleet. With this diversity of aircraft types comes the responsibility of those who fly these wonderful machines, to understand that there are differences in control location, function, and flying technique that require a pilot to pay attention to the details and maintain a level of proficiency to be comfortable and safe in any of these aircraft that he or she flies. The canopy systems of each of the Sugarbush gliders is completely different from any of the others. The brake actuation in each of the gliders is totally different. The seat and pedal adjustment is totally different in each. Each has its own personality, strengths and weaknesses – and they all fly only as well as the pilot who is at the controls.

There is nothing magical or mystical about flying. Fruit flies do it. Like any skill, however, it is one that rewards the one who has practiced his art, studied and honed the skills required to become proficient and to maintain that proficiency. And it punishes those who take those acquired skills for granted, fail to become truly proficient or who fail to maintain that proficiency.

Whether it's a friendly and homely Schweizer or a fetchingly beautiful foreign composite beauty, all the same laws of physics and common sense apply. Let's all remember that, as pilot in command, we must study the aircraft, its systems and controls. We must properly preflight and prepare for each flight, knowing our own limitations as well as those of each of the aircraft we fly, and we must never forget that the only goal of every flight is the safe return of the aircraft and its passengers to the planet again.



Sugarbush Soaring Opening Dinner *at the Sugarbush Airport Restaurant*

Prepared by Kim O'Neil

Saturday, May 18, 2013 at 6pm

An assortment of appetizers will be offered during cocktail hour

BYOB

Menu

Spring Salad

*With cherry tomato, scallion, grapes, avocado, peppers
& raspberry poppy vinaigrette served on a bed of greens*

Dinner Choices – *select one*

Turkey Breast with mango & white wine

OR

Miso maple glazed **Salmon** with coconut basmati rice ginger glazed carrots and beets

OR

Mediterranean **Pasta** with sun dried tomato, kalamata olives, onions, capers,
artichoke, mushrooms, penne & feta cheese tossed in a white wine garlic sauce

Dessert Buffet

Carrot Cake with maple cream cheese frosting

Decadent Chocolate Mousse

Tropical Fruit Salad

Coffee/Tea

\$38* per person

Price is inclusive of tax and gratuity.

**Price includes cost of dinners for our guests, the SSA Staff!*

**If you have special dietary requirements, please contact Kim directly at
802585-5269**

**Contact the Sugarbush Office - 802 496-2290 - no later than
Friday, May 10 with your dinner selection.**