



Sugarbush
SOARING
www.sugarbushsoaring.com

The Flight Line

Volume 31 No.1

May 2014

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. Events being planned are:

1. Bob Messner and his Social Committee are finalizing our social calendar. Kim is anxious to reopen “Sugar Mama’s” airport café and will serve our opening dinner at the airport that Saturday evening.

2. Steve Platt will oversee an Adult Soaring Camp we are offering just prior to the July 4th weekend.

3. For the first time in several years, the Parkers are not planning an airshow for the July 4th weekend. To fill the void that weekend, Steve Platt is planning a local competition we are calling “The President’s Cup”, for which he will have more details on Workday.

4. Rick and Ginny are planning two youth camps this year, one of which Jen Stamp will run.

5. Bill Newell and Steve Platt are arranging a learn-to-soar program as a special offer to Boston Ski & Sports Club (BSSC), for which we paid a modest fee to advertise to about 30,000 young professionals subscribing to the club’s events.

And so, after a long winter, Spring Workday is just a couple of weeks away. Our aircraft are being readied for the season, we a positive cash position and fuel in the ground. Life is good!

We hope to see you all on Opening Day, Saturday, May 17!



Fritz

**Opening Day Dinner will be served at
‘Sugar Mamas’ Restaurant in the Tower by
Kim. See Menu Choices on page 8.**

Sugarbush Soaring BOD Meeting Minutes January 11, 2014

The meeting opened at 4:45 pm at the home of Tom Emory.

Present were directors Fritz Horton, Tom Emory, Steve Platt, Buddy Duncan, Tim Larsen and Carl Johnson. Also sitting in were Bob Messner, Rick Hanson, Ron Webster and Bill Stinson.

Carl Johnson recorded the minutes. The minutes from the October 26 meeting were approved.

Tom Emory gave the treasurers report:

He wanted us to consider/discuss five separate points:

1. Consider raising the inactive dues
2. Discuss any other changes to our current rates
3. Payroll has increased substantially since last year
4. Possibly create a management committee to plan payroll issues
5. Identify additional 2014 costs

Overall 2013 was successful; operations went well from his perspective. We furthered our objective of upgrading the fleet with the PW-6 purchase.

There were 1407 flights - 2nd highest in the last five years in spite of slow start.

Total income was \$191K, not including the Blanik sale. This was 8% less than 2012.

Member dues were up from \$32,600 to \$35,600.

We lost \$13,500 from operations. \$10K paid to feds was a big chunk of this loss.

Maintenance fund had an additional \$10K added.

There is currently ~\$11K in the checking account.

\$15K for gas is due in May, plus \$8-9K insurance plus payroll

- Instructional revenue was down.

Dues should cover these costs, so we shouldn't need to dip into line of credit

We don't expect to pay any 2013 taxes.

We did 642 instructional flights - highest in last five years.

Comp flights were up, mostly because of new equipment

\$52K remaining on PW-6 loan - interest this year was \$2,800.

The PW6 had 224 flights in 2013 - excellent usage.

Y2Y analysis review - causes of revenue shortfalls:

- Instructional revenue was down.

Shorter flights?

- One fewer camp

- Rentals were down \$5K

- Payroll was up from \$72K to \$79K

Discussion of potential revenue increases for 2014:

- Will have double the youth campers this year, plus adult camp

- Raise inactive fees

- Rick expects to see more rides this year because of good Route 100 status

We should add to the engine reserve in 2014.

The Board appointed the following committee to set 2014 rates:

- Tom Emory

- Steve Platt

- Buddy Duncan

This committee will recommend rates to the board within one month (by 2/11/2014)

Discussion of cost reduction possibilities:

- Eliminate any of the gliders?

Consensus after discussion was no.

- Steve suggested that we offer volume discounts for private tows - this idea will get added to rate committee agenda.

- Rising labor costs are mostly because of fuller staffing. The board discussed possible ways to reduce

staffing, but the consensus was that the current staffing level scales very well if we have a good year. • Tom's recommendation - hold on current expenses; wait to see if we have a good year for rides and flights. We can do cost cutting next year if we have a bad year. The rest of the board agreed to pursue this course.

Buddy Duncan gave a procurement and maintenance report:

- All picnic benches have been rebuilt
- Hangar for PW6 is now in good shape (adding padding)
- Can open doors another three inches if handles are removed.

Bob Messner briefly discussed current FEFY status and the social calendar:

- The DJ hangar transaction is fully complete
- There are six cars in the hangar, meeting the revenue goal
- FEFY is sponsoring Alex Scaparotta to the youth camp
- Review of social calendar
- Carl will post calendar to web site.

Rick Hanson gave a chief pilot report:

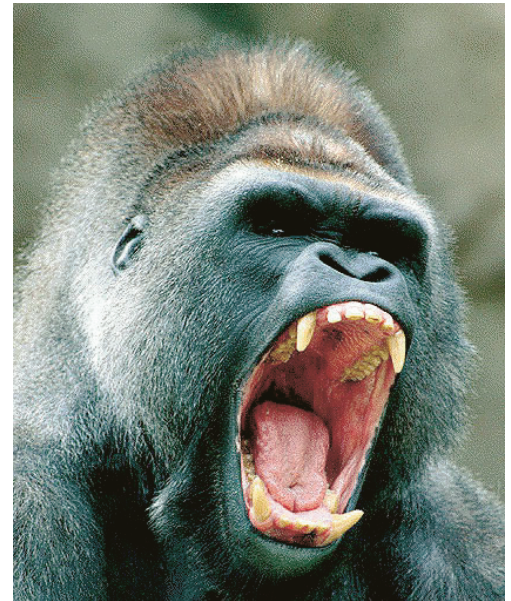
- We have commitments for both youth camps (8 and 8)
- Dates for the youth camps are July 6-12 and Aug 3-9
- These dates will be added to the web calendar, also adult camp
- No one has signed up for the adult camp yet, but we are waiting for the response from Bill Newell's ad with the Boston Ski and Sports Club

The board discussed Bill Newell's proposal to contract with a third party developer to redesign our current web site. After consideration, the board agreed that current finances don't allow for an additional investment towards web development

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The Gorilla You Missed

If you aren't familiar with the now famous Daniel Simons and Christopher Chabris film demonstrating the problem of selective attention in a dramatic way – check out the video on YouTube. You will have an advantage, knowing beforehand that although the test subjects were told to count the number of times a basketball was passed by people wearing white, they were not told to watch for a gorilla that passes through the basketball-tossing Harvard grad students. Roughly half of the people watching the video never saw the gorilla. Why? They were so focused on the task at hand – counting the number of passes performed by the constantly moving players – that they missed what, to anyone, should have been a significantly obvious event – literally “the gorilla in the room.” Every now and then the gorilla enters our lives in the form of the car entering our travel lane from the right when we are distracted by looking for an opening in the traffic so we can turn left, or the power plane on final ahead of us as we turn final and fixate on the checklist, airspeed, and glidepath. In this age of electronics, it is easy to have our attention drawn to the panel, hand-held devices, go pro cameras, or simply any of the explicit tasks involved with flying – and not see the gorilla. The gorilla may be another aircraft ready to occupy the same space at the same time, an unheeded gear warning horn, altitude that has disappeared while we search for that elusive thermal miles from the airport, or any number of basic flying tasks that are forgotten while we focus all of our attention on only one very specific thing.



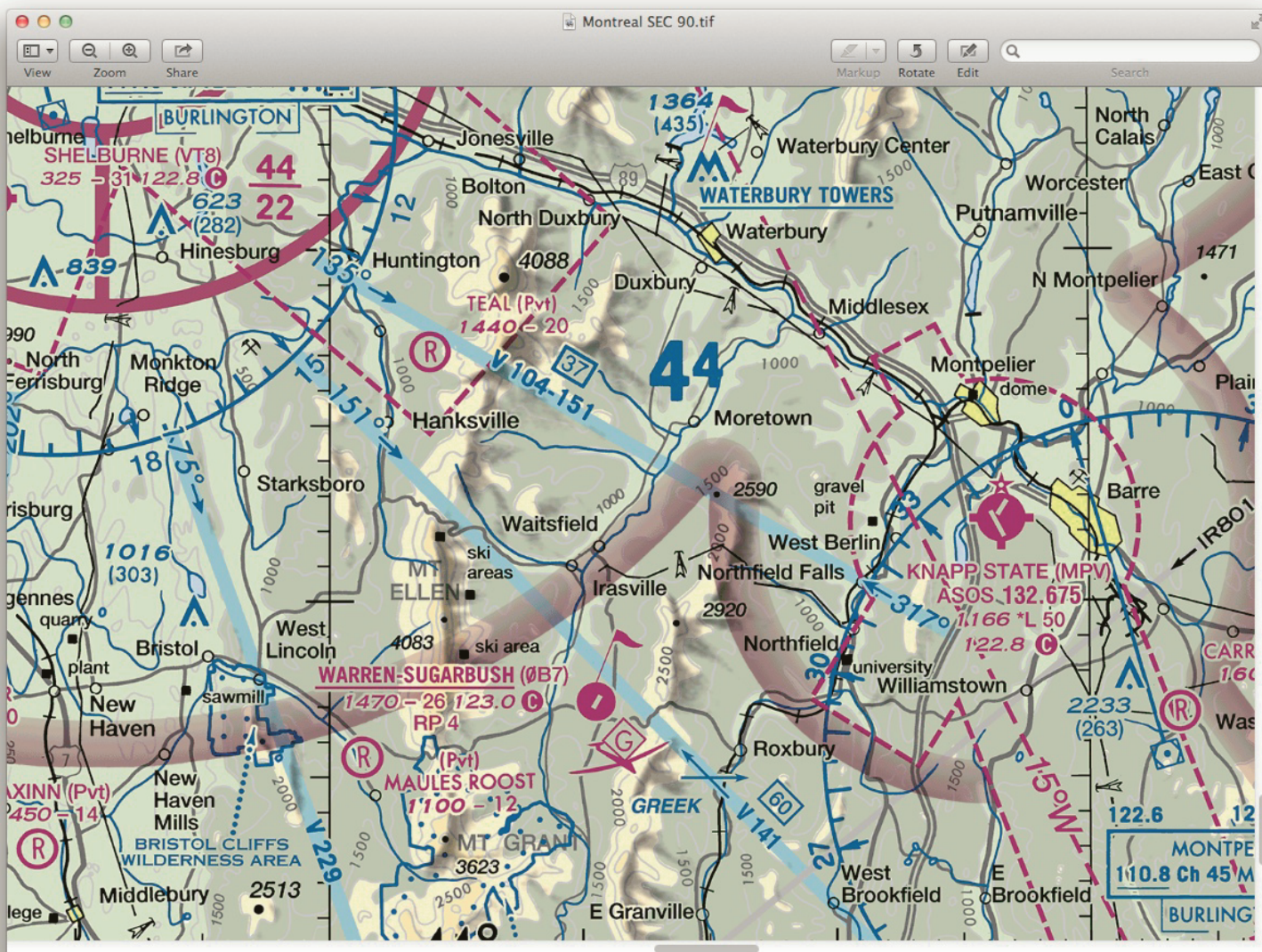
When students are first learning to fly (or accomplish any new and challenging set of skills, I would guess), most of their brain is occupied with explicit learning – explanations in words, definitions, rational thought are all involved. There isn't much room for anything else, and, while one skill is being practiced, others, not yet or imperfectly mastered, are often ignored. As the student progresses, those tasks begin to become “second nature,” requiring less conscious thought – implicit learning when the pitch

attitude changes to control airspeed without the intracranial computer being involved. it's difficult to work on several new tasks at once when each one may require the majority of our cognitive abilities.

Later, when we have mastered these skills, we can prioritize them, and the simpler motor skills take little of our attention off the important stuff if we vigilantly keep looking for that gorilla. Keep a cross-check going, keep looking for that aircraft that is there that we just haven't seen yet, keep asking “who, what, when, where, and why?” when flying. Get the head out of the cockpit and focus on the one and only **REALLY** important thing – a safe landing after a safe flight.

-Rick Hanson

Sectional Charts now available on line



The FAA has now digitized all US sectional area charts and made them available on line. These digitized charts are of a much higher resolution than the former ones which were jpeg versions of scanned images.

To download, go to www.faa.gov/airtraffic/flight_info/aeronav/digital_products/vfr and select the chart you want. When you bring the initial image up, it is highly compressed, by the ratio of your computer screen to a full size chart, and it looks incomprehensible. So keep hitting Command + to enlarge it. You will eventually see a really good image of a restricted part. One you have that, hit Command -, to back off until you have a reasonable area you want to see. You can then move the image around and resize it until it centers over your area of interest.

The illustration is a sample screen shot I printed showing the Warren-Sugarbush Airport area. You can also print out the symbols part of the sectional; very handy as a reference, and for boning up for your biennial flight review, or whatever the FAA chooses to call it at present.

-Ed.

To: All SSA Full, Youth, and Inactive Members

Welcome back to Sugarbush Soaring – Spring 2014. Opening day is Saturday, May 17th. There will be an opening day dinner – time and place to be announced. Your club has been working hard to ensure that 2014 will be a great Soaring Season. Full 7 day/week operation with the new PW-6, the ASK-21, Grob 102, the 1-26 and our expanded fleet of 2 SGS 2-33 gliders promises to make Soaring available to everyone. The Air Show on June 29, two Youth Camps, and the great wave flying in October are just part of the excitement.

Stay tuned for a new club event to be announced designed to expand your enjoyment of the sport. Check our new web pages for more details at www.sugarbushsoaring.com. The password to get in to the members only portion of the site is n16vt.

Membership dues for 2014 will be \$850 for full members, \$275 for Youth Twenties members, \$110 for Youth. Student members, and \$75 for inactive members. Please remit your payment by May 1st 2014. Please send payment to:

Sugarbush Soaring
PO Box 123
Warren, Vermont 05674

Last year a few members dropped their active status and became inactive. For those of you who found it necessary to do that, we would encourage you to come back as full, active members and enjoy all the benefits available at the Club.

We request that all members be timely with their payments of both their dues and accounts during the year. If we all pay attention to this, we will be able to avoid any borrowing to cover short term cash flow especially for the first purchase of fuel in late May. We thank you for your help in this regard.

The SSA Board would like to remind everyone that Club operating rules have always provided for a \$50 late fee for dues not paid by May 1st and interest on overdue accounts. So, to avoid any additional charges on your account, please pay your dues by May 1st, 2014 and keep your accounts current through the season. If you have any questions, please send us an e-mail at soar@sugarbushsoaring.com or call us at 802-496-2290.

We look forward to seeing you on May 17th.

Thank you,
The SSA Board

Two well known club members doing a bit of soaring and taking a selfie (or selfies?) at the same time.



Road Trip

by
Paul Kram

A friend of mine went on a road trip one August. Each day he watched a minor league baseball game in a different town. I had in mind to do something similar this Spring, but I'm no baseball fan. Soaring requires more particular weather than baseball and most soaring clubs only fly on the weekend. My plan was to drive south on the first weekend, spend my weekdays at Sesquatchie Ridge and Badge Camp, and drive north on the second weekend. That would give me two chances for good weather, a week apart, at each soaring site along the way, and five days or so to try my luck at Sesquatchie. I left my glider in Vermont.

I'd first thought to fly on Friday March 14th in Blairstown NJ at Yard Creek Soaring, but rain was likely, so I delayed my departure for a day and drove to Shenandoah River State Park near Front Royal VA (580 miles from NH). Ball one.

Come Saturday, a flight at Skyline Soaring was a weak possibility, but I scratched my itch and drove south. On the way south, I toured Luray Caverns, and later that afternoon, I walked around downtown Roanoke VA (200 miles from Front Royal). Saturday night I camped at Blue Ridge Soaring Society in New Castle VA, walked the runway by moonlight and discovered a small well-kept graveyard at the threshold of runway 18

A presentation from the Soaring Safety Foundation

(clearly visible on Google Earth). Don't land short. Sunday morning brought a winter storm warning. Strike one. I pressed south to the 'real bed' that was waiting for me in Chattanooga TN (370



miles) at the home of some musician friends. I'd brought a guitar along and we played that week. Monday, I was a day early That afternoon I

scouted land out fields with a newly found friend. Come evening the group shared pizza, a briefing, lots of stories and intense discussion of fine points (religion and politics excluded). Wednesday, it was raining lightly, so I explored Chattanooga some more and went swimming. That evening we had a nicely catered dinner and a presentation from the Soaring Safety Foundation. Once again, there was a lot of enthusiastic talk, and I met some more great people. I mentioned that I was hoping to find an opportunity to practice simulated land outs in a motorglider.

We climbed with a pair of bald eagles

Tom Snyder, sitting across from me, recounted his experience doing exactly that with Key Dismukes. Wil Dismukes (Key's son) had signed-off my first glider solo a few years back, and I had one time before exchanged

emails with Key on a technical question. With Tom's encouragement and having nothing to lose, I sent Key an email asking whether I could fly with him some time. Key (who lives to the south in Georgia) replied that he might fly up to Sesquatchie on Friday or Saturday, and if the weather cooperated he would be happy to coach me in his RANS-7 airplane.

Thursday brought blue sky, moderate wind, and pleasant temperatures. Not enough wind for ridge lift, but enough to set

off thermals. I had made previous arrangements to fly with John Good in We had a good laugh when it dawned on us that I had watched him launch off the ramp from above.

John had given me some useful feedback in the air on my promiscuous choice of mediocre thermals and my tendency to stay

John had given me some useful feedback

in the same thermal too darn long. We climbed with a pair of bald eagles for what seemed like five minutes. Ho hum, this thermal is petering out. Being able to turn tighter, .

(Contd. on page 7)

BOD Meeting Contd.

Fritz suggested that the board appoint a chief marketing officer to oversee all of the club's marketing expenses – the board immediately rewarded this suggestion by voting him into the position

Fritz gave a quick review of club participation at the 50 Plus Expo:

- The event will be held at the Sheraton Conference Center on January 25
- <http://www.vermontmaturity.com/expo/>
- Draws people of age 50+
- Our booth will be next to stage, and will display Fritz's glider.
- \$475 spent for booth
- Suggestion to sell discounted ride certificates
- Carl will discount gift certificates

for that day only, and will add the date to the web calendar• We may want to obtain a Square credit card reader for events like this. Buddy will research costs.

Fritz gave an update on his "Soar Vermont" concept:

- Will be discussed with Springfield folks at their banquet next Saturday
 - Anyone wanting to attend banquet should contact Fritz.
 - Looking to discuss ways of combining forces of all Vermont clubs
 - Has its own BOD consisting of members from individual clubs
- Rick Hanson showed his write-up in Soaring magazine of recent Sugarbush accomplishments – the board congratulated him for the accomplishments and for the write-up.

The meeting adjourned at 6:15 pm.

Kram Contd.

the eagles were happy to stay in the same spot. The next day, Friday, was overcast but flyable. John had three other 'rides', and I was at the bottom of his list. Key's ETA was undefined, but I was still hoping to fly with him later in the afternoon. I made myself useful, got to know some more people, and had my parachute repacked. One prominent pilot spent the afternoon with his pen knife (scraping tape residue off his wing). Key arrived just before sunset and we made plans to fly the following morning, weather permitting. That evening, I attended a fund raising feast for the US Soaring Team and took in an interesting talk by Sarah Arnold.

Simulated landout training in Key's slowish airplane the next day surely honed my skills, moderated my apprehension, and justifiably increased my confidence. For the first part of the flight, we looked at various fields from the air and chatted about the possibilities that we saw: too steep, too wet, too short, and at some point TLAR (That Looks About Right). After a few minutes of silent cruising, Key called out 'It's time to land Paul. You have the controls'. (I knew that that was coming.) He reduced the throttle to simulate the glide slope and speed of a glider. Weighing factors, I had to pick the best field and execute a proper pattern. I got lucky on my first try. Towards the end of the final leg, Key increased the throttle. By then it was clear that we would have touched down with room ahead to roll out. No way to confirm gopher holes and the like on the ground,



**One-Horse
tow**

Mt. Washington



(Contd. on next page)

Kram Contd.

but in the last few seconds, we got low enough to spy an electric fence. I got lucky, no fence, and no time to rinse and repeat; but this was a good first lesson. It certainly made my heart hammer, even though I knew that it was not completely real (but we were in a real airplane with the engine idling, and we might have ended up landing). I surely learned a lot and I'm indebted to Key's generosity.

Everyone was looking forward to the 'ideal ridge day' that our weathermeister predicted for Tuesday. Should I extend my stay? By noon, I was on the road headed north to Blue Ridge Soaring in New Castle VA (400 miles). A cold rwe pressed northward, hoping to outrun a snowstorm blowing into New England from the midwest. With the benefit of several roadside naps and one genial conversation with a Southern Style Sheriff, I arrived home at 2 a.m.. (800 miles. In retrospect, driving that far in one day was reckless.)

Tim Larsen (also from Sugarbush) arrived at Sesquatchie, glider in tow, late Thursday afternoon. The following Wednesday granted a modest 40 mile thermal-fueled task, and an 'almost landed out in the first 20 minutes'. That fabulous ridge day predicted for Tuesday? Snow, gusty wind, and poor visibility. One fellow I met, having towed his glider seven hours, waited three days for passable weather, and landed out twelve minutes after his tow release. He went home happy the next day. Why did so many pilots land out just after release? The tow from Marion County airport takes you NE to the 'house thermals' near a quarry near the east ridge. If you don't gain altitude there, you are soon too low to make it back to the airport, and the landout options closer to the airport are too poor to risk a try. That is the gamble on a weak day. We are fortunate at Sugarbush, where I normally fly, to have two relatively nearby ridges and on the way back a good landout field 100 feet lower than our runway.

Several pilots have emphatically pointed out to me that our sport is not primarily about flying. It is about the people that you meet. I heartily agree and I had a great time. I devised my down and back mad dash road trip to expand my comfort zone and I'd surely not do the same trip again, nor recommend it (way too much driving). But now I'm much more comfortable with the idea of towing my glider to FL next November. And maybe the following Spring, I'll track the good weather back north to Sugarbush. Sesquatchie is right on the way, and I plan to go back.

Opening Dinner at Sugar Mama's

Menu:

Assortment of Appetizers

Spring Salad

Mushroom Duxelles Chicken

or

Garlic and White Wine Tilapia w/ capers

Roasted garlic baby reds

Mixed Vegetables

Assorted Desserts

\$28 per person

Sign up at the office by Thursday 15 May.