



Sugarbush
SOARING
www.sugarbushsoaring.com

The Flight Line

Volume 33 No.1

May 2016



Youth Camps

President's Message

Hello to All!

I could be wrong, but in my mind, if our summer is as warm and dry as our winter was here, we'll all be sweltering in July and August for sure. The day before Christmas, I received a photo of my neighbors waterskiing on Shelburne Bay! Go figure! In any case we should look forward to a great season and avoid discussing Vermont's abysmal 2015-'16 ski season around here... Since we were not distracted by a lot of skiing, we worked on a few important "house-keeping" issues instead:

For a number of years, we have had an inconsistent and sometimes confusing fee structure that requires full membership for anyone flying our ships, a requirement driven mostly by our insurance coverage and our bylaws, which require all members to pay for "shares" in the club. We have husband & wife teams who must own two shares to pilot our ships. We have employees who cannot fly recreationally when not on the job...etc. We have some employees who pay inactive dues while others pay full member dues. Last year the BOD looked at the situation and determined the following issues:

Our insurance coverage is only on shareholders and officers and directors and our employees while working (not their recreational flying).

The club would like to encourage recreational flying by both employees and spouses/partners of members but owning a share is required for insurance coverage on recreational flights. This is a serious burden for spouse/partner teams that both enjoy the sport.

The club's handling of dues is inconsistent for employees. Some pay active dues, while others pay inactive dues. All are afforded full member rates.

Finding and keeping quality employees is critical to the safe and efficient operation of Sugarbush Soaring. After considerable study, Tom Emory proposed and the BOD unanimously approved a fairly painless way to address all of these concerns. Best of all, making the change involved revisions to our Membership Handbook and not an act of Congress. Dues statements for those affected reflected this change.

Tom Anderson, Steve Platt and I have been working on a long range plan for the organization. Bob Messner and the BOD developed several scenarios for the club's future in 2005, one of which guided the club through the recession. Looking into the future of the organization was daunting when times are what they were ten years ago. Today, with our performance over the last few years, our outlook is more optimistic, to be sure. Presently, it is a work-in-

process to be introduced to the membership on Opening Day to stimulate your consideration and feedback. The hope is to complete it by the end of the season for adoption at the annual meeting.

Sugarbush Soaring Association is somewhat conflicted in its designation as a not-for-profit corporation in Vermont but not recognized as such by IRS. Our mission statement, staffing, equipment and operations are strongly aligned and dedicated to providing service to the public with our rides and increased emphasis on instruction and youth-oriented programs. As a component of our long range planning, Bill Newell, Bob Messner, Tom Emory and I are looking into the opportunities and limitations of becoming a charitable organization— a 501(c) (3) Corporation – under the federal tax law. We'll be reporting on our findings to the BOD and soliciting your feedback in the coming months.

Carl Johnson has overseen development of the new website. If you have not seen it, please take a look and contribute a photo or comment when you can.

Last Fall, Myndy worked on repairs to the clubhouse and oversaw over \$20K spent to smoothed the ground in front of the 2-33 parking, ditch, drainage and grading of the NE corner of 22L, including a new culvert there and a new French drain between the two new hangars and regraded and added "Staymat" to the hangar road. In a week or so, we will call for volunteers to help remove rocks and dress up the work areas before Opening Day. If enough show up on the appointed day, that day might end with an impromptu round of beer & pizza or (???).

This fall, SSC will be asked to reimburse Granite for correcting the rough area in front of the gazebo used almost exclusively by the Club on 22R. The BOD will meet with Myndy to discuss that work and its cost.

The BOD approved Buddy's proposal for the purchase of a new golf cart to replace whichever cart is the least repairable.

Rick & Ginny Hanson have advised us that they will be overseeing two youth camps again this year. Though no space remains in them for this season, if you have someone in mind to attend one of these camps, though applications are always welcome, no space remains for this season.

Opening Day is a week away now. I hope to see you there!

Fritz

Opening Day Activities May 14

There will be a Mandatory Safety Briefing at 9:00 AM in the Restaurant area. Please make every effort to attend this important meeting. After this we will be assembling gliders and getting everything ready to start operations. We will need all hands to assist.

There will be an opening dinner at Terra Rosa, on the Sugarbush Access road. Menu and details on page 18.

Sugarbush Soaring BOD Minutes of January 30, 2016

The meeting convened at 4:30 pm in the home of Carl Johnson at 685 Dump Road in Warren.

Present were directors Bill Newell (BN), Tom Anderson (TA), Steve Platt, Tom Emory (TE), Fritz Horton, Buddy Duncan and Carl Johnson. Members Bill Martin (BM), Bob Boedecker (BB), Jude Farley and Tom Grady also attended the meeting.

Carl Johnson recorded the minutes.

The meeting began with unanimous approval of the board and general meeting minutes from October 24, 2015.

Tom Emory opened the meeting with a treasurer's report:

- 2015 was a good year
- There were over 1,700 tows
- Number of rides was significantly higher
- The local innkeepers are aware of us, and find us an attractive draw. We should plan on increasing our visibility with them this year
- Number of private flights continue their downward trend (350 in 2015 vs. 380 in 2014 vs. 400 in 2013) A number of new and enthusiastic members could potentially reverse this trend.
- We currently have 2,100 gallons of fuel in the ground, which should last until mid June
- We expect to pay the final installment on the PW-6 loan this year, one year ahead of schedule
- The new engine for 84P is hung but not connected, but should be finished in April
- We currently have 43 active members, 59 inactive members, 16 youth members and 1 20's member This is up from a low point of 35 active members in 2010.
- The board then reviewed and discussed the year end report.

TA asked if there is a husband/wife discount for membership, and after general discussion the board agreed that this would be a good idea. **TE said that he would establish a policy and will coordinate the documentation for it.**

The board then discussed the possibility of appointing BB to fulfill the board position vacated by Marv Ginzel. TA discussed how BB would be a great candidate, and BB asked about the typical level of commitment for a board member. After consideration, BB asked for time to consider the board position given the requirements and his changing employment circumstances. The board then decided to table any motion to appoint BB for the time being. BM asked why the club is not featured in the Sugarbush Resort magazine, and asked for someone to investigate why. There was a general discussion about how to get content into the magazine.

TA then began a discussion of a new youth representative position on the board. Having a youth presence should be a win/win for the board and the youth membership. Jude has been with the club for 1 1/2 years, has attended the youth camp and soloed last year. He is also working with TA at Stowe, and represents an ideal candidate for the position. After a brief discussion, Jude was unanimously voted into the position and took a seat at the board.

The board reviewed the request for club participation in the upcoming Region 1 competition in Springfield. The board agreed with the consensus position taken earlier via email, which was that the club would only participate in the competition if there were tow plane and pilot availability. This availability is currently unknown given the current status of 84P.

SP and the board discussed the findings of the long range planning committee.

- Because of the increasing importance of rides to the club, we could

easily utilize a nice third ride ship (something other than a 2-33)

- There are issues with equipment, such as the radios in the 2-33s
- SP is looking for feedback from the board about the planning document

- It is crucial to have two working tow planes on the field
- The tow planes can use some improvements that are safety related, such as additional instrumentation

- The club needs additional A/V equipment for ground training purposes

- We would benefit from enhanced volunteerism, and general increased participation from active members

- The current staff is aging – we need to “prime the pump” by bringing in younger members

- A good membership growth target would be to add another 10-20 members

- Buddy asked if the club retains its new members after initial instruction. BN and TA agreed that the club is much friendlier than it used to be, so any increased retention may take some time to show itself. Though we lack current analysis of this issue, TE noted that the interest in cross country soaring has been waning within the club, and wondered if more emphasis on this aspect of the sport would increase retention.

- The club needs to plan for a new hangar to house a potential new PW-6

- Granite would need to approve and implement new hangars. The last time a hangar building was constructed they first presold 10 hangars.

- The current terminal building is aging and may not serve our future needs without modifications. Determining what would be needed and ways to financially assist Granite, its owner, in making improvements should be a part of this plan.

- The club currently owns 20% of Granite's outstanding shares, and many felt a wise long term goal would be for the club to own a larger share of the airport.

- The board discussed the possibility of creating a 501(c)(3), which might allow existing Granite shareholders to donate their shares to their advantage. **BN and Fritz volunteered to look into this issue and report on it at the next meeting.**

Carl gave an update on the web site. The new site does not have any analytics that can be used to directly compare the web hits versus the old site, but indirect analytics based upon Facebook visits and “likes,” in addition to gift certificate sales all imply that the new site has been a success. The web developers are currently working to implement a private login capability for members, where they can modify their own contact information and view statements.

Buddy gave an update on golf cart replacement research, and recommended that we buy a new

cart for rather than look for a used one. After a brief discussion, **the board unanimously approved the purchase of a new golf cart for \$5,600. Buddy will facilitate the purchase.**

Buddy agreed to fix the radios

Fritz discussed the effort to repaint the 2-33 “966.” He will take it to Bob Shumaker's to prepare it for painting. Carl was given board approval to purchase four sugarbushsoaring.com vinyl decals for display on the tow planes. They were estimated to cost ~\$20/pc.

Continued on next page

Board Contd.

TE recommended that the club rates remain unchanged for 2016. The board unanimously approved. The current published prices for gasoline may be too high, and should be lowered to be more in line with what is available at surrounding airports. **Rick Gehlert offered to research this via email after the meeting.** Fritz, TE and TA agreed to meet and discuss 2016 staff salary recommendations. BN asked the board to consider shifting more of the salaries to bonuses as a way to keep fixed costs lower. The meeting adjourned at 6:00 pm. The next BOD meeting was not scheduled.

Respectfully submitted,

Carl Johnson, Secretary

Editor's Note

I wish to thank Jen Anderson and Steve Platt for giving me all the photos they had. Without these, Flight Line would be very dull. I thank them, and all the photographers who helped them. I do not know who took which photo, so this is the only attribution. A special thanks to Kathleen Sharif writing about her dad, Marty Johnson.

Also thanks to all the other contributors. I only edit. They write.

-John Daniell

FAI Badges.

You have all heard me talk about this subject in the past, but I feel very strongly that the club should do more to participate in the ABC Program than it does. That should not be hard, as the program is completely invisible at Sugarbush.

It takes an SSA Instructor to award A,B & C badges to pilots. To become an SSA Instructor is not difficult, and I ask all our FAA Certified instructors to consider doing this. All but one that is. Rick Hanson is already an SSA Instructor.

Owning these badges signifies an achievement apart from getting names in Soaring Magazine. We encourage youth at Sugarbush, both by FEFY and youth camps. Most of these boys and girls are in school or about to begin college. Quite apart from any other reason to earn these badges, people seeing one in a lapel will ask what it is. Our sport needs more public awareness and what better way than among school kids. But every new pilot, not just the kids, should be in the ABC program.

Of course there are also Silver and Gold badges, and Diamonds. You can earn a Silver C in a 1-26, no less. While I can understand club hesitancy allowing cross countries in club aircraft, there should be no limitations on having club pilots earn their Silver endurance and altitude gain legs (5 Hours, and 1,000 Meters) in club gliders. There is nothing stopping private owners to 'go for the silver and gold' by achieving the three Silver requirements and the two additional ones to earn a Gold Badge. Instructors should be encouraging private owners to do this. All that you need is an official observer, who is either an SSA Instructor or any pilot with one leg of a Silver C minimum. The club has a data logger available for recording the flight so the observer can certify it to SSA.

Once a pilot gets his glider rating, where does he go next? I suspect some, after soaring for a year or two just lose interest. When I started, getting badges was the motivation. Getting them took perseverance which included finding out things about soaring I never would have bothered with otherwise. Getting the FAA rating should be just the start. The badges prove that you have moved beyond that and are on the road to mastering the bigger challenges of the sport.

- John Daniell



Olef Martin Johnson

Olef Martin Johnson, three quarters Norwegian one quarter Irish. The East coaster who loved the mountains and the

water and the sky made his way in his eight decades to travel the entire planet and visit practically every continent. He was able to live to see all his four children grow up and get married themselves. Two sons and two daughters. Their Vermont farmhouse was located in Kildeer Illinois on what my grandmother unaffectionately referred to as The Prairie. There were no mountains there. Marty and Eileen took their kids to Bermuda for vacation to ride scooters around the island and snorkel with the barracudas. He decided the family should celebrate his nation's bicentennial in 1976 at Arlington Park racetrack with spectacular fireworks and a concert starring Johnny Cash. Though busy flying a Lear jet to all corners of the world, he still taught them all to ski and skate, to fish and swim. When he was at home, he used his mechanical prowess to fix whatever might be broken and planted a flower garden impressive enough to make neighbors driving past slow down to admire their beauty. He certainly enjoyed the quiet evenings sitting out back overlooking the creek. Privacy was very important to him, yet he was a thrillseeker. One day, just for fun, he landed the company helicopter in their back yard. Didn't everyone's grandfather do that? Uniformity, order, honor and service. All these were important to Grandpa. Every year on the Marine Corps birthday he would put his red flag out on his balcony. It was more important to him than his own birthday. He carried his military ID in his wallet till the day he died. He lived his whole life doing all the things most guys dream of: flying jets, racing fast cars like his Porsche, skiing in Vail and Aspen, sailing in the Mackinac race, gliding in the French Alps, all the things you see James Bond

doing in his movies. He flew Princess Margaret about in a Lear Jet and Tom Watson Jr. to meetings from coast to coast. He was at Woodstock. Not down by the music stage of course, but above them all flying his F-8 Crusader low and extremely fast over the crowd. This Marine Corps aviator would boast to all that the Crusaders he flew were the last of the gunfighters. His squadron VF 511 were deemed supersonic cowboys But this Abledog who went screaming along the DMZ in Korea in his fighter jet also tended roses and planted daffodil bulbs. He was a tall friendly gentleman who would stop to assist others in need. He had generosity in his heart and loyalty in his bones. His Sugarbush friends knew he could be counted on to always step up and do the heavy lifting. whether towing a glider or taking over the radio in the tower. Everyone knew Marty in his red Marine Corps hat and his salutation "Hello there!" accompanied by a solid handshake. His amassed friends included astronauts, lieutenant governors, Olympic skiers, winery owners, Bank Presidents, authors, doctors, cartoonists for the New Yorker, ambassadors to the Soviet Union, rocket scientists, war heroes, and of course, many pilots. What does one do after an exhilarating aviation career chapter has closed? A fair question. Well, Marty taught himself French so he could fly competition gliders in the French Alps. Dangerous and technically challenging flying, but with no engine so really it's sheer talent on which you rely. He was an outdoorsman for sure. Nature called to him to hike and fish and sail and ski. My grandfather had a soft spot for all animals, most notably dogs, stopping to pet them whenever he was out and about. In the backyard of his Vermont home, he always had bird seed out all winter to feed the cardinals and the chickadees, but sometimes his frustration at the pilfering



squirrels led him to resolve the situation with his trusty Mauser. He had read thousands of books over his lifetime, recently embarking on War and Peace just after his 80th birthday. "Boring!" was his critique once he had finished it. Not surprising it didn't offer up enough excitement for him. But with the exception of a few jigsaw puzzles, he most often finished what he had started. Although his Norwegian heritage made him hesitant to express himself with affirmations of affection, he always showed gratitude to those around him, particularly to my Mom and Dad when they helped him in his final years. He enjoyed fine dining, insisted on the proper napkins and his East Coast manners dictated that you hold the door open for a lady. Always prepared, he never let the gas tank of his BMW drop below half full. Because when you're out over the Pacific, and it's nighttime and pitch black you want to be sure you can make it home, especially if home is a small dot in the middle of the ocean. So, thanks Marto for being in our lives and teaching us about the stars and cars and planes and boats. And most of all, dedication and sacrifice. They say: Once a Marine always a Marine. True statement.

-Kathleen Sharif

Club Announces New Membership Categories.

New Membership Categories for 2016

This year we have added two important new membership categories to our operating handbook. These are intended to provide incentives to both staff and Spouses/ Partners of Full Members to enhance and expand their participation in the sport. Both are explained in the new version of the handbook, soon to be on the club web site – <http://www.sugarbushsoaring.com> .

Here is a summary.

Paragraph 5.9 Spouse/Partnership Membership – This addition permits the Spouse/ Partner of a full member to buy a Treasury share on our ten year time purchase plan (\$75 per year) currently extended to youth members. This provides full ownership of the share at the time of first payment along with full shareholder privileges such as voting rights and insurance coverage. In addition, the Spouse/Partner will pay dues at the inactive rate (currently \$75 per year) and will enjoy full member rates for services.

Paragraph 5.10 Employee Membership – Any employee is eligible to purchase a share from the club treasury under the ten year time purchase plan (\$75 per year) currently extended to youth members. This provides full ownership of the share at the time of first payment along with full shareholder privileges such as voting rights and insurance coverage. In addition, the Employee will pay dues at the inactive rate (currently \$75 per year) and will enjoy full member rates for services.

The Board hopes that these exciting changes will add to the overall experience at Sugarbush Soaring and will encourage the maximum possible involvement of our members and staff.

Please contact the office for details on how to take advantage of these changes.

KEEPING UP TO DATE

ADSB on the horizon, new student pilot certificates. Remember to renew your aircraft registration every three years. Drones. Watch out for TFRs. FAA as an enforcement agency.

We all know that nothing stays the same – flying, like anything else we do, is not without changes. Some of these changes are a result of new technology, some are to improve safety, and some are imposed on the aviation community by regulatory agencies to facilitate security, improve efficiency, or to pay for an ever growing demand on a finite amount of airspace by an increasingly diverse fleet of aircraft. We are fortunate, here in Vermont, to have very little controlled and special use airspace – this gives us a lot of freedom to fly sailplanes and light aircraft – but, we must also be aware of the regulations governing airspace and changing regulations that may or will have some impact on what we have come to accept as immutable. Let's consider some of these Proposed changes:

1. ADS-B (Automatic Dependent Surveillance Broadcast): In 2014, Congress passed a bill requiring the FAA to mandate all aircraft, by January 1, 2020 operating in controlled airspace be equipped with “ADS-B Out,” equipment that transmits information to ground controllers as well as other aircraft. This equipment is available now, though it is new and still developing technology. The FAA states that, of the 224,000 General Aviation (that includes us as “GA” aircraft), 157,000 use ATC services and therefore will need to have this equipment installed. “ADS B In” equipment – more expensive and requiring more electrical power, panel space, and installation expertise – will be required at some unspecified time in the future. Don't panic. The key phrase here is “operating in controlled airspace.” In Class A, B, and C airspace, the requirement will apply. We will, hopefully, still be able to negotiate an agreement for operation in the “wave window” to fly in Alpha Airspace, and we do not, as a rule, operate in B and C airspace in the vicinity of large airports anyway. As it stands, then, this pending regulation does not affect glider or light aircraft operations outside of controlled airspace.

2. Aircraft Registration: In 2013 the FAA instituted new regulations regarding aircraft registration. Previously, aircraft reregistration only occurred when the aircraft changed owners. Now, aircraft must be reregistered every three years, on a schedule established by the FAA – this can be done online very simply and for the cost of \$5. Failing to reregister in the three month time window allotted may result in the tail number being reassigned and the aircraft having to go through an extended registration process. The expectation is that the cost of reregistration will go up (of course), and the FAA has talked about a higher registration fee for multi-engine aircraft in the future. Again – no worry here, as long as you keep track of your registration date and don't throw out the FAA reminders that come in the mail about reregistration dates.

3. Student certificates: New this April 1. Student certificates are issued after application through the IACRA program. IACRA is the FAA's web-based “Integrated Airman Certification and Rating Application” system that enables an applicant for a rating (student through any advanced rating) to fill out the application for signature and approval by a recommending instructor or a designated examiner. It will, after April 1, 2016, take “up to three weeks” for

approval of a student certificate because that process will now include a background check. In the past, a Designated Examiner could issue a student certificate on the spot if he or she had a photo ID, birth certificate, passport or other means of ID, and filled out the IACRA application.⁴ Photo I.D. requirement: The new student certificate will look like the rest of the pilot certificates look right now – it will be plastic and have a photo on one side – of Orville and Wilbur Wright – NOT the person whose name is on the certificate. The FAA has tried to have pilot photos on pilot certificates, but has run into two problems: 1 – Who is going to take the photos and ensure that the proper photo is on the certificate? The FAA tried to pass the buck a few years ago with the idea of the individual states' DMV's being responsible – and that met with problems with state vs federal responsibility and logical debate about how the state DMV's, already overtaxed with automotive obligations, could possibly manage that responsibility too. And: 2 – AOPA objected “Why do we need a photo on the certificate when we already require pilots to carry a photo ID?” YES. Remember – if you are “ramp checked” or have an incident or are asked by a law enforcement officer, you are required to produce (for inspection, not surrender) a photo ID, in addition to your pilot certificate (dogs have “licenses,” pilots have “certificates” remember). So – right now there is no requirement to arrive somewhere to have your picture taken for your pilot certificate – but that might change in the future.

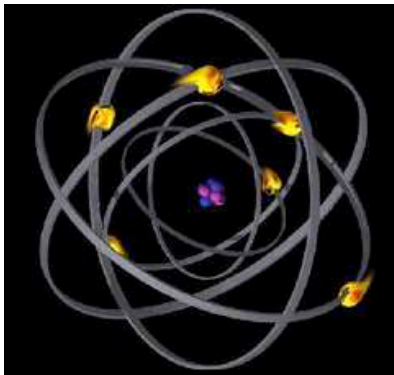
5. Not a change in rules, but a change in emphasis: Please respect the increasing role of the FAA as an enforcement agency and not as a governmental organization dedicated to the promotion and encouragement of aviation. Remember that there are TFR's (Temporary Flight Restrictions) out there where there never were before, more special use airspace, and more FAA involvement every time there is an airspace incursion. Even in the relatively free airspace where we fly, it is possible that a TFR can come into existence at any time – some noteworthy nearby places like Lawrence, MA, Portsmouth, NH, and Saranac Lake, NY have seen TFR's in the last few years for VIP's like Hillary Clinton and President Obama. If you want to see an F 16 up close, fly into one of those unannounced! The FAA takes legal action on these incursions, inadvertent though they may be.

6. UAVs, Drones, RC models, ultra-lights: If you fly one of these, know the regulations. There is a whole new set of rules governing these – too detailed to go into here, but, rules aside, common sense should also be involved here. A remotely piloted vehicle beyond the direct view of the operator or an ultralight aircraft operating at an altitude that could conflict with airplane or helicopter traffic is a potential hazard. Know the rules and regulations governing your aircraft and keep away from high density flight areas like airports and departure or arrival routes.

REMEMBER: As our lives become more complex and the sky gets more crowded, we can all learn a few new things and adapt. Flying is well worth it!

Ptolemy, Kepler, the Higgs Boson, Philharmonic Orchestra, and Soaring

I think I can make all these topics come together. Early attempts to explain and give order to nature and observed celestial happenings resulted in some bizarre theories. Aristotle's "spheres," with the earth as the center of the universe, became a complex arrangement of planets and stars moving in "cycles," "epicycles," and "retrograde motion" in Ptolemy's effort to explain the otherwise seemingly random motion of planets, moon, and stars in a geocentric universe. It took centuries for Copernicus, Johannes Kepler, and Tycho Brahe to come up with a more logical explanation of a solar system where the earth is not the center. There are so many levels of organization to explain a universe so vast and strange that the human mind can't comprehend it all. We can talk about the "Big Bang" event that may have taken place over 4 billion years ago – and when



we do, we have to talk about sub-atomic particles like quarks and bosons that might explain why there is "dark matter" and "dark energy." My brain hurts. The point is that we humans search for explanations. We try, with religion, cultural myth and stories, "science" (both good and bad), and observation, to make our world sensible, orderly, and predictable. I think it is human nature to define, order, and label our world so that we can know our place in it and predict where we go from here – wherever "here" is. When our kids were growing up, we went to one of many grade school concerts (here he goes again – way off track!) – all the parents knew the music would be terrible, but it was a wonderful thing to see fourth and fifth graders fearlessly performing in front of an audience. The music director had just



started a new "string ensemble," and the auditory effect was painful enough that several, otherwise dutifully attentive parents had to leave or embarrass themselves by laughing uncontrollably – and one of our son's classmates, sawing away furiously on his violin, managed to finish the piece a full ten measures ahead of his fellow musicians. He stopped, reached under his chair for his violin case, and had the instrument put away and was ready to go before the rest of the ensemble was finished. While travelling out west, we attended a concert performed by the Boulder Philharmonic. Every note perfect, every piece played by the fifty member orchestra sounded as if it came from a single instrument. It was the "Harmony of the Spheres," and it was an example of the order and perfection that we all seek. Endless hours of practice were required to achieve that "natural" harmony. A lesson to us all – there is order in the universe, and there is organization, but each of us individually and all of us collectively, need to make it so. It takes work – the "God particle" or Higgs Boson to organize chaos. When we fly, let's not put the violin back in the case; let's be an orchestra.



- Rick Hanson

Glider Cafe.

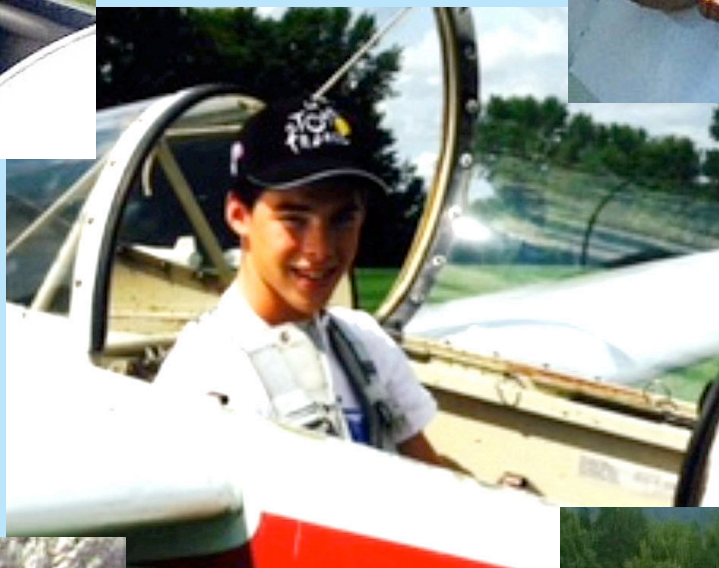
Jessie will be back running the cafe this year and will be open part week, serving breakfast and lunch.



Alex Scaperotta
Private pilot
Glider

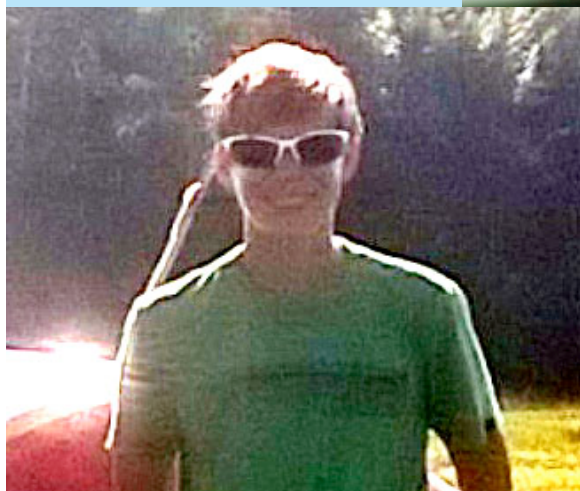


Tom Grady
First Solo



Ian Clarke
Private pilot
Glider

ACHIEVERS



Jude Farley
First Solo

Tom Anderson
Commercial Glider

Joanne Peacock
First Solo





Brrrrr!
Unexpected October snowfall
caught us by surprise!



Guys Just Hanging Out...





Mount Washington today, Buddy?



What does that one do?



How did a car get in here?

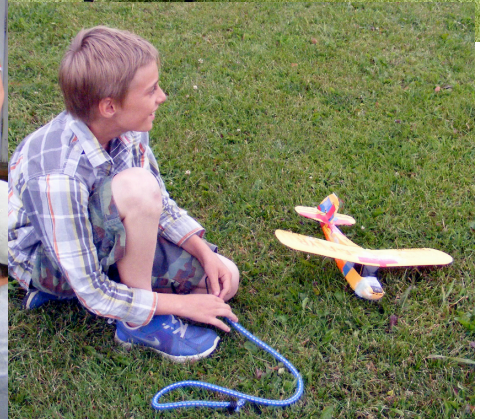
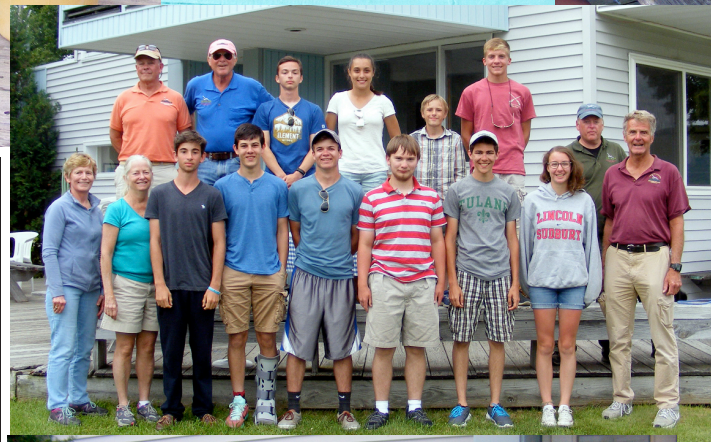
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Youth Camps

Fun and Flying





**Bob Messner in
his Ventus bx**



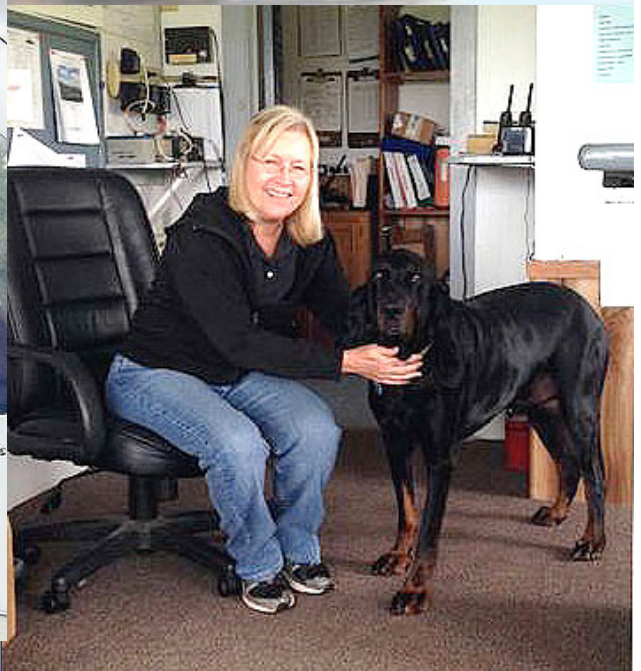
Steve and Bobbie Platt



**Chris Courtney
captures 2-33 on tow**

Nice shot of our PW 6 Landing





**A few among
many who make
the club tick**

Pierre Swick visits the Collings Foundation

In an era when military flying is more a matter of computer programing and following commands therefrom, where flying drones from a position on the ground is increasingly in style, where stick and rudder dogfighting skills are becoming a thing of the past, I recently had the experience of backtracking 70+ years and flying as it was in the skies over Europe during WWII.

The Collings Foundation to which I recently donated my Waco UPF7 is once again re-enacting what it was like with its “Wings of Freedom Tour” which started in January on the East Coast of Florida, hitting several locations with its B17, B24, and P51. After completing a tour of Florida, this tour continues on across the country heading west towards California and then back to the East Coast at the end of the year.



I joined the tour in Stuart, spending 3 to 4 days there, then in Melbourne, Ft. Lauderdale and West Palm Beach, talking to young and old alike as they viewed and climbed through the aircraft on display. At the end of each day those who signed up and paid for a flight were taken up for about a half hour of flying up and down the coast.

Many who showed up were veterans from the war who had flown these aircraft in one capacity or other, hobbling around with a cane, being wheeled around in a wheel chair, all re-visiting memories of the war in which they

fought. My part in this was simply talking to these people while they snapped photos of this array of beautifully restored airplanes.

I also had the opportunity to fly in the B17, and best of all a flight in the back seat of the P51. This Mustang, a C model, some of which had been originally built with a back seat, had been field modified by the Collings people. On this particular flight, which was a ferry from Melbourne to Ft. Lauderdale, we flew formation with the B24 for a photo op. session. I was also thrilled to get some stick time. Here are some photos taken by me of the B24, one of me in the P51, one from

the bombardier's station below the cockpit, as well as some ground shots.



- Pierre Swick

Opening Dinner at Terra Rosa. Saturday 14 May

**First Course
House Salad or Caesar Salad**

**Entrée Options
New York Strip
5oz center cut beef topped with roasted
mushrooms and mashed potato**

**Mediterranean Chicken
Sautéed boneless chicken breast served with
artichoke hearts, mushrooms, roasted peppers,
garlic and Kalamata olives tossed with penne**

**Shrimp Scampi
Shrimp sautéed in butter, white wine & parsley
served over linguine**

**Dessert
Chocolate Chip Cannolis
Stuffed with whipped ricotta, mascarpone cheese
and chocolate chips
Cash Bar**

\$38.50 (including tax & gratuity)

**For reservations with Salad and Entree choices
call (802) 496-2290 or soar@sugarbushsoaring.com
by 11 May.**