

LIFTS 2007—IT WAS A GOOD YEAR

It's apropos that uphill transportation numbers are, indeed, going up.

BY JENNIFER ROWAN

Rather than keep you in suspense, let's cut right to the chase—there were a total of 41 chairlifts, gondolas and platters installed in 2007, representing a VTFH of 85,393, which is about a 25 percent increase over last year. Not too shabby. Not too shabby at all.

Why the big jump? Well, there really wasn't any one big story, but rather several smaller ones worth mentioning. For example, a new area came on line this year in British Columbia called Revelstoke. To introduce skiers and riders to its huge amount of terrain and massive ver-

tical (4,700 vertical feet to start, which will eventually climb to 6,000), the area installed a detach quad and a 7,844-foot-long gondola—for a total of 14,000 feet of uphill transport. In Colorado, while the Denver Rockies may not have stepped up

(Note: VTFH measures the number of skiers who can be transported 1,000 feet vertically in one hour. It is arrived at by multiplying the vertical rise in feet by the capacity in people-per-hour and divided by 1,000.)

to the plate, areas sure did with eight lifts, ranging from quads to 6-packs to gondolas. Idaho posted a whopping six new lifts. And Mad River Glen, Vt., in its historic need for personal space, spent \$1.54 million updating its single chair, which delivers a mere 480 people per hour. Talk about elbow room.

And who were the busy manufacturers this summer? Doppelmayr CTEC is responsible for 61.5 percent of the total VTFH (52,558), with 31 lifts, eight more than last year. Leitner-Poma of America kept itself busy with 10 installations

NEW LIFTS BY REGION

Region	New VTFH	Surface	Gondolas/		
			Chairs	Trams	Total
East	7,610	-	5	-	5
Midwest	-	-	-	-	-
Mountain	39,455	1	19	2	22
Pacific	16,718	-	6	-	6
Canada	21,610	-	7	1	8
TOTALS	62,519	1	37	3	41

LIFT COMPARISON WITH PRECEDING YEARS

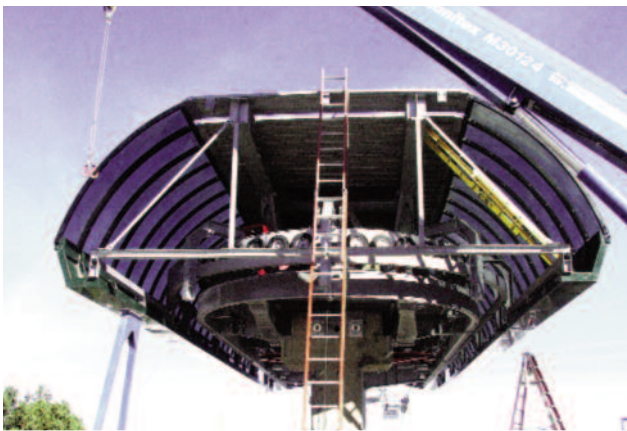
Region	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
East	10	13	6	12	10	13	9	8	8	5
Midwest	3	4	2	0	2	4	2	0	1	0
Mountain	21	25	11	14	5	4	25	17	11	22
Pacific	17	10	10	2	6	3	8	3	5	6
Canada	13	11	21	9	10	11	10	5	6	8
TOTALS	64	63	50	37	33	35	54	34	31	41

NEW LIFTS BY MANUFACTURER

Manufacturer	Surface	Chair	Gondolas/		Total VTFH
			Trams	Total Lifts	
Doppelmayr CTEC	1	28	2	31	52,558
Leitner-Poma	-	9	1	10	32,835
TOTALS	1	37	3	41	85,393

VTFH (000) COMPARISON WITH PRECEDING YEARS

Region	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
East	19,453	33,695	11,358	16,881	14,891	12,431	11,065	10,367	11,533	7,610
Midwest	2,185	4,373	1,070	0	1,744	3,120	1,130	0	638	0
Mountain	69,922	52,591	21,999	25,625	12,906	13,376	25,870	35,849	29,785	39,455
Pacific	46,357	17,952	28,521	4,091	11,296	6,425	15,860	4,250	9,998	16,718
Canada	28,265	22,142	32,424	18,042	26,244	21,294	11,675	6,533	11,767	21,610
TOTALS	166,182	130,753	95,372	64,639	67,081	56,646	65,600	56,999	63,661	85,393



LEFT COLUMN--DOPPELMAYR CTEC PROJECTS:

Top: Mammoth gets a new 6-pack, which measures 5,354 feet and can move 3,000 people per hour. The crew works on the bullwheel, including retiring Helmo Ladinig, who is on the boom truck.
 Middle: The Jeff Flood Express detachable quad at Timberline Lodge, Ore., accesses 220 acres of new terrain at the area. The lift is named after Jeff Flood, Timberline's head snowcat operator who tragically died two years ago in a car accident.
 Bottom: The top terminal to the detachable quad installed at Heavenly's Northbowl.

RIGHT COLUMN--LEITNER-POMA PROJECTS:

Top: The Panoramic Express lift at Winter Park. This high-speed 6-pack is North America's highest six-passenger chairlift.
 Middle: Another 6-pack, this time at Steamboat Springs. Called the Christie Peak Express, the lift features a 36-degree angle station.
 Bottom: Another Colorado installation. This quad, called Zuma, will debut this winter at Arapahoe Basin.

EAST

Location	Type	Manufacturer	Installed HP	Length	Vert.	Design Cap.	Initial Cap.	Speed	VTFH*
NEW YORK									
Holiday Valley	4C	Doppelmayr CTEC	150	2924	47	1800		450	85
PENNSYLVANIA									
Seven Springs	6C-Det.	Doppelmayr CTEC	500	3000	740	3000		1000	2220
VERMONT									
Loon Mountain	4C-Det.	Doppelmayr CTEC	900	5160	1475	2800		1000	4130
Loon Mountain	3C	Doppelmayr CTEC	100	1919	95	2400		450	228
Mad River	1C	Doppelmayr CTEC	200	5234	1972	480		600	947

MIDWEST

Location	Type	Manufacturer	Installed HP	Length	Vert.	Design Cap.	Initial Cap.	Speed	VTFH*
TEXAS									
Texas State Fair ¹	Gondola	Doppelmayr CTEC	250	1738	20	2260		600	45

MOUNTAIN

Location	Type	Manufacturer	Installed HP	Length	Vert.	Design Cap.	Initial Cap.	Speed	VTFH*
COLORADO									
Arapahoe Basin	4C	Leitner-Poma	300	4117	1115	1900		450	2119
Beaver Creek	Gondola	Doppelmayr CTEC	250	2210	63	1600		800	101
Beaver Creek	Gondola	Doppelmayr CTEC	250	1671	336	2200		600	739
Snowmass	4C	Leitner-Poma	75	1263	125	1200		300	150
Steamboat	6C-Det.	Leitner-Poma	845	4636	1102	3200		1000	3526
Vail	4C-Det.	Leitner-Poma	700	6729	1755	2400		1000	4212
Vail	4C-Det.	Leitner-Poma	300	2437	512	2400		1000	1229
Winter Park	6C-Det.	Leitner-Poma	1000	7224	1640	3200	2600	1000	5248
IDAHO									
Brundage Mountain	3C	Doppelmayr CTEC	250	3175	805	1800		450	1449
Brundage Mountain	3C	Doppelmayr CTEC	200	2388	612	1800		450	1102
Schweitzer Mountain	4C-Det.	Doppelmayr CTEC	500	3549	1063	2400		1000	2551
Schweitzer Mountain	3C	Doppelmayr CTEC	250	2080	775	1800		500	1395
Sun Valley	4C-Det.	Doppelmayr CTEC	400	2572	634	2400		1000	1522
Sun Valley	4C-Det.	Doppelmayr CTEC	200	1400	181	2317		800	419
MONTANA									
Big Mountain	4C-Det.	Doppelmayr CTEC	900	7322	2087	2800		1000	5844
Yellowstone Mountain Club	3C	Doppelmayr CTEC	60	1276	290	600		450	174
Yellowstone Mountain Club	Platter	Doppelmayr CTEC	15	812	96	180		450	17
Yellowstone Mountain Club	4C	Doppelmayr CTEC	200	4326	574	490		1000	281
UTAH									
Brian Head	3C	Doppelmayr CTEC	200	2887	579	1800		500	1042
Brian Head	3C	Doppelmayr CTEC	200	2366	550	1800		500	990
Brighton	4C-Det.	Doppelmayr CTEC	500	3712	1109	2400		1000	2662
Deer Valley	4C-Det.	Doppelmayr CTEC	500	4499	1118	2400		1000	2683

PACIFIC

Location	Type	Manufacturer	Installed HP	Length	Vert.	Design Cap.	Initial Cap.	Speed	VTFH*
CALIFORNIA									
Heavenly Valley	4C-Det.	Doppelmayr CTEC	500	3330	866	2400		1000	2078
Homewood Mountain	4C-Det.	Doppelmayr CTEC	400	3971	968	1800		1000	1742
Mammoth Mountain	6C-Det.	Doppelmayr CTEC	900	5354	1650	3000		1000	4950
Squaw Valley	6C-Det.	Doppelmayr CTEC	500	2624	1109	3200		1000	3549
OREGON									
Timberline	4C-Det.	Doppelmayr CTEC	500	6784	1215	1800		1000	2187
WASHINGTON									
Crystal Mountain	2C	Doppelmayr CTEC	400	5422	1843	1200		550	2212

CANADA

Location	Type	Manufacturer	Installed HP	Length	Vert.	Design Cap.	Initial Cap.	Speed	VTFH*
BRITISH COLUMBIA									
Cypress Bowl	4C-Det.	Doppelmayr CTEC	600	3540	1152	2400		1000	2765
Mount Baldy	4C	Leitner-Poma	200	3028	738	1400		450	1033
Red Mountain	4C	Doppelmayr CTEC	300	3892	719	2400		450	1726
Revelstoke	4C-Det.	Leitner-Poma	900	6240	2077	2600	1400	1000	5400
Revelstoke	Gondola	Leitner-Poma	1600	7844	2952	2800	1314	1200	8266
Silver Star	4C	Doppelmayr CTEC	100	1652	282	2026		450	571
Vancouver Olympic Dev.	2C	Doppelmayr CTEC	40	1297	477	412		295	197
ONTARIO									
Mt. St. Louis	6C-Det.	Leitner-Poma	400	2064	459	3600		1000	1652

* Calculations based on design capacity

1 - Not included in totals

accounting for 38.5 percent of the VTFH (32,835). Both companies took on some big projects, including three 6-packs each.

Region by Region

In North America, the sliders in the Mountain states are the uphill-blessed this season. Twenty-two new lifts came on line, which is double the number of last year. The total VTFH of 39,455 represents about 46 percent of the total. As mentioned earlier, Idaho came in with six lifts, while Colorado came in with eight. Utah and Montana each added four.

LTW 77 DEBUTS

In the Fall of 2007, a subsidiary of Leitner Technologies, Leitwind, debuted the first LTW 77 wind turbine at Salzstiegl ski area in Austria. The LTW 77 took Leitner's direct-drive design for ski lifts and developed this gearless wind turbine. In the core of the turbine is a patented generator with permanent magnets to guarantee an optimal energy yield.

The five-lift ski area plans to use the power generated by the 1.5 MW turbine to run all of the lifts, the lodge and the restaurants. Any extra power will be fed into the grid.

Further installations are scheduled in India and Bulgaria.





LIFT CONSTRUCTION SURVEY

CONVEYOR INVASION

Top left: A Magic Carpet installation at Sunburst, Wisc., that measures 540 feet long.

Top right: From Star Lifts, a SunKid Wonder Carpet at Keystone, Colo., that measures 430 feet long. At its highest point, this engineering marvel is 32 feet off the ground. The Gallerie is lit from inside for night operation.

Bottom left: Adjustable MultiSkiLifts ready for shipping.

Bottom right: A Kaser conveyor lift from Appelhof Ski Area.

TOWS: ROPE, HANDLE, WIRE ROPE*

Multi Skilift	3	Star Lifts**	2
			TOTAL
			5

**Includes Borer and O'Connor.

CONVEYORS*

Kaser Skicarpet NA	6	Star Lifts	23
Magic Carpet	25	TOTAL	54

*Not included in lift statistics.

5-YEAR CHART OF CONVEYOR INSTALLATIONS



In second place, and no wonder with the Olympics around the corner, was Canada, which accounted for over a quarter of the total VTFH. Eight lifts were put in, seven in British Columbia and a shiny new 6-pack at Mont St. Louis, Ontario.

The Pacific grabbed almost 20 percent of the VTFH with four new lifts in California, including two 6-packs, at Mammoth and Squaw Valley. Oregon and Washington each had a new installation.

The East posted five new lifts, which is down from last year's eight. VTFH

came in at 7,610, which is down 35 percent over last year. Countering Mad River's single was the 6-pack installed at Seven Springs, Pa.

The Midwest was a no-show this year, but a dozen new surface lifts are keeping tubers and beginners very happy.

The Conveyor Story

While the total number of conveyor lifts installed this year is lower, 54 as opposed to 71 last year, conveyor companies were

no less busy.

"The average length of the systems has increased substantially," says Jennifer Kelly from Magic Carpet. The reason? Tubing. As areas add tubing or upgrade the existing transportation, they are looking to conveyors as the main vehicle for getting sliders to the top.

"These systems are a lot longer than conveyors for beginner areas," says Pete Kavanagh from Star Lifts. "We're installing conveyors in the 500-foot range."

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Lift Construction

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And, expect this trend to continue—there is still a lot of untapped tubing potential at resorts.

Also boosting conveyor business are beginner slopes. Many areas are finding so much success with conveyors in these areas that they are ordering second and third systems for more access to the easier terrain.

With the growth in tubing and the emphasis on bringing in new customers, the future for conveyors is bright.

Looking Ahead

So, will next year look even better? For that we would need to consult with Mother Nature.

Doppelmayr CTEC's Mike Beeley says, "We are optimistic about next year, but it's really all in the weather."

"As long as the ski business stays steady," concurs Rick Spear from Leitner-Poma, "investment in new lifts will stay steady. Real estate sales have some effect, but snowfall still rules."

Outside of weather, both manufacturers agree that longer lead times are here to stay...and may stretch even further. "Lead times are getting longer," says Spear. "Twenty-six weeks is not odd these days for electric motors, diesels and the like. But we are also seeing that resorts are reacting to this—[in December] we have done more new lift engineering studies and bids than in any previous year."

Beeley adds, "there is a lot more prep work involved in lifts these days. Many installations are for new real estate or new terrain—areas that are usually not centrally located. So, getting power, roads and permitting requires more up-front work."

One final trend: larger lifts seem to be the norm these days. "Resorts are doing more with a single piece of equipment—one permit, minimal operating costs," says Spear.

With that, we wrap up the 2007 lift construction season. With a little cooperation from Mother Nature and some advanced planning on our part, there is every reason to be believe that 2008 will be another good year for going uphill. ■

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