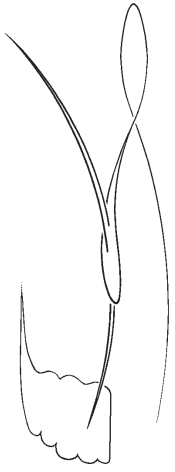


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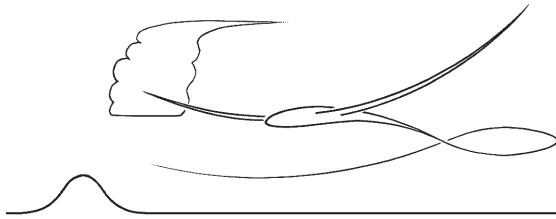
the journal of the Alberta Soaring Council



Soaring season 2000

ASCent

Soaring season 2000



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Cover

A nicely composed photo of our heaven in Cowley.
ZDF belongs to the Regina club.

photo: Robert Hellier

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A presidential note

ONE OF THE THINGS that arose from the theft that occurred three years ago was that we, as the Alberta Soaring Council, should never again find ourselves with the kind of cash reserves present at the time we were cleaned out. Now that the ASC is well into rebuilding our financial situation, I would like to see a process established to make sure any future excess funds are put to good use.

I would like to start discussions around the idea that we establish a "Capital Reserve Fund" to ensure we can continue to maintain ASC assets. The size of the fund would be recommended (and adjusted annually) by the executive based on projections of future need (and voted on by the membership as part of the annual budget process). This fund, along with the funds necessary to cover our operational expenses, would form the financial base necessary for the ASC.

Then, we need to see that the funds in excess of the financial base are put to *orderly* use. We are not talking about a lot of money, perhaps a few thousand each year, but it does add up.

I have posed the following questions to the club presidents for discussion at the club level:

1. Are you in agreement with the Capital and Operating account approach to setting our financial base? Do you have other suggestions?
2. What would you like to see done with the funds that accumulate in excess of our financial base?

Input from the membership at the 2 December ASC planning meeting will be used to formulate the final details of the plan, with the intent of having a motion ready to be presented at our AGM in February 2001.

One of the things we might want to think about is if the ASC needs to get more involved in recruiting. It is clear that the membership in our sport is aging. Many of our stalwarts are well into their seventies, or beyond (congratulations, Walter!). Discussions on the Internet soaring web forums have shown that many clubs are having problems recruiting instructors and towpilots. I know Edmonton is dangerously short of active instructors, how does the future look for your club?

John Broomhall

Summer Cowley

Tony Burton



Robert Hellier

THE MILLENNIUM CAMP was much better than last year in all respects: attendance, flying activity, and weather (both on the ground and in the air). Although 59 pilots registered, many were there for only a few days, so overall the camp appeared small from day to day, and those present enjoyed a fairly relaxed operation.

The weather was dominated by the stretch of hot and very dry surface conditions which placed this southwest corner of Alberta in drought conditions and at an extreme fire hazard. There was a complete outside fire ban in effect (except for propane camp stoves), and an intractable lightning-caused forest fire to the south of Blairmore introduced a restricted airspace up to 10,000 feet for waterbombers beginning just to the southwest of the airfield that was in place for the first half of the camp. (Firefighters only got a handle on this blaze at the end of August when the first ‘real’ rain fell since late June.) Everyone on the field was asked to be very careful of fire.

Saturday, 29 July The morning meeting opened with all the above warnings and a care to drink lots of water (the forecast high was 34°C) and a welcome to the first scattering of pilots from afar. The usual Cu Nim suspects were on hand early, the tents of pilots from Regina and Winnipeg were raised, and Jeff Anderson and his ASW-15 was representing Cold Lake after having taken

a year off from flying. The “visitor-from-afar” this time was Robert Hellier, a Canadian now in Holland, whom you may know as a contributor to *free flight* of either cartoons or the occasional tale of adventures at gliding clubs in Finland and Holland.

There was convective soaring and even weak wave high up for those who were patient enough — entering required persistence and care in transitioning from the 12,000+ cloudbase, and the cu pattern in the valley gave no indication of the overlying wave structure. Russ Flint of Winnipeg took the first tow in his Cirrus JD at 1330 after the Scouts arrived from Cu Nim with Blaniks in tow. Russ was the first to report the wave and maxed out at 19,900. I launched at 1500 and after getting a save at 1000 agl right off tow also made the transition to wave to 20,100.

The best flight went to Lee Coates who soared up to Table Mountain, then flew west to the Continental Divide and contacted the wave there to get to 22,000 feet ... all this with a 5 o’clock takeoff and a 9 pm landing! The worry for those on the ground was that Lee’s radio wasn’t working although we didn’t know that, and there was considerable concern as to his well-being before he finally drifted back overhead.

30 July The safety note at the pilots meeting was to let people know where you are from time to time

while flying. The temperature on the flightline was at least 34° again in the afternoon with only a light wind so it felt very hot. The tarp shade was packed with bodies and no seat under it was left vacant. The Grob 109 motorglider arrived from Edmonton with Henry Wyatt and Malcolm McPhee. There was a little lift over the Porkies and elsewhere but most people decided that sightseeing was a better option than flying — the day was largely owned by the two-seaters doing training flights.

With no fires allowed, the night was made welcome with everyone seated and telling lies around a bunch of candles on a concrete firepit — fun, but it didn't *quite* have that campfire atmosphere.

31 July Today the weather was dominated by a low passing across northern Montana which gave a mix of altocirrus and build-ups on the mountains with mammatus, virga, and occasional light showers. It was still over 30°C though. The Blaniks worked on a dozen checkflights, and the sky cleared around 5 pm. Meanwhile, Lee "Tom Sawyered" a bunch of the guys into re-shingling the last half of the camp kitchen roof for entertainment.

1 August The morning meeting opened with a young lad, Barrett Swendsen, playing the opening bars of Wagner's *Ride of the Valkyries* — that got more attention than a car horn. The day was mostly blue with short flights until midafternoon, then the good lift kicked in to 12,000 feet and everyone started doing 3+ hours. The upper winds had been forecast as wave-producing (44 kts / 270° at 18–30,000) but only Russ found it by connecting on the Divide.

The early evening's entertainment was provided by John Broomhall arriving with his *Storch* replica home-built from Edmonton. It drew a lot of attention with its colourful camouflage paint scheme. Read John's story on the page opposite.

2 August Finally the afternoon heat got down into the high 20s. Today was to be the first day of the provincial contest and there was good interest in the event. The lift just didn't want to get going though, and all early flights over to the Porkies were getting shot down by the southeast wind giving either subsidence over the hills or perhaps some lake effect from the Oldman reservoir. Even after 3 pm the sniffer couldn't stay up and the 1-1/2 hr PST task was cancelled.

The first lift started at 4:15 and the wind switched westerly forcing a runway change to the east end. After that it was soarable to after 7 pm and in retrospect (of course) a contest day had been possible. More contest details are given elsewhere.

Rob was having a great time flying with Cu Nim pilots and quickly discovered that joining the club would save him money with the glider rental time he was building up.

Mike Swendsen, on a glide back from the Claresholm compressor station to the north in his HP-16, got low and made a late decision to set down and took an available pasture — he now knows why pastures are not recommended — it was very rough and the final groundloop resulted in a bent tailwheel fork. BH was fixed well enough to fly the next day and it was a hard-learned lesson on not delaying one's land-out choices.

3 August No one slept in this morning with the straight pipe exhaust of John's *Storch* blatting away at 7 am. The morning pilots meeting had a good safety discussion on field choice for outlandings. The Brockwells came to the field last evening to report that persons unknown had vandalized their swimming hole out-house. Admitting no blame, a small work party was assembled to erect and restore the ancient plywood structure.

There was a weather change forecast for the next day with a cold front coming down from the north.

The weather was cooler still (23°C), mostly blue with the ridge overhead and an expected midafternoon start of usable lift. In fact, Chris Lowe got the first thermals at 2 pm and had a 3/4 hour flight in the Cu Nim Jantar. Again, the southeast wind was suppressing lift on the south end of the Porkies. The field of eleven contestants were off at 3 pm after the contest director called for tows to go to 2500 feet a bit to the northeast over the Porkies knobs. It was a busy soaring day with 37 flights, and all contest pilots returned.

A welcome visitor today was Steve Weinhold and his friend Tom who flew in all the way from Denver. To new readers, Steve is a past Cu Nim member who was married on the Cowley airfield and was the man who was inspired to build the soaring cairn on Centre Peak.

4 August Raise a glass of gin to the Queen Mum who at 100 survived the century!

In the morning an unknown trailer was seen parked halfway down the road approaching the airfield entrance. It turned out that was as far as Trevor Florence had got the previous night as his trailer hitch had failed right there — he was lucky to have been almost here and driving slowly. He had brought over his PW-5 from Invermere in order to show the little glider off to potential purchasers (he has five more of them for sale in his hangar). The front was advancing on Cowley and it was a grey day and it rained heavily for a ■■■ 9

Reconnaissance

at its Best

John Broomhall, ESC



John Broomhall

BACK AROUND 1936 in Germany, Gerhard Fieseler designed the *Storch* (stork), a utility airplane that would go on and serve during the Second World War as a general use craft for observation and liaison purposes. It was one of the first aircraft to use leading edge slats, and be characterized as having STOL performance. Historically it is known for plucking Mussolini off of a mountaintop as the allies approached, and for a desperate attempt by Hanna Reich to rescue Hitler at the end of the war.

From 1996 to 1999, Dave and Loretta Puckrin and myself built a 3/4 scale replica of this unique plane from blueprints we obtained from a designer in Australia. I flew the plane for the first time in July 1999, and after a year of tinkering and local flights, I felt it was time to venture cross-country. I set the Cowley 2000 Summer Camp as my goal. My preparations for this trip included the installation of an extra fuel tank “bomb” under the belly, and a GPS to aid with low-level navigation (I seldom fly much over 1000 agl).

I left our St. Albert hangar at 8:30 on 1 August on my first leg to Drumheller. Flying south skirting the class C airspace around Edmonton, I could see what I was in for. Our Storch cruises at about 55 knots, and my GPS groundspeed was 40 knots. Headwind! Once south of Calmar and clear of the C space, I punched in “Go to Drumheller” and set myself on a direct course. ETE was 3 hours, groundspeed about 41 knots. At 1000 agl and 40 knots, the view is, well..., lengthy.

After refueling at Drumheller, I set off for a direct to Cowley. While on the ground, I called ahead and spoke to Russ about the Cowley conditions, and of course, it was blowing a gale. I didn’t really want to arrive too soon, so this was in the back of my mind. Anyway, by this time it was 1 pm and getting hot. About an hour after I left Drumheller a couple of things happened: my groundspeed started picking up, I was losing the headwind, and my oil temps were

getting into the red. I landed at Vulcan to let things cool down — and found it was 32°C on the ground.

After a few hours on the ground, another call to Cowley indicated that the winds were half of what they were earlier. I left Vulcan around 6:30 pm and flew to Claresholm with a 65 knot groundspeed, tailwinds for a change! At Claresholm, I had to make a decision: over or around the Porkies. The hot day and high density altitude made it difficult to climb, so I was prepared to go around. Then, a thermal. I dropped flaps, started circling, cored the sucker, and got a good 1300 ft/min climb. Is this like flying a 15m ship? In no time I was at 7500, selecting negative flap, and on my way over the Porkies. But, I left the tailwind below, my groundspeed was now 29 knots. I’m glad the winds had dropped! I arrived at Cowley about 8:30 pm, twelve hours elapsed time and about 6.5 hours air time after leaving St. Albert.

After a day of rest, I left Cowley for the return trip around seven in the morning on 3 August — the bark of the straight pipes probably ensuring the whole camp was awake for the event. My first leg was to Bassano to visit a friend, and the omnipresent headwinds kept my groundspeed to the requisite 40 knots for, as it turned out, most of the trip home. On the way back, I took a low and slow (what else?) look at the Badlands up the Red Deer River valley, then over and up Big Valley. South of Camrose I noticed my shadow on the ground parallel to Highway 56, so I moved over a bit and flew my shadow up the highway. It was fun to watch the cars come up fast behind the shadow, then slow down to try and figure it out, before blowing by. With a stop at Camrose for some fuel, I then finished my final leg that day to Chipman.

Overall, I flew about 580 nm, about 12.5 hours flying time, and my average groundspeed was about 46 knots. I’ve always said that the Storch is the perfect plane for someone like me with nowhere to go. ❁

The Pit and the Pile and other tales

Russ Flint, Winnipeg Gliding Club

THIS YEAR'S EXPEDITION to Cowley was a small one by Winnipeg Gliding Club standards as only two of us made the trip west. Glen Buhr and I set off with our Cirrus early in the morning (5:00 am!) of Friday, 28 August. I was prepared to stave off boredom on the trip with my newly purchased Magellan GPS. (Actually, you can't get bored travelling with Glen; he is one of those people you can chat with for hours on end). However, travelling in a vehicle turned out to be the ideal way to learn how to use the GPS and check out all its functions. Thirteen hours gave each of us time to read and discuss the manual and to program the GPS and test it under "real life" conditions. We even learned useful stuff like the speedometer in Glen's van over-reads by 2 km/h.

We arrived in Cowley in the early evening, having stopped in Fort Macleod for supper, with plenty of time to get our tents pitched on crackling dry grass. We were surprised to see very few other gliders or vehicles around, and although more arrived as the week-end progressed, the camp was to remain small (by Cowley standards) for the whole week. Actually, it made for a very convivial laid back affair with not too much waiting around for towplanes (there were two there for the week). Additionally, the soaring turned out to be great.

Since Glen was the last one with his name on the glider log, Saturday was my turn to fly. There was a strong west wind and it was *rough* on tow. However, the sun was starting to produce fairly decent thermals over the field, eventually allowing climbs up the windward side of the cumulus clouds to 13,000 feet (the field is at 4000 feet) in what seemed to be secondary wave. After working my way to the middle of the valley between the Porcupine Hills (the "Porkies") and the Livingstone Range (the "Rocks") I decided it was time to make a run through the rotor and sink to see if I could contact the primary wave. There was no one else over there yet as I had one of the first takeoffs. I pointed west and soon encountered the expected sink. Expecting to be through it in a couple of minutes, I picked up speed and watched as the vario pegged down and the altimeter unwound...and unwound...and unwound, giving a whole new meaning to "that sinking feeling". In a glide that should have cost maybe 1500 feet at most, I had dropped over 5000 feet and was within a few seconds of turning and heading back to the field when the

sink eased, and looking at the Livingstones at mountaintop height (8000 feet) from less than a kilometre away, I relaxed and waited for the vario to tell me that I could fly a bit longer if I wished. This time, however, the climb under the cu, and then up the front of it took me into the primary wave, resulting in a climb to 19,000 feet.

I was alone for some time until Tony also joined in and as I was descending announced he had climbed to over 21,000 feet. Of course, I had to go back and try to catch him but my altimeter kept getting stuck at 20,000 feet, and I figured Glen would be getting hungry, so I headed home and landed after a very satisfying five and a half hour flight.

Sunday looked as if it would be a repeat of Saturday's weather. However, it started much later in the day and wave did not develop. Glen had a three hour flight in hot dry thermals that didn't allow for much other than cruising up and down the Porkies at 9000 feet. However, it made the swim at the swimming hole in the Oldman River a most welcome way to end the day. Monday turned out to be hotter and less inviting to fly, so we went shopping in Pincher Creek and swam in the reservoir.

On Tuesday, the air was a little more unstable, and the strong west breeze again held possibility of wave. My goal was to practise using my GPS, so I had programmed a number of turnpoints into it including Tornado Mountain, a high peak in the Continental Divide which I had so far not been able to identify. The thermals started late in the day (after about 2:30 pm) but turned out to be very consistent to 13,000 feet. I found I was able to fly over the Livingstones and on to the Divide without the great adrenaline rush of my previous flight! My GPS took me over the peak of 10,000 foot Tornado Mtn, and to my surprise, into that smooth, quiet, rising air of a wave. This day, it took me to 22,000 feet allowing spectacular views far into the mountains of BC and back into the prairies to the east. I cruised north up the Divide for another 50 kilometres or so, and then turned east back into the valley, turning over Chain Lakes to head back south over ranks of cumulus, slowly descending until I was flying through an awesome cotton candy valley with towering cu on either side of me, a deep narrowing chasm below me allowing glimpses of forested hills,



Russ Flint and Glen Buhr (standing) ready for launch in their Standard Cirrus, Juliet Delta.

Robert Hellier

line led directly up towards Centre Peak. We found the trail leading out of the far side of the gravel pit, and followed it into the woods expecting any moment to find the cut line. We all thought we knew what a cut line looked like, but all we could see were very narrow paths between the trees, though we did at last find a logging tag nailed to a tree, so we were on the right track. Landmarks were few and far between unless you could remember trees by the shape of their branches. However Rob had experience as a tracker or a woodsman and I had my GPS! So we couldn't get lost(?!)

and opening out ahead into a view of the river valley and the mountains of Waterton and Glacier Parks in the distance. I hadn't made a turn, except to change direction, for over an hour and a half. Already, I decided, my trip to Cowley was worth it. I would remember this flight for a long time. As I allowed the altitude to slowly slip away, I flew through many inviting thermals that could have prolonged the flight for hours more (the last sailplane landed at sunset), but it wouldn't have added to the pleasure. It was hard to believe that the flight had lasted nearly four hours.

The strange airmass continued its fickle ways, and after waiting around for hours on Wednesday for a frustrating short flight, Glen and I took up the offer of Rob, a visitor from Holland, to join him on a hike up underneath Centre Peak from the east side. I had climbed it from the west side, and didn't know there was a route on the steeper east side. But Tony had drawn Rob a sketch map of the route, and although it didn't go all the way to the top, it apparently afforded great views of the valley. So, late in the day though it was, we put some snacks and water bottles in our bags, donned our hiking boots and headed off in Glen's van to find the start of the trail — a surveying cut line which you absolutely *could not* miss (you know where this story is going!).

We followed Tony's road directions to Highway 22, the turn off, the cattle gates, the gravel roads, the pile of gravel and then shortly beyond it the big gravel pit from which the gravel had been dug. This matched exactly the little circle on the map from which the cut

Well, the path started heading back away from the Peak, so we went back to the pit to start again, found another likely looking track and followed it in a much more promising direction. We headed deeper into the woods, Rob looking for tracks and me marking landmarks on my GPS! We climbed, we found an old tumble-down hunting shack, we climbed some more, we thought we were getting somewhere, we climbed some more, we ate, we thrashed through more bush. We realized we weren't getting anywhere! We went back to the gravel pit! Finally, three hours later, on our way back to the car, we spotted a path by the fence surrounding the gravel pit, that led a hundred feet up the hill and came out at the cut. Following the cut down the slope, it ended at the PILE. We later discovered Tony didn't even know of the great big PIT. His map circle was the PILE. Oh yes, said Rob, that's right, he did say to start at the PILE! We didn't hurt him too much since he was visiting from Holland.

In Glen's words: "Because of the lack of any lift on Wednesday, it was still my turn on Thursday, 3 August. This also was designated as the first contest day for the Alberta Provincials so Russ and I entered as a team. Needless to say I considered myself to be Russ's handicap. The task was a PST with a lot of turnpoints to choose from, including several very close ones for Blaniks. The prescribed time was two hours, and although the maximum height I attained was only 10,000 feet (6000 agl) there was ample cu and the lift was quite reliable. After finishing my contest flight, I found the lift was getting even better so I continued to fly and landed at 8 pm after finding some of the best

thermals of the day. I don't recall my specific turnpoints, but my distance was a little more than 100 kilometres giving a pro-rated speed of about 50 km/h. I did manage to rank sixth of ten entries so didn't leave Russ an impossible task to catch up to the front-runners."

Friday looked like another great non-flying day! The overcast looked to be not much more than two or three thousand feet above the ground, hiding the higher peaks of the Livingstones. Great for a second attempt at the Peak via the Pile. This time we prepared lunches, cameras and rain gear. The climb straight up the cut line was steep and strenuous, but the cool weather made it ideal for hiking. Just as we reached the top of the cut and looked back, the sun shone briefly through the veil of cloud and illuminated the valley below with a yellow glow — photo time.

It was too soon to stop and go home, and the treeline was still some hundreds of feet above us. To reach it required that we first descend into a small and incredibly lush valley, which contrasted sharply with the spruce trees of the hillsides. The cold water in the stream at the bottom filled our water bottles and cooled our faces, and we then climbed up the other side through an amazing variety of waist-high grasses, flowers, stinging nettles (I was the one wearing shorts!) and bushes, not to forget the wide selection of animal droppings which proved an enormous source of interest for Rob.

We emerged from this valley and shortly found ourselves at the base of a long and steep scree which led up to an ideal goal, a bare shoulder projecting from the mountain which promised spectacular views over the crest. This was a much more demanding climb, and our individual rates of ascent were clearly inversely age-related. However, the ridge was attained and the view over the top was magnificent. The clouds were now no more than a few hundred feet above our heads, and rain was starting to fall; it was an appropriate time to start heading down. The faster scramble down the scree was trickier than the climb, time to beware of twisting an ankle! The rain stopped and we made it back to the van without incident.

But the day wasn't yet over — on arriving back at the airfield, we found that the PW-5 was being flown by the last of a long list of potential buyers and it was available almost immediately for a test flight! I took the opportunity and after a briefing by Trevor and the assurance that it flew like a glider, I took my tow. Looking to the west where we had been hiking only two hours previously, I found it obscured by big black clouds and rain. As I circled and watched, it became evident that it was coming our way. Trevor had seen it too, and suggested in the mildest way that maybe it was time to put the glider in its box. I landed after a 40

minute flight, in good time to de-rig the PW-5 with plenty of help, before the storm arrived and dinner in Pincher Creek was declared. The PW-5 was a delight to fly, very light and very comfortable, with plenty of room for the six foot pilot.

Saturday was my day to fly again (day 2 of the contest). The call was for a 3 hour PST, a task that was fully supported by the weather with excellent lift to solid bases at 13,000 feet. It was truly a GPS day, allowing a dash around twelve turnpoints with barely a deviation from track. My trip totalled 334 kilometres in about 3 hours giving a corrected speed of 98 km/h for the day. Tony had flown a bit further at a speed of 107 km/h, and Lee Coates had covered 311 kilometre at 101 km/h in his Pik-20. Handicapping gave us just 1 point more than Lee on the daily score!

The day ended with the annual Cowley barbecue, made a little more special by the presence of Stu and Linda Tittle, visiting from Oregon. Stu acted as Judge and Jury for the usual table decorating contest and humbled us with his wisdom and diplomacy in awarding the prizes, and amazed us with his ability to keep a three minute presentation to under a quarter of an hour!

Glen takes over again: "My next turn on a decent day turned out to be on Sunday, 6 August. Tony had decided to continue the Provincials with a 2 hour PST. Only four pilots opted to fly contest flights and I placed third behind Rob flying Cu Nim's Jantar! Although I covered almost 200 kilometres on this task, flying more than the designated time, my scoring distance was only 122 kilometre for a speed of 61 km/h. Tony was first by a fair margin with a speed of nearly 100 km/h again, leaving us as official second place finishers in the contest! I even used Russ's GPS to help me find the Livingstone fire tower that I wouldn't have seen without it. After finishing I cruised around the area under cloudstreets, hardly ever circling and eventually landed at 8 pm in very strong and gusty wind conditions that was a prelude to a spectacular lightning storm. The total flight time had been over five hours.

After putting the glider in the trailer, we went into Pincher Creek for a shower and late supper. As we drove into Pincher, we found the ground was covered in hail; large stones 2–3 cm across had beaten leaves off trees and dented cars. Fortunately, none hit the Cowley gliderport, and there was very little rain. All through dinner we were provided with a light show of the kind that only mountain storms can provide and lightning going in all directions it seemed, and the first real rain we had seen on this trip. At four in the morning, called to peer out of the tent, we saw some of the results of this storm, a great bright orange glow over Waterton as

another fire burned its violent way through the mountain forests.”

Monday may have been a day to try the flight home (or at least part of the way). I’ve tried it five times in my ten or more trips to Cowley, three of which have resulted in flights of over 500 kilometres. However, the clear blue sky didn’t look too promising by noon (and no towpilots had reappeared from the ferry trips north to Black Diamond!), so we decided to hook up and head out. By the time we reached Lethbridge, the sky was covered with cumulus driven eastward by a good strong tailwind! Height “measurements” made by estimating the angular elevation of the bottoms of clouds some distance ahead of us, and then measuring the distance we drove to catch up with them consistently gave results of only around 3500 to 4000 feet, however, and they stayed that way all day. So a later start may have provided a flight with some potential, but probably one with not much margin for error. By dusk, we were driving towards the back side of the cold front which had spawned the cu. Ahead were storms on all sides. It looked as if we would be driving through some weather!

Of course, our drive was expected to get us home around 2:30 am on Tuesday morning. It didn’t. Pontiac

Transports have computer thingies that tell the engine to quit if the anti-pollution control on the exhaust isn’t doing its job. It started not doing its job about two hours from Winnipeg and did it less and less the closer we got. The stops and starts in the dark and the rain got more and more frequent until at Oakville, 40 kilometres from Winnipeg, our drive was over.

I thumbed a lift, and was picked up in an old half-ton coming back from what had obviously been a great weekend of camping and drinking in the Qu’Appelle Valley. The only other place I’ve smelled that much beer on the breath is in the kind of bars I’ve never been in! The driver and his brother were great guys and lived only a few minutes from my home, where they dropped me in one piece. I woke Rose to tell her I wasn’t actually home yet, and convinced her get up and drive out with me to pick up Glen and the trailer. We found him again, loaded up my van and hooked up the trailer but left Glen behind. He figured by the time we got back to Winnipeg and sent a tow truck out, it would be nearly morning and he could get a tow straight to his local Pontiac dealer in time for opening at 7 am. So that’s what we did.

His van got fixed. The laundry got done. Life returned to normal, and this story finally got told! ❁

Summer Cowley

from page 4

short time around 5 pm. But during the early afternoon, activity was mainly pilot intro test flights in the PW-5. All reported the ship to have good visibility and better handling and were generally impressed.

5 August The day started with a lot of alto-junkus left over from yesterday’s messy weather but the forecast called for good convective activity and a chance of cb over the mountains. It was a great soaring day with 40 flights and Day 2 of the contest in the bag (this made it official, which was a relief after the thermal no-show of 1999). Cloudbase was 12,500 feet with some spread out with the best looking sky in the southeast quadrant and some NW/SE streeting. Henning Morgensen of Regina was embarrassed to landout the PW-5 on his intro flight. Phil Stade also landed out his HP-18 on the way back from Cardston on one of his first ambitious cross-countries.

This being the last Saturday, the camp barbecue got going at 7:30 pm in the camp kitchen with all available stoves cooking meat of all sorts. ASC as usual supplied all the rest of the fixings. There was the table decorating competition again, judged by a welcome Oregonian, Stu Tittle. In the spirit of international diplomacy he awarded the bottles of wine prizes to all three “serious”

competitors (Ursula Wiese, Gwen Hoar, and Catherine Southwood) for different reasons. The dinner was ably organized by Catherine. Due to the fire ban there was no Saturday night model rocketry or fireworks, so Al Hoar entertained with his potato cannon.

6 August The forecast was for another cold front to approach in the late afternoon with towering cu over the mountains and local gusting to 30 knots. Before then though, prefrontal cirrus moved in after 1 pm which hampered convection, but it was unstable enough to give fine soaring especially where more sun was on the ground. The third and final day of the contest took place although with fewer competitors as some had left and others were committed to other flying. The simple PST rules and scoring (established in 1998 by Terry Southwood) encouraged participation, made calculating results easy, had a low or no impact on flight operations, and was organizationally simple.

The front hit Cowley at 1720 with strong north winds and later in the evening there was a great lightning show. We were fortunate to miss the aircraft-eating hail that came down just a few miles to the south.

7 August This was moving day by those remaining, and much ferrying of gliders and campers between Cowley and Black Diamond. See you next year. ❁

It's a contest!

Tony Burton, Cu Nim



Robert Hellier

YES, IT IS. A few days before the camp got started, I had to go through a fairly detailed questionnaire from the people that give ASC its lottery money to support our sporting activities. When I got to the part about how many competitions we had run in Alberta lately or the number of our “athletes” who had attended competitions anywhere, the numbers were pretty dismal. I had to wonder how much of a sport we might be perceived to be by the Foundation based on our recent decline in contest activity. Contests need weather and interested and able cross-country pilots. Only one contest since 1996 had the two flying days to be ‘official’ (two were cancelled for weather), and there’s no question that the number of active cross-country pilots is at low ebb.

So I was determined to see that a Provincial contest happened at Cowley one way or another. Midweek was scheduled, and I hoped that the weather would cooperate for a change. Having the provincial contest at Cowley is a good news / bad news prospect — the

good news is that the people and the organization are in place already for the camp, the bad news is that the weather can become stable by then and not allow more than local soaring.

The rules were kept very simple, along the lines that Terry Southwood had devised for the first contest at Cowley in 1998. This had been done so that all the normal fun flying at the camp was not compromised by an intrusive contest operation, so that new pilots would be encouraged to give it a try under the tutelage of an instructor, and so that scoring could be done with pencil and paper (there is something to be said for no electricity!). Tasks were pilot selected, points were awarded at 1 per km and 1 per km/h and then handicapped, and close-in turnpoints were available for the Blanik drivers.

Wednesday, 2 August arrived and the soaring prospects for the next few days looked promising overall, and there were eleven pilots signed up. A short meeting in the morning was to get pilots gridded at 1300. However, the Cowley informality was so laid back that actually getting everyone near the launch line on time was like herding cats. Anyway, the lift ‘was not eventuating’ as they say in Britain, and it wasn’t until 3 pm that Jeff Anderson in his ASW-15 was the first to launch for a potential 1-1/2 hour PST. I was fourth off to the Porkies release area and it was very scratchy so the contest launches were held to see if the lift improved. Everyone soon landed and the task was cancelled. Perhaps I was hasty — thermals did start kicking off at 4:15 and continued until at least 7.

Day 1 The next day the soaring started a little earlier, before 2 pm. However the southeast wind seemed to deaden the convection on the usual release area on the south end of the Porkies. I had first called a 3 hour task but it got shortened to 2 hours. I was the sniffer and off at 14:40. The pilots got a gift of a 2500 foot launch and release further north on the Porkies and a bit closer to where the cu was appearing.

Rob Hellier, our Low Countries visitor, had by now checked out in the Cu Nim Jantar and was in the game. He was thoroughly enjoying flying at Cowley and remarked that his takeoff elevation was higher than he usually gets at his club in Holland!

Getting a good start (a photo of the cookshack from over the button of 21) was the most difficult part of the day. The reason was that the local cu was to the northeast back into the Porkies and you had to make a fairly long glide back into wind to reach the start point and then turn back to the lift again. Jeff had a hell of a time and tried this several times, flying for 2:40 hours before actually getting out on course. ■■■ 12

Notes:

Day 1 and Day 2 scores are listed in order of the day's results. The Day 3 scores are listed in the overall points results.

* Times preceded by an asterisk is the minimum time allowed for scoring that day. The flight time was shorter than this.

The daily score is the allowed distance plus the speed, multiplied by the glider handicap.

Title photo (opposite):

Saturday was the really good soaring day — look at those cloudstreets growing as the gliders grid for takeoff. Mike Swendsen in front gets ready in his HP-16, "Brave Heart".

2000 Alberta Provincial Soaring Competition

DAY 1 — 2 hr PST

		time (hrs)	dist (km)	dist in 2 hr	speed (km/h)	day pts	hand- icap
Tony Burton	RS-15	2.36	196.6	166.6	83.3	263	1.05
Mike Swendsen	HP-16	2.06	123.4	119.8	59.9	191	1.06
Lee Coates	Pik-20	2.12	135.9	128.2	64.1	187	0.97
Struan Vaughn	DG-400/17	2.05	141.7	138.2	69.1	183	0.88
Rob Hellier	Jantar	*2.00	104.2	104.2	52.1	152	0.97
Buhr/Flint	Std Cirrus	2.14	105.9	98.9	49.5	148	1.00
Al Hoar	Std Cirrus	2.35	109.8	93.5	46.7	140	1.00
Jeff Anderson	ASW-15	*2.00	38.1	38.1	19.0	57	1.00
Team ISK	L-13		dnc	0	0	0	1.44
Phil Stade	HP-18		dnc	0	0	0	1.05

DAY 2 — 3 hr PST

		time (hrs)	dist (km)	dist in 3 hr	speed (km/h)	day pts
Tony Burton	RS-15	3.18	341.6	322.3	107.4	451
Buhr/Flint	Std Cirrus	3.40	334.1	294.8	98.3	393
Lee Coates	Pik-20	3.08	311.4	303.3	101.1	392
Team ISK	L-13	2.03	113.8	168.1	56.0	323
Rob Hellier	Jantar	3.12	222.1	213.6	71.	276
Al Hoar	Std Cirrus	3.75	228.1	182.5	60.8	243
Phil Stade	HP-18	–	162.3	162.3	land	171
Mike Swendsen	HP-16	*3.00	93.6	93.6	31.2	132
Struan Vaughn	DG-400/17		dnc	0	0	0
Jeff Anderson	ASW-15		dnc	0	0	0

DAY 3 — 2 hr PST

		time (hrs)	dist (km)	dist in 2 hr	speed (km/h)	day pts	day pos	pts total
Tony Burton	RS-15	2.07	198.2	191.5	95.7	302	1	1015
Buhr/Flint	Std Cirrus	2.20	134.6	122.4	61.2	184	3	725
Rob Hellier	Jantar	2.57	178.9	139.2	69.6	203	2	630
Lee Coates	Pik-20		dnc	0	0	0	5	579
Al Hoar	Std Cirrus		dnc	0	0	0	5	384
Team ISK	L-13		dnc	0	0	0	5	323
Mike Swendsen	HP-16		dnc	0	0	0	5	323
Phil Stade	HP-18	*2.00	40.4	40.4	20.2	64	4	234
Struan Vaughn	DG-400/17		dnc	0	0	0	5	183
Jeff Anderson	ASW-15		dnc	0	0	0	5	57

from page 10 His results suffered for not being able to fly the full two hours as the task speed is calculated on the minimum task time. Rob also had a late start and was flying conservatively to get the lay of the land.

Everyone used northerly turnpoints up the valley chasing the cu. Five pilots all used the Highway 22 bridge, the compressor station, and the Oldman fire tower as their first three TPs. As the afternoon developed, so did the cu in the middle of the valley, and by 5:30 there was a great solid cloudstreet at 10,000 feet heading northwest from Cowley up to the north end of the Livingstones. This was my free ride ticket — I had got stuck in the early part of the task and wasted time. But with about ten minutes remaining to go I was back at Cowley under the cloudstreet and was able to turn around and cruise back to the fire tower and return at a fast speed and hardly a circle. It was a “free” 72 kilometres at just the right time which gave me a good scoring margin on the rest of the field.

Day 2 After a day’s delay while some weather passed through, the forecast was for unstable conditions but the possibility of cumulus and towering cumulus never happened. This was the best soaring day, no question. A 3 hour task was set and launches got started at 12:45. I would have considered a longer one but for the evening camp barbecue coming up.

The extra moisture in the air did give some spreadout which was a factor in the valley. But it was clear that the air mass was drier to the south and southeast — the cu in that direction were well-formed and were streeting NW-SE. Russ, Al Hoar, and I used southerly TPs to advantage, although Lee got his second place distance making use of the Livingstone Range.

After going to Centre Peak, I headed towards Waterton and then had a very good run chasing the cloudstreets down to Cardston and back and then finished off the 3 hours in the valley. Both Lee and I had speeds over 100 km/h, a contest benchmark for me which I am rarely able to do. (It must be said that an unlimited height start really helps to boost this figure.) Phil Stade, a relatively low time cross-country pilot, also got down to Cardston in his HP-18 but flew around all the thermals on the way back and landed out safely about 25 kilometres east of Pincher Creek. That was the only landout of the contest.

A Cu Nim Blanik competed today, with Rod Crutcher giving Mel Blackburn his cross-country initiation. Their track looked something like a big pinball ricocheting around eleven close-in turnpoints in their two hours. That’s how you learn. Russ also took “Juliet Delta” around eleven TPs — start /Hwy 22 bridge /Centre Peak /Frank Slide /Waterton gas plant /Waterton Park

entrance /Waterton reservoir /gas plant again /Pincher Creek airport /Brockton /Hwy 22 bridge /Centre Peak /finish. That tour was 334 km and was good for second place. After the soggy season Winnipeg has experienced, both Russ and partner Glen were glad to be catching up on lost soaring time.

Day 3 With two days done, it was finally an official contest, but with one more day of flying remaining this Sunday and conditions still favourable, another task was set for the remaining competitors. Some had gone, others had higher priorities. This was the day that a cold front was supposed to bear down on us from the north. I wanted to get the pilots off at first lift but then the wind swung westerly and we had to do a runway change to 21 right at the planned grid time. The start organization was so messed up as a result that the normal procedure (mass launch and start gate opening 15 minutes later) was dropped. I let everyone launch when they could and start when they wanted to. This option might be maintained for Cowley: it didn’t seem to give any advantage, it allows contest launches to mix invisibly with the other flying, and it adds another variable into the pilot’s tactical decision-making.

A 2-1/2 hour task time had been set, but when I launched at 2:30 the prefrontal cirrus was already moving down into the valley. I made a radio call to everyone to cut the task to 2 hours. There was good looking cu under the cirrus in the valley early on. Rob, who had started first, had already done three northerly turnpoints when I met him going into the compressor station turnpoint. He was at least 1500 feet higher than me, and I wasn’t comfortable at 8000 feet, especially when the lift was getting noticeably softer and it didn’t look too good heading south. However, the prairies to the east was still in bright sunshine and the cu there looked solid so I fled towards Claresholm. The lift was good once I got out from under the shadow, I turned Claresholm airport, and just to the southwest got nine knots to 14,200 feet! From that great height I could see Cowley, there were more good cu along the way, and I got back at 11,000. That was the boost that won me this day. Meanwhile, Rob also went east to Fort Macleod following a turn at the Hwy 22 bridge and flew a total of 219 km. Unfortunately, he forgot about the rule which disallows out and return legs during the task and lost almost 42 km as a result of the disallowed turnpoints being eliminated. Phil got a late start as he first had to fulfil a promise of giving his wife a Blanik ride, but he flew a short task to add to his score.

And that was it — we are a sport after all. Thanks to all who competed and helped out in many other ways. It was an easy competition to run, and gave maximum enjoyment for a minimum amount of everyone’s effort. I hope to see more of you in 2001. ❁

Upper winds ...

Tony Burton, Cu Nim

YOU'VE HEARD the line about statistics — “There are lies, damned lies, and upper wind forecasts.”

The Cowley fall wave camp was blessed with survivable afternoon weather for the twenty-four pilots present but the same couldn't be said of the first two nights. Prior to the beginning, the season's first arctic outbreak gave record cold weather for early October.

There was a scramble to find towpilots for the first two days, in part because Cu Nim kept an operation going at Black Diamond, but bodies fell into place just in time and PCK and a Blanik ferried in before lunch on Thursday — a beautiful, sunny, still day. When I arrived shortly before that with the oxygen cart, the Regina guys were all sitting in their car staring at the runway; they looked pretty lonely. We spent the early afternoon emptying the shack and setting up the camp. An Air Cadet Scout and 2-33 were still tied down from the previous weekend as one of the flying wires on the Scout's tail had broken.

It got to -13.7°C that night at Claresholm, smashing the old daily low record of -7.2° . Tents went to bed with all the clothes on they owned and the plumbing in Al's motorhome froze until Friday afternoon.

On Friday the upper winds were almost due northerly with a broad slowly-moving ridge overhead. No wave, no soaring. Mike Glatiotis spent the afternoon giving checkouts and training in the Blanik. Henry drifted in from Edmonton in the Grob 109 motorglider, and a truckful of AMEs drove in from Lethbridge to fix the Cadet's Scout. Later, it and the 2-33 ferried out to Taber where it was going to give fam rides to the kids there. We were also visited by nine travellers from the Pincher Creek Elder Hostel association who had enjoyed some borrowed ASC videos on the chinook and soaring and appeared at Cowley to get an on-site explanation of how it all worked.

By Friday morning the ridge had drifted further east and the upper winds were forecast to be quite southerly and to actually decrease with altitude (7–8 knots or less from 18–30,000 feet). I had never seen it that low before. After lunch the Grob motored over to the

Livingstone Range to see if there might be some useable ridge lift but reported only turbulence. At 2 pm I decided to take student Mike Dopf over to the south end ridgeline of the Livingstones just to experiment since the Porkies were clearly dead. I was really surprised to get some lift just in the lee which was wave although I had a few moments of confusion since the forecast was “not enough wind for wave”. Nevertheless, there it was, and that got the lineup started. The other clue was the surface wind shifting west soon after we took off and everyone had to move to 21. The low end of the range is turned a bit more southerly which gave just enough of an angle for what wind there was to give spotty 2 knot wave to 11,000 feet with little bursts of stronger — the sort where you have to radio: “It's straight east of the transmission line close to the road.”

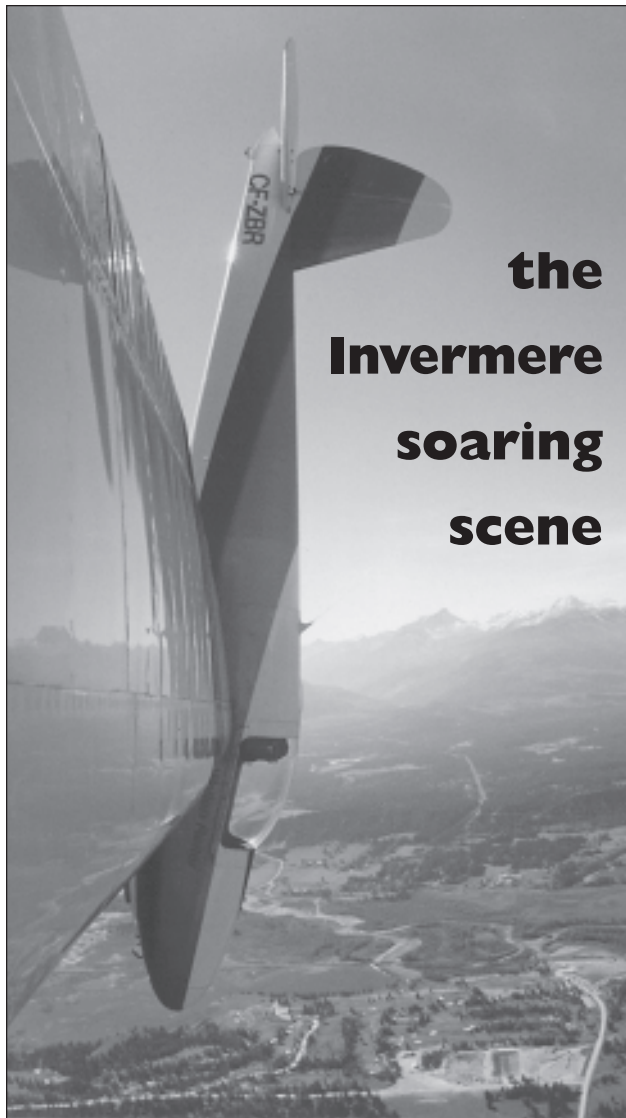
Mike was enthusiastic during the trip, “This is what flying is all about, I'm going to buy me a sailplane!”

The day was capped by a special, just-for-us Thanksgiving turkey dinner by the restaurant in Cowley. Al set it up and said 24 will go and 32 showed up.

Sunday turned out to be the best day. Sunny, and the upper wind direction forecast was finally decent at around 240 but again light (12K/19 kts, 18K/24 kts, 24K/28 kts) and seemed barely enough to sustain a wave. However, Peter Vesely in the towplane and the first tows soon radioed that the rotor was vicious and the low level wave was well over 1000 fpm.

For a while it seemed that there was a ducted wave condition (where some upper change in wind direction or temperature traps the wave energy). This produces strong wave lift in a restricted altitude band that can propagate downwind a long way but which drops off sharply above the transition. Initially, pilots seemed to be capped in the 14,000 foot region but soon reports of 26,000 came down from above. In retrospect, it probably wasn't a ducted wave since there was little evidence of any useable secondary wave.

Henning Mortensen of Regina landed the Jantar with Diamond climb hopes after a 26K climb; unfortunately, the rough rotor caused his barograph to come loose and it may have been the reason for it to stop rotating at 23,000 feet. Bad luck, but it was enough to claim a Gold. Henning's partner, Orlan Dowdeswell also got over 26K. Mike Glatiotis was regularly over 20K in four Blanik flights and probably got the high flight of the camp, 26,500 feet, with student Dave Stokes. And, finally, for the first time since the 1996 fall camp a pilot got a confirmed Diamond climb — congratulations to Darwin Roberts who soared “Brave Heart” to 26,200. ■■■ 19



Ernst Schneider

Mike Glatiotis, Cu Nim

THE SOARING SCENE in Invermere has undergone some significant and encouraging changes in the past year. The most significant is the introduction of the Invermere Soaring Centre, a commercial towing and instructional operation incorporated by Trevor Florence this spring. In August, Trevor was joined by Ernst Schneider, and the operation has begun some significant expansion. Details and links to more information are available on the web site <www.soartherockies.com> Have a visit.

Late last year, Trevor was involved in improving the airfield ground conditions by levelling and seeding the old staging area. Hopefully by next spring, the newly seeded ground will alleviate some of the perennial dust problems that have plagued the airfield in the past

(conditions have already improved significantly). Irrigation is anticipated by the flying season next year. Trevor was also involved in building the new hangars in which to house his business. A welcome addition are the toilet and shower facilities in one of the hangars. Another welcome addition is the daily weather briefing held in the morning, to inform pilots of the current conditions and forecast, provide vital information to visiting pilots, and to provide a get-together for badge and record planning. An office will be set up for 2001 and improvements made on the weather info side as well (you may be able to check the Invermere weather online before you come out).

Invermere Soaring's present fleet consists of a Pawnee tug, and a PW-5 for rental. Commercial training flights are conducted in East Kootenay Soaring Club's 2-33, and were augmented with Vancouver Soaring Association's Twin Grob. An IS28 Lark will be the main ship for passenger rides and basic and XC instruction after it has been renovated. Invermere Soaring Centre has also become a PW-5 dealer, and has five ships ready for sale. It has also become the Schempp-Hirth dealer. Trevor and Ernst will have a Duo-Discus available for flights, instruction, and rental in the 2001 season. They are also hoping to add a high performance single seat glass ship to the rental fleet as well.

The Invermere airstrip is no stranger to sailplanes, and this year it was host to some very energetic pilots and impressive fleet of private ships. Regularly flying from the field are 3 DG-400's, a DG-800, Ventus 2CM, Ventus Ct, Discus B, ASW-20, a couple of PW-5's, a Ka6CR, Libelle 201, VES-1, 1-23, 2-33, Twin Grob, and an HP-18 (among many other short term visitors). The airfield is charged with keen pilots, both newcomers and experienced hands, facing off for challenges ranging from Silver badges to Diamond flights and beyond. One world record was recorded by Trevor, who flew his PW-5 over 630 km at an average speed of 88 km/h! Tony Burton recorded a Canadian 3TP record which held for a week before being eclipsed by Trevor. Some very significant flights were largely uncelebrated and modestly completed by Hans Binder, a retired Swiss Air pilot. Most of his many flights were on the order of 7-9 hours, traversing far more than 500 km, and included at least one trip up to Jasper and back! The potential of the Canadian Rockies is being discovered, and far exceeds most of the explorations that have been attempted to date. It is most interesting and refreshing to fly and exchange experiences with pilots from across the country, and around the world.

Congratulations to Trevor and Ernst for establishing a vibrant and energetic soaring centre. ❁

CLUB NEWS

Cold Lake

The Cold Lake Soaring Club began its year by running an Official Observer course. On 29 May, CLSC qualified seven people as OOs. We would like to thank Tony Burton for coming all this way to help our club.

The club is excited to announce that now we have the Schweizer 1-26 back on line. It had been blown over after an off-field landing in Cowley in 1998 and it took this long to get the extensive damage repaired. In July the club participated in the Fly-in Breakfast at the Cold Lake Regional Airport by towing both the Blanik L-13 and the Schweizer 1-26. This was a great day, we were able to practise off-field landings on a field by the airport.

In September the club worked with the local Air Cadet squadron and was able to give familiarization flights to 20 young cadets. We always look forward to the enthusiasm they bring to the organization and to the airfield. We are glad to introduce our love of soaring to potential future pilots. We hope to see them back in the spring.

The Cold Lake Soaring Club is pleased to announce its newest glider pilot — in September Derek Brown achieved his glider pilot licence. Congratulations!

Due to the military careers of most of our members, the club is in a constant state of flux (members being posted out or on extended periods of leave). This year is no exception, our president Danie Lachance has our best wishes as she leaves to work as a peacekeeper in Egypt for six months. Bonne Chance and God Speed!

Deanne Nichols, vice-president

Edmonton

The year started out with the SAC Safety Seminar put on by Ian Oldaker in February and this led to a one day safety seminar being held for the members of ESC in March. The output of the two seminars was a list of initiatives that the ESC members felt would improve safety. Plans were put in place to implement some of the items, and we are still working through the rest.

On the topic of gliding we started the year with two of our two-seaters out for repair (a 2-33 and the Puchacz). This severely cramped the beginning of our flying season as they were not back in operation until late June—early July. With the best part of the soaring sea-

son gone, the rest of the season for member flights has been slow.

On the upside, it has been a great year for familiarization flights, which hopefully will generate some new members next year. In July there was an International Girl Guide Jamboree held in Edmonton, and the highlight event for the girls was a glider flight. The event was three years in the planning. Over a four day period, ESC took 140+ Guides up for their first glider flight. Although the weather was not perfect, we managed and the event went off without a hitch. Thanks to Reg Adam for being involved from the beginning, and seeing it through to the end, and the many other members that put in a tremendous effort to make those flights happen. Not to pass up some free publicity, we invited the media out. We got some good coverage in the *Journal*, and some time on CFRN TV news. We cannot attribute the additional familiarization flights directly to the coverage, but we have had 150+ fam flights in addition to the guides. These are the most fam flights we have had in recent years.

As the days shorten and the weather gets cooler, we are preparing to close up for the inevitable Alberta winter. The plus side is we have been able to get annual checks completed on the gliders so we are ready for spring. We will spend the next few months with the administrative chores that we avoid over the summer, work on our safety initiatives, and plan for the next season.

Doug Lessard, president

Grande Prairie

Another year has come and gone very quickly. Just yesterday it seems that we were getting the Blanik ready for the first flight and now it is time to take the wings off for another winter. Last year we had 245 flights, 18 of which were aerotows in Cowley. This year we had 135 flights, 24 being aerotows in Cowley. The reduced number came as a result of bad weather and a decline in our membership. August was almost a total write-off for us as almost every weekend had rain. Our saving grace was the week that we spent in Cowley. A lack of active members also made it harder to get in some flights. Our flying started a little earlier this year, 30 April, and our last flight was on 14 October.

On 1 June Karl Soellig had a record breaking flight (for our region) of 12,300 feet in blue sky thermals. The next day Terry Hatfield and Walter Mueller topped that flight. These are the days that you dream about, the days that you wait for and search for. You have to understand that what makes this so special to the three of us is that we use a winch for launching. Our usual launch release is 12–1500 feet above ground. To get

hooked up right at that altitude everything has to be just so. Once we got lift it just would not quit. Both Terry and Walter flew to Hythe and back. That's a small community about 16 km northwest of Beaverlodge. Arriving there at 9000 tells you what kind of a day it was.

Cowley is a highlight for our club — better flying conditions and a chance to practise some aerotowing. Flying with other aircraft gives us a chance to bring our flying skills up as we have to keep our eyes always searching for other traffic. A chance of meeting pilots from other clubs and talking with them about the sport that we love brings a close camaraderie. Karl and Walter had a chance to fly the PW-5 from Invermere. They had nothing but praise about this glider after they came down. Our trip was cut short by a couple of days this year as Dave Olsen (past president of GPSS) was marrying Shauna at his parents' farm in Olds.

Last year we had a commercial pilot come and join our club. Harald was at that time flying a twin engine aircraft for a private company. Flying a glider was a rest for him. During the winter he acquired a job with *Westjet* flying mainly out of Calgary. We only saw him a couple of times this year. We sure missed his enthusiasm, but hope that his flying career will continue to grow.

Our club also has a K-8 which has slowly been restored over the past couple of years. This year it was finally completed and when we were preparing for the first flight the canopy was damaged and the season ended before we could get the replacement fitted and installed. We were really looking forward to getting it up. Maybe next year.

Walter is our CFI. On 8 October we helped to celebrate his 80th birthday. We all enjoy him, and the vast experience that he has brought to our club from years of flying is immeasurable. Learning from him has been a great privilege. But if any instructor is interested in moving here, I'm sure that Walter wouldn't mind giving up a little of his teaching duties, then he could spend more time in his single seater!

Well, that's about it from the Peace District. We had an enjoyable summer, some good memories and time to relax and enjoy the wind rushing over the canopy. We are looking forward to next year already. I hope that the rest of you glider pilots have a good winter and we'll see you next year. Oh, and if any of you guys that always get aerotows want to have a winch launch or two, come on up and we'll give you an experience.

Terry Hatfield

Cu Nim

Maybe I'm biased, being the president this year and all, but I think it has been a good year at Cu Nim. Member-

ship is consistent with 61 members of which 43 are regular members. Chris Lowe has done an excellent job keeping the membership list up to date, answering questions, and arranging for introductory flights. We could do better at getting information out to members who are not on the e-mail group list. Those on the e-mail group list receive regular updates all year. (OK, that's a note for next year — to use the regular mail more often.) The e-mail discussion group is an "E-Groups" list so that by sending one mail to E-groups everyone on the list is automatically copied, which we have found useful for discussions on many subjects, including our glider fleet, the Cu Nim clubhouse, procedures for visiting/transferring pilots, etc.

Possible changes to the club fleet have caused the most discussion. There have been many suggestions and opinions on what would serve the club's needs best, but no decisions as yet. We have decided to go ahead with an engine overhaul for our Scout towplane, ICO. With help from our chosen AME Mike Ward, we selected a Lycoming factory overhaul as the best option and this engine is now on order. The overhaul is rather expensive (ie. about equivalent to the value of either of our single-seat gliders), so it's fortunate that the club has been saving for this.

A set of drawings of the clubhouse has been made. These are ready but have not been sent for quotes yet, because we need a site-specific amendment from the MD of Foothills to allow the building. The MD council is being very slow about it. They say they are busy with other issues, so this amendment has not come up for final reading. So for now our building plans are in a holding pattern.

There were two students who soloed this year: Pat Miles and Peter Neary. Also, Dave Rolland was re-licensed. Chris Lowe and Ross Mason progressed to fly the glass ships and each had several flights in our Jantar, FG. Our Std. Cirrus, JM, did not get heavy use, but everyone who tried it enjoyed their flights and found it easier to thermal than the Jantar. Others who made a lot of progress are Mel Blackburn, Dave Stokes, Ab Fotheringham, Dennis Froese, Iebeling Kaastra, Randy Kiez and Cedric Swift.

Mike Plouffe, a cadet from Lethbridge, also joined us at Cu Nim several times this year. Mike received the \$300 Cadet Scholarship, which was matched by ASC. Mike made the trip to Cowley for our fall camp and we hope he will be back for some of the great soaring weather of springtime in Alberta.

Dr. Rick Zabrodski took over as our new CFI when Terry Southwood stepped down from this position. It didn't take us long to realize just how dependent we had become on Terry who was usually at the field when students were ready to solo. At the September Instructors meeting a new procedure was decided upon. Now students need to be approved by any two of five selected senior instructors

prior to their first solo flight. This seems to keep our tight safety standards, but provide plenty of opportunity for students. This system was only instituted in September, which was a bit late for some students, but will be ready for next year. We hope all our students will return for another year of soaring, and perhaps move on to the higher performance gliders. Along with the opportunity that soaring offers to continue learning, flying the glass ships is a very worthwhile goal.

Our cross-country week in May was not quite as good as last year's four days of 500 km opportunities. This year there were several flights over 300 km, but no 500s. Tony Burton was the most successful pilot with a long flight of 446 km out to Bow Island airport and back. I made it to Bow Island, about 45 minutes behind Tony but did not quite make it back. There were lots of clouds and a low cloudbase (under 9000 feet) all the way down to Bow Island and rain, snow, and low clouds on the way back. Maybe I just took the wrong way back?

In May, several Cu Nim members also flew at Invermere where Trevor Florence had worked hard getting the site ready with new showers, washroom, and camping spots. There were lots of long flights — several over 500 km and even some over 600 km. Flying over the rocks, snow and ice is an experience to be treasured. Trevor also gave several Cu Nim members the opportunity to fly the PW-5 and since this is a light glass ship, it rises in a flash behind the powerful Pawnee towplane. Before the pilot figures out the altimeter (which is a bit strange), the glider is at 3000 feet agl.

In July, the weather at Cowley was too hot earlier in the week for good flying but great later ending with three nice contest days. See the ASC web site for more description of this. Hal Werneburg, Guy Peasley, and Rod Crutcher were excited to see their ASW-20 around this time and had it checked out, registered, and flying by September.

Then in October we were back at Cowley. The wave was not marked by clouds as it usually is, but that did not stop Darwin Roberts from making a Diamond climb. Mike Glatiotis generously spent all of his time at this camp flying with students. He and Dave Stokes made the highest flight — 26,600 feet. Then to finish off the camp, the owner of the Windmill Restaurant in Cowley agreed to cook a lovely Thanksgiving dinner for 32 people — turkey with all the trimmings and pumpkin pie for dessert.

Other club events included our annual Christmas and Awards Night and the Canada Day celebration which was also Cu Nim's 50th anniversary as a soaring club. Mike Swendsen did a great job organizing the event with tables in the hangar in case of bad weather. About 100 people, including both retired and active members and their families, enjoyed themselves in this comfortable atmosphere.

We also marked this special day by logging 50 flights, demolishing two huge Canada Flag cakes, and launching potatoes and flags into the air with spud guns.

The best part is last — no accidents and no damage to any people or Cu Nim aircraft this year. This is great and we intend to continue our efforts to keep it that way. Phil Stade is completing our SAC Safety Audit and we look forward to his report and will implement any new measures to help keep us flying safely.

Al Hoar, president

Central Alberta

I've been conscripted to pinch-hit for president John Mulder, who is still in some exotic locale, ostensibly working.

The 2000 season has drawn to a close and unfortunately we did less flying than most of us would have liked. Some of our key members (read instructors) were called away to do things in places far from central Alberta — mundane things like earning a living. Others even took vacations with their families, imagine that! In addition, add some plain lousy weather and an abnormal number of mechanical gremlins and it all added up to a less than memorable season.

Mechanical gremlins? Lots of winch cable problems — cable breaks and snarls. You haven't lived until you have seen a thousand feet of 3/16 inch diameter, high strength, snarled-up and angry-acting cable flying back at your winch cab with not a damn thing you can do about it but open the throttle wide and hope that some of it ends up back on its drum. Nothing is worse for a winch operator's self-esteem either, having to chop out a couple hundred feet of ruined \$3 per foot cable. Ouch! On the up side, lots of pilots got real sharp on emergency procedures.

Work on our Zephyr rebuild project continued over much of the summer. Many thanks to members who came out faithfully every Wednesday evening. The work is about 85% complete, with the very sexy looking fuselage and wings now painted. It should be ready to fly next year for sure. Many thanks to Jerry Leinwebber and Jerry Mulder for hosting our project in their hangar where they have nearly finished their own Lancair IV-P. In the near future we hope to write a detailed story about the Zephyr, documenting its history (the little ship is almost fifty years old) and its present rebuild. Todd Benko also reports good progress on his Slingsby Dart. The ADs on its wings have been completed and recovering work is well along. He should have it ready for 2001 also.

With our strong membership we hope to have more flying activity to report next year. Until then, have a good winter everyone.

Rob Van der Velden

ODDS & ENDS

Tony Burton

Making tax donations to ASC

If you are planning to make a charitable donation this year for tax purposes, why not consider supporting your own sport? Donations have been a valuable revenue source to ASC, averaging something like \$5000 a year in the past.

The Sport, Recreation, Parks & Wildlife Foundation DONATION FUND is back on the rails after being shut down by the Foundation auditors earlier this year for possible “arm’s length” problems in the issuing of tax receipts. There are three changes from past procedure:

- a new form letter (here on page 20) which is to accompany the donation *must* be used.
- the minimum donation has been raised to \$250.
- forward the check with the form letter to the ASC Executive Director, Tony Burton, *not* directly to the Foundation address on the form letter.

In good time the Foundation sends a cheque for the amount of the donation to the ASC and sends a tax receipt to the donor.

Donors may wish the ASC to direct this donation to a club or even to some specific program of the ASC (some ESC members have done this in the past), but the donation cannot be forwarded to an individual. Add a note to the Executive Director giving any details on the directed use of a donation (beyond going into ASC general revenues). This information is *not* to be included in the DONATION FUND form letter as may have been done in the past.

Donors, get your cheques to me before 15 December *at the very latest* or you may miss the tax year.

ASC printed for free

A large thank you again to Cu Nim member Chris Schostek, whose company, *Makeda Press*, printed this *ASCent* at no cost — including the colour cover!

*Never ask a man if he is a glider pilot.
If he is, he'll let you know.
If he isn't, don't embarrass him.*

Cowley finances

The Cowley camps are one of ASC’s largest sources of internal revenue. For example the overall financial stats for the Summer camp are:

Cash from ticket sales, registrations, misc. \$5,755

Revenue

(tickets used*, intros, registration
recycleables, oxygen, avgas sales) \$5,367

Expenses

(avgas, club towplane use, ferry subsidies,
telephone, camp supplies, BBQ) \$3,263

* Note that an unused tow ticket is actually a liability to ASC (it represents an unprovided service owed to the holder) – only after the ticket is used does it become a revenue item.

Avgas is by far the largest expense – \$1800 at this camp. Though significant, the prorated expense of running PCK is not included – nor are airfield maintenance expenses.

The fall Wave camp, though much smaller, still netted \$1400+ since the expenses are much smaller also.

Trophies & awards

If you think that one or more of your flights this year may qualify for an ASC flight trophy, this is a final notice to get your application in to George Dunbar before the end of the year. The trophies that require your flight data are:

Carling Trophy – best flight of the year by an ASC pilot originating in western Canada.

McLaughlin Trophy – best five flights flown in Alberta by an ASC pilot.

XC-100 Trophy – best five flights by an ASC pilot with less than 100 hours P1 at the beginning of the year.

Boomerang Trophy – awarded for a flight from one club to another.

You can contact George at <dunbarg@cal.cybersurf.net> or (403) 255-7586. The ASC trophy form is available in the ASC web site <www.soaring.ab.ca> document vault.

If you have flights which may go toward a SAC trophy, send the SAC flight data form in to David McAsey, also before year end (address in *free flight*).

Planning meeting at Aerospace Museum

The first gathering to organize ASC events for next year will take place at the Calgary Aerospace Museum, 2 December, starting at 1030 in their new meeting rooms. From the Deerfoot Trail, drive east on McKnight Blvd towards the airport, then left at McCall Way. *Soup and sandwiches at about \$6.50 will be laid on.*

The meeting agenda will be a general review of the events of the year and to set some major dates for 2001 and to discuss the current state of the ASC and its future direction (see John's notes on page 2 for example).

Everyone is welcome to contribute — club executives / directors are particularly encouraged to attend to get an appreciation of the ASC "big picture". Contact Tony *now* so that space and lunch can be set.

Chester Zwarych

It is with deep sorrow and regret we inform you of the untimely death of Chester Zwarych, at the age of 55, on Saturday, 28 October.

His varied interests put him in contact with many people during his lifetime. Friendships within the soaring fraternity resulted from his involvement with the Edmonton Soaring Club and his participation in regional and national contests as well as the Cowley and Golden soaring experiences. These friendships were truly treasured by him and talked about often.

Chester was a unique individual with an ongoing quest for knowledge and different experiences. He had a constructive way of imparting his knowledge and skills to those of us who associated with him. Besides being a highly skilled pilot he had a variety of other interests that included his profession as an architect, teaching and, most important to him, the planning, design and construction of his dream home located on a site adjacent to a turf runway complete with a hangar for his beloved Super-Cub.

In all his endeavours his sense of professionalism, his sense of humour and zest for life prevailed. He will be fondly and sadly missed by family and friends.

Sincerely,
Reg Adam and Hugh McColeman

Upper winds ...

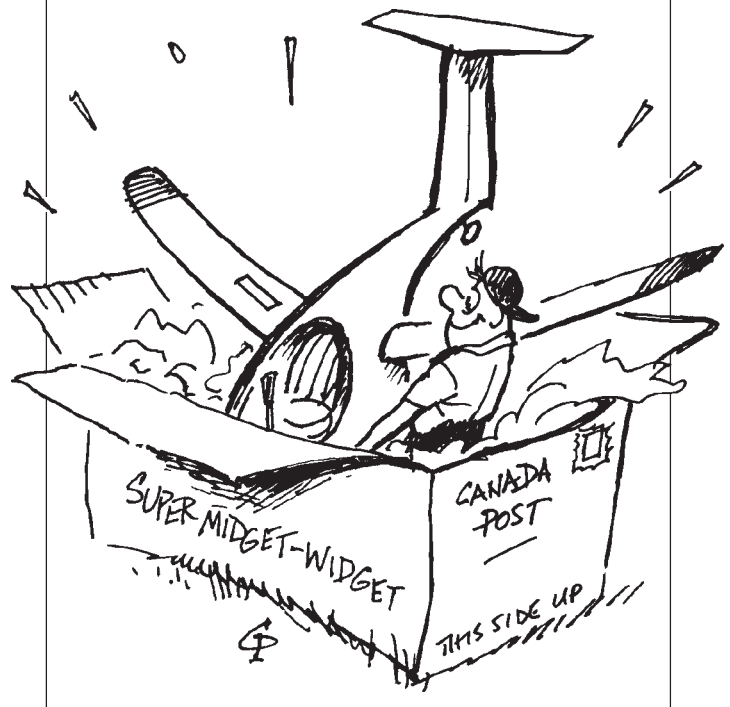
from page 13

That evening we had a camp first as we watched soaring videos next to the campfire on Dave Morgan's battery powered TV/VCR. It was a cool entertainment addition which will have to continue next year.

The next morning I berated the Lethbridge FSS for their way-off upper winds forecast and they said we sure heard about it from some power pilots who decided that trying to fly through the Pass was not on for the day! This Monday morning there was some evidence of lennies at daybreak but the high cirrus got completely nondescript by launch time and the camp ended again with a nice, sunny, and completely dead day. Mike Glatiotis and Dave Rolland got a 10:30 tow that went on and on and on to 10,000 feet even over towards the Divide without getting a bite of lift. That was the signal to pack up the camp and the field was abandoned again until next July.

Everyone commented that it was an enjoyable gathering this year and the number of pilots, the weather, and the flying was better than 1999. ✨

Merry Christmas & best
wishes to you all for 2001



Alberta Sport, Recreation, Parks & Wildlife Foundation
Donation Fund Program
#905, 10405 Jasper Avenue
Edmonton, AB T5J 4R7

Date:

Attention: Colleen Dec

Enclosed please find our cheque, payable to the **Alberta Sport, Recreation, Parks and Wildlife Founda-
tion**, in the amount of \$ being an unconditional donation to the Donation Fund.

Note: The minimum donation that will be accepted is \$250.00.

Corporate Donor

This donation is made without any express or implicit conditions, and without any rights, privileges or personal benefit accruing to the company as indicated below, its shareholders, or directors as a result of this donation.

Individual Donor

This donation is made without any express or implicit conditions and without any rights, privileges or personal benefit accruing to me or those related to me as a result of this donation. The only benefit I will receive, having met these conditions, is a tax receipt.

Without limiting the unconditional nature of my donation, I would suggest that support be provided to the **Alberta Soaring Council**.

* *Note: Donors cannot suggest donations be provided to an individual.*

I understand that the Foundation is in no way obligated to follow this suggestion. If it is determined at a later date that the donation in some way violates Revenue Canada's rules, the Foundation reserves the right to request the return of the tax receipt.

Sincerely,

..... Signature

..... Name of Donor (Please Print)

..... Mailing Address

..... City, Province and Postal Code

I agree to have the donor name and the fact that the donor provided this donation to Alberta Sport, Recreation, Parks and Wildlife Foundation made public.

I wish this donation to remain anonymous and do not wish to have the donor name made public.

For further information, please contact Colleen Dec at (780) 422-8337.

**Minutes
Annual General Meeting
20 February 2000
Nisku Inn**

1255 - 1455 hours

John Broomhall • President
David McAsey • Vice-President
John Mulder • Secretary
Al Hoar • Treasurer
Tony Burton • Executive Director

ESC Bruce Friesen, Dick de Jong
(Treasurer, ASC Finance Board),
Doug Lessard (President), Gerhard
Novotny (CTP), Doug Watt, Wayne
Watts (Secretary), Henry Wyatt

CASC Todd Benko (CFI),
Liam O'Connell (ASC CTP)

Cu Nim Lee Coates, George
Dunbar (SOO), Bruce Hea, Gerald
Ince (ASC Finance Board), Keath
Jorgensen, Klaus Stachow, Ursula
Wiese

GPSS Walter Mueller (CFI)

Meeting was called to order at 12:55 by
President John Broomhall.

John Broomhall presented the 1999 ASC
trophies to:

Tony Burton – Carling Trophy
Bruce Friesen – Bruce Trophy

Trophy information can be found on the
ASC web site.

The minutes from the 1999 AGM were
presented.

Motion: by Wayne Watts, seconded
Liam O'Connell, *"To adopt the minutes as
recorded."* Unanimous

Business arising from the minutes

Air Cadet Scholarships • Review

Cu Nim: 2 candidates – no one showed
ESC: 1 candidate – no one showed
CASC: 2 candidates – both have
become strong club members
GPSS: 1 candidate – involved until
left on power scholarship.

Clubs must send request to ASC for pay-
ment of subsidy towards above scholar-
ships (\$100 per cadet). Discussion sur-
rounding the lack of feedback from the
Air Cadet League as to their interpreta-
tion of the success of the program.

Action: claims were placed by clubs at
the AGM and paid out immediately.

Cowley windsocks

Ursula asked about the windsock in Cow-
ley. Lee Coates reported that two wind-
socks have been purchased and are kept
in the shack at Cowley. The windsock
tower was also retrofitted to accept the
new windsocks. ASC should ensure the
windsock is up when the Air Cadets are
using the field. *Action: Tony Burton*

PCK transponder

Liam asked if a decision had been made
concerning the repair or replacement of
the transponder in PCK. It was deter-
mined that at this time, there is no ad-
vantage to having a functioning trans-
ponder due to the type of airspace the
aircraft operates in.

Committee reports

Financial report, Al Hoar

The balance sheet and 99 Financial Sum-
mary were reviewed. Additional informa-
tion is available to interested members
from Al Hoar.

Finance Board, Gerald Ince

Equity account is at about \$29,000. The
Operating account is at about \$6000.
Hugh McColeman has replaced Jack Tow-
ers on the Finance Board.

Motion: by Doug Lessard, seconded Dick
de Jong, *"To adopt the finance reports as
presented."* Unanimous

Motion: by Doug Lessard, seconded
Todd Benko, *"to approve the two examin-*

*ers of the financial statements, Tony Burton
and Gerald Ince."* (They see that the state-
ments fairly reflect the activities of ASC, they
do not audit the statements). Unanimous

2000 Budget, Tony Burton

PCK fuselage recover planned for 2001,
PCK insurance not expected to increase
as ASC is considered a club, and PCK is
the only aircraft in the club with no
claims recently. Budget for insurance
premium was raised to reflect any gen-
eral increase in 2000.

Motion: by Liam O'Connell, seconded
Gerald Ince, *"to adopt the 2000 budget
as presented."* Unanimous

Executive and Committee Reports

The executive was asked by the president
to add to the written reports as necessary.
The following information was provided:

- *Cu Nim* has received a letter from
NavCanada concerning the final result
of the Calgary airspace study.
- Dave Fowlow has resigned as Safety
Officer for ASC. A new SO is required,
particularly important due to the em-
phasis placed on safety by SAC.
- Terry Southwood has stepped down
as Sporting and Trophies chairman.
George Dunbar will accept the posi-
tion of Trophy chairman. We need
someone for Sporting. (Al Hoar agreed
to organize the Provincials.)
- Liam O'Connell reported the tiedown
ropes are missing from PCK; the an-
nual inspection is due in March, AAIR
form for Transport Canada has been
completed, crankshaft inspection due
annually, at engine overhaul it will re-
quire replacement.

Action: Liam O'Connell

Motion: by Al Hoar, seconded Tony Bur-
ton, *"To adopt the reports as presented."*
Unanimous

Motion: by Ursula Wiese, seconded
Wayne Watts, *"to ratify the actions of the
executive for 1999."* Unanimous

New business

Alberta Aviation Council, Tony Burton
Background information provided: The
AAC is an umbrella organization for avia-
tion in Alberta. ASC was a member until
it was deemed that the AAC was repre-

senting commercial aviation with little interest in general/recreational aviation activities.

After a complete restructuring of AAC in 1999, which doubled the size of the board, brought in more people from grassroots aviation, and a request that ASC have a representative on the board of AAC, Tony Burton was nominated to the position representing sport aviation. Meetings are held monthly alternating between Calgary and Edmonton. It was also reported that the Alberta Government is getting involved in aviation again to ensure growth in the province. Tony has also become involved in the communication sub-committee of AAC.

Motion: by Liam O'Connell, seconded Walter Mueller, *"to nominate Tony Burton as ASC representative on the AAC board for the next term (Oct 2000) to serve for two years."* Unanimous

ASC events, CFI or Safety Officer

Rick Zabrodski, Cu Nim CFI, had expressed concern about potential personal liability of this position if an accident or incident occurred. Discussion of the various concerns ensued and it was determined that to ensure safety at ASC events, it is important to have a Safety chairman as a focal point for concerns. It was decided that the duties and responsibilities of a Safety chairman be rewritten to remove terms such as must, will etc. Change the wording to indicate a position of monitoring rather than responsibility. This change will be made in the 2000 ASC bible. *Action: Exec. Director*

Tony Burton suggested to ESC members present that the ASC Safety chairman candidate come from Edmonton given this club's recent strong interest in safety matters (and to have ESC fill an ASC committee position). ESC not adverse to idea. *Action: ESC president*

Future of investments – or what to do with ASC money

John Mulder provided information detailing options presented to date. These include interest free loans to clubs for equipment or facility improvements, Cowley development, ASC equipment purchases, or disbursement of the funds to the membership at the end of each season.

Bruce Friesen asked Tony Burton if the Foundation's Sportfund committee concern themselves with how ASC disburses funding. The answer was no.

Towplane replacement

Lee Coates asked if a plan was in place to replace the towplane. Discussion determined that the budget includes continued maintenance and engine overhauls. Henry Wyatt asked about the status of the spar in PCK and whether the replacement to the metal spar would be a worthwhile investment. The wings were recovered in 1998, and the spars carefully inspected. Opinion is that the spar modifications installed on PCK are sufficient without replacing the spars with metal.

David McAsey suggested the interest from the investment of funds be used to fund programs developed by member clubs.

Cowley Development Options discussed:

- installing electricity; it was determined to be of limited benefit.
- some new hedges along the campground as a windbreak would be an asset and was immediately recognized.

Motion: by Al Hoar, seconded Walter Mueller, *"To spend up to \$1000 on Caragana bushes along the west fence from the monument to the trees to the south."*

Unanimous
Action: Lee Coates

The discussion concluded with the plan to continue to work with the funds issue with the ASC executive and club presidents.

Motions presented by Al Hoar:

1. *"That ASC recommend to SAC that the basic facts of any occurrence resulting in a claim on SAC insurance be published in Free Flight without identities."*
Seconded by Liam O'Connell

Unanimous
Action: David McAsey

2. *"That ASC publish in ASCent the basic facts of any occurrence resulting in a claim on SAC insurance. Each club president shall insure that these facts are sent to the executive director. A blank form will be placed in the document vault on the*

ASC web site. Completed reports will be provided ASAP to all clubs."

Seconded by Liam O'Connell

Unanimous
Action: Executive Director

Livingstone Block agreement

John Broomhall reported the Livingstone Block agreement with NavCanada has been re-signed for three more years.

Barry Woods update, David McAsey

Barry Woods was incarcerated in the penitentiary – it is unknown if he is still there. The judgement claim has been filed with the courts; it is good for ten years and may be renewed. The next stage would be to garnishee his wages, which would require hiring legal council. The ASC executive has decided not to pursue payment, close the books on this issue, and move on. Data re the judgement claim will remain on file should a future executive wish to pursue the matter again.

Towplane

Liam O'Connell requests each club supply him with a list of qualified towpilots and check pilots from each club. Flight plans must be filed for all ferry flights. The towpilot guide requires updating. Liam also reported that the Air Cadets have found high levels of carbon monoxide in the cockpits of their Scouts, and recommends clubs check their aircraft for this problem.

*Action: Liam O'Connell
Club CTPs*

Elections

No change to the executive this AGM. Al Hoar indicated his interest in stepping down as ASC Treasurer if a replacement is found due to his new duties as President of Cu Nim.

Motion: by Tony Burton, seconded Todd Benko, *"that the executive be permitted to seek a candidate and appoint that person to the position of Treasurer by the ASC council."*

Unanimous
Action: Executive and club presidents

Call for adjournment by John Broomhall at 14:55, seconded Wayne Watts.

John Mulder, secretary
cc: Executive, Council, ASCent/annual reports, Bram Tilroe

*awards luncheon
&
ASC Annual
General Meeting
3 February 2001*



**exit eastward off Hwy 2 at
the Edmonton Intern'l airport**

*Everyone welcome — come spend
the day with friends from other clubs*

Accommodation

(please make your own reservations)

Nisku Inn phone: 1-800-661-6966
conference rate \$85 + tax

Nisku Place Motel phone: 955-3078
located just across the Nisku Inn
parking lot.

double \$49, single \$43 + tax

Menu

Planning meeting 1030 sharp

Tying up the loose ends for the year 2001 activities: sorting out any final details for major activities like the Provincials, the Cowley camps, a mountain soaring camp in Invermere, preliminary discussion on new business for the afternoon AGM, etc.

Awards luncheon 1200

Luncheon ticket \$8.00
soup & sandwich & dessert

Presentation of provincial honours 1315

Annual General Meeting 1330

- approval of minutes of 2000 AGM
(copy on page 21-22 as req'd by bylaws)
- 2000 executive & committee reports
- 2000 financial report
- 2001 budget presentation
- old & new business, motions
- election/confirmation of executive

*Contact John Mulder to confirm
your presence for the luncheon.*

*We need to know the numbers
ahead of time. DO IT NOW!*

730-4449 or

jamulder@telusplanet.net

return address

Box 1916, Claresholm, AB T0L 0T0