

AScent

the journal of the Alberta Soaring Council

Soaring season 2001



A presidential note

I WRITE THIS with the fall Cowley camp as a recent memory. As you will see from other stories in this issue, it was well attended, and some good flights were flown.

Personally, it was gratifying for many reasons. This year marked a noticeable return to Cowley from the Edmonton club. Under the enthusiasm of Henry Wyatt and Dick Parker, we actually started organizing the trip back in July.

The biggest problem was that the club oxygen equipment had decayed and gone missing after many years of disuse. When I joined the club in the early 1980s, we could equip four of the five gliders in our fleet with O₂, including two of our two-seaters. An inventory in early August showed we didn't have enough gear left to get one glider equipped. After significant searching for supplies to get the old diluter-demand systems functioning, it became clear that this was a dead end. While we could have got enough to get one two-seater equipped, it became clear that there was no future in it. Parts and service are hard to come by. Fortunately the club voted to buy new oxygen systems, and we arrived at Cowley with both the Puchacz and ASW-15 ready to get high!

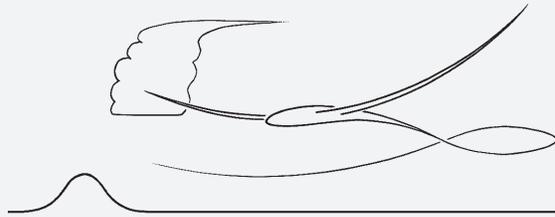
The modern O₂ systems are a marvel. The bottles are lightweight, aluminum, wound in epoxy threads. The regulators are about the size of a cigarette box, with computers, pressure transducers and other magic built in to deliver an altitude-adjusted, economical shot of oxygen with each inhalation. The masks and hoses are small and lightweight. After two wave flights totalling nearly four hours of flying time for two people, the bottle in the Puchacz had only dropped about 300 psi.

The other thing that pleased me was the turnout of some of our younger student members. We had at least four Edmonton cadet members under the age of 20 attend, and two had instructional flights to over 20,000 feet — what a story to take back to their squadron! I think we underestimate the value Cowley has in giving this kind of experience. Cranking around in thermals over the bald prairie seems so common in comparison. Getting away from the home strip once in a while is something that we all should encourage, to provide more variety and experience to our members.

John Broomhall

ASCent

Soaring season 2001



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Cover

A dramatic shot of the soaring cairn on Centre Peak as rain clouds build rapidly just to the north.

photo: Tony Burton

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Letters — from two air cadets

Hello all

I'm afraid this isn't a story about a 1000 km out and return flight, but hey, I'm going to tell it anyway. I got to do some gliding with the Air Cadets this weekend (26-27 May) and it was a lot of fun. I now realize how much I miss soaring and Cu Nim. The Air Cadets put me in their 2-33 for a cross-country tow from Taber to Cowley yesterday and boy, those thermals were cooking. It was a challenge to keep a good tow position throughout the flight.

Once we arrived at Cowley we popped off and I worked some lift near the river. There was a cadet gliding instructor in the back seat and I got to show him a little about thermaling thanks to you old timers at Cu Nim (special thanks to Tony Burton, Mike Glatiotis, Brian Florence, Al Hoar, and Dave Morgan — they all taught me a fair bit about thermaling last year! Thanks guys!). After a bit we landed and I was sent up for a solo flight and was told to "stay up as long as I could" because we had to wait for the support van from Taber to arrive. I don't think they anticipated me staying up for over an hour. One cadet gliding instructor was showing me her logbook and most of her flights are 15 minutes. I'd say the average time for a cadet flight is about 17 minutes, and rarely more than 30.

It was a great day at Cowley. I made it to 10,500 feet easily, and by then I was getting a little too close to the cloudbase for comfort. It was special for me because it was the first time I had the opportunity to employ the techniques I'd learned at Cu Nim, on my first glider solo since I got my licence in August '99.

I hope to get out to Black Diamond and get soaring. I just had an annual proficiency check (spins, spirals, stalls, rope break etc.), I hope I don't have to do it again if I come out to Black Diamond in order to go solo as money is pretty tight. I'm in university *and* working on my private licence...

I made a web site a while ago, mainly for my cadet buddies in an effort to get them out at a club, but I thought I'd share it with you guys too: <http://members.tripod.com/glidingweb>

Mike Plouffe

Above and beyond

Cowley, Alberta is an interesting place for a first-time visitor. Low hills to the east and mountains to the west, with prairie running up the middle. The airfield looked desolate when I arrived, almost a thing of the distant past. But this was only the first impression that I received from Cowley. The area seemed to brighten up as the unique, high performance gliders rolled in on their trailers — ones that a new glider pilot can only dream of flying. Apprehension built as I realized that one of these will take me higher than I have imagined with non-powered flight. However, this is only the view from ground level.

Aerotow is the preferred method in Cowley to launch gliders. The tow was relatively smooth, as it should be over flat ground, but changed as I neared the mountains of the Livingstone Range. After several minutes, the air got turbulent and I almost had to fight with the glider to keep it level behind the towplane. I was told later that this was the rotor cloud that I had heard of. Suddenly, the turbulence stopped and the air was smoother than when the glider is sitting on the ground. On looking at the vario, I saw that I was climbing at eight knots! From my present altitude, the ground seemed to shrink away, all the while, the altimeter wound up and up. The view was spectacular, although the mountains blocked sight to the west. All of a sudden the mountains were no longer beside me, but well below. I could see across the Rockies almost all the way to British Columbia. More time passed and the next look at the altimeter showed an astounding twenty thousand feet! From here, the Crowsnest Pass and Frank Slide were clearly visible, but from that height the Cowley airfield is all but invisible.

I did not want to descend, but my stomach said otherwise. Like the sun setting, going down was like a memory fading. Hills and mountains covered up the distant lands and the ground loomed up until the glider landed. The experience will remain a memory to me but will be rediscovered in a year's time, when again I relive my first flight in the wave.

Special thanks to Dick Parker, John Broomhall and Ron Cattaruzza.

Joshua Van Fossen

- Great Expectations - Alberta pilot achievements in 2001

Solo!

Mel Blackburn (Cu Nim)
 Tony Booth (ESC)
 Tavis Borynec (ESC)
 Shane Cockriel (CAGC)
 Ab Fotheringham (Cu Nim)
 Ibeling Kaastra (Cu Nim)
 Serge LaRochelle (ESC)
 Richard Pougnet (ESC)
 Rob Riege (CAGC)
 Marc Saxton (CAGC)
 Andrew Thomas (ESC)
 Sheldon Tuttosi (Cold Lake)
 Allan Wood (Cu Nim)
 Krzysztof Zywiolok (ESC)

Licence

Derek Brown (Cold Lake)
 Carol Gould (CAGC)
 Drew Hammond (CAGC)
 Bill Hodson (Cold Lake)
 Peter Neary (Cu Nim)
 Marc Schostek (Cu Nim)

Badges

Todd Benko (CAGC) Silver badge
 Ron Cattaruzza (ESC) Silver badge, Diamond altitude
 Brian Davies (CAGC) Silver duration & altitude
 Drew Hammond (CAGC) Silver altitude
 Richard Lewanczuk (ESC) Bronze badge
 Chris Lowe (Cu Nim) Silver duration & altitude
 Abe Preisinger (ESC) Bronze badge
 Phil Stade (Cu Nim) Diamond altitude
 Henry Wyatt (ESC) Silver duration, Gold alt.

New instructors

Jeff Anderson (Cold Lake)
 John Broomhall (ESC)
 Brian Davies (CAGC)
 Bob Hagen (ESC)
 Terry Hatfield (Grande Prairie)
 Phil Stade (Cu Nim)

Other achievements

Tony Burton (Cu Nim) - Canadian 3TP distance record
 Derek Brown & Gareth Carter (Cold Lake) - towpilot endorsement
 Al Hoar (Cu Nim) - provincial contest winner

Congratulations to all for these steps along the way. What's your next goal for 2002?

spring seminar

7 April 2001, Red Deer

Tony Booth – ESC Student Pilot

OKAY, SO WHERE'S THE AIRFIELD?" Usually it's only one voice. This time it was a chorus from all three of my passengers. I'd overshot my turning point while looking at my new GPS! Fortunately, we weren't flying — just driving in a car. And that was my first lesson of the day. As a very green student glider pilot just beginning a whole new learning challenge, I was apprehensive about joining the ASC Spring Seminar at the Red Deer Flying Club. The feeling faded quickly, however, when I realized the range and depth of experience in that one room — from students to record holders, from beginners to 40 year plus pilots.

I also began to understand that the learning never stops.

The one-day seminar attracted twenty-four participants, who on introductions showed a preponderance of Cu Nim and Edmonton Soaring Club members.

The first presenter was Bram Tilroe from Nav Canada, Edmonton ACC. Bram flew in to deliver a presentation on airspace and how glider pilots always need to be aware of where they can fly. This covered the airways and the restrictions around Edmonton, Calgary, Innisfail, Grande Prairie and Cold Lake gliding fields. His discussion introduced a lot of new acronyms, such as AIP (Aeronautical Information Publication) and CFS (Canada Flight Supplements). My list grew as the presentation progressed.

Bram next tackled the different airspace classes with VFR charts — heavy stuff for a first-timer like me. However, the light dawned and I began to understand as I saw the heights and zones as a vertical slice across the chart. Now I could rationalize things like the three-degree flight approach into the Calgary and Edmonton International Airports and the airspace over Cowley (CYA 201S). I also learned that up to 2000 feet above ground in the mountains is uncontrolled airspace even though this might be above 12,500 asl in some areas. A good two-way discussion ensued on the notice needed to book airspace above Cowley, as the airlines need time to put the restrictions into their flight plans. Glider pilots, it seems, have won freedoms for the sport by good self-management in the proper use of airspace.

Fortunately I am starting ground school the next week, so hopefully the many gaps in my understanding will be filled.

A good lunch at the municipal airport canteen necessitated a brisk walk afterwards to look at the assortment of fire fighting planes on the apron: DC4s fitted with belly tanks, a Catalina and several B-26s. They looked as if they were preparing for a hot summer. Maybe it will be the year of the thermal? So far in Calgary it's been the year of the woollies.

Next on the agenda was a session by Tony Burton on gliding hazards such as severe weather, high wind conditions, off-field landings and other phenomena that a pilot can experience at Cowley.

We all considered a variety of events that could happen to any pilot at any time. It was a "what if ..." session. What if the canopy opens? What if you notice a sail-plane flying below you when you are on final? About 40 "what if" items were on a list, and the comments from those speaking from first hand experience were invaluable. The messages — practice SOAR and "fly the plane" came over strongly. Regarding the latter, Tony also suggested that pilots might "dirty-up" the glider then feel how it would respond hands-off (he called it the benign spiral mode). Not for me just yet, I'm still learning to fly clean.

Tony gave some very interesting tips on situational awareness, such as "never assume the landing will be on the same runway as the take-off" and how to notice wind direction changes. We discussed lightning, cloud to cloud, and were unanimous in retreating in the face of overwhelming force.

This was followed by presentations by John Mulder, a corporate pilot in Calgary and the CFI at Red Deer. John's first topic was pilot decision making. This led nicely into a SOAR analysis, during which John used his recent experience with a red panel light on a brand new corporate plane. As is often the case, other (non-flying) factors that could have increased the stress level in this particular situation came into play. This led to a session on the evaluation of life events that could increase stress levels, even over a short period of

Windy!

the Cowley Summer Camp

Tony Burton

THAT'S THE ONE WORD CONDENSATION of my review of the Summer Camp this year. I have a new criteria for any review for the cross-country, generally nice, soarable camp time — how many days did runway 11 get used. This year it was only one (!) day, the rest was on 21, so it was really an early fall wave camp.

Overall registration was the lowest for a long time with only 39 pilots signing up. That doesn't say anything negative about the usual camp atmosphere and fun which was at its usual high. The main reason is that the number of out-of-province visitors was only three, with two VSA pilots arriving to fly in the provincials and Charles Yeates on hand for the tail end of his cross-continent sales tour of the PW-6 trainer. A handful of Winnipeggers and others who might have been present were at Invermere, but on the whole it seemed to be just a statistical low point for attendance.

Friday Two towplanes, ICO and PCK, ferried in with two Cu Nim Blaniks that morning under a sky full of cu. It was a gorgeous-looking day with the cumulus at something over 12,000 feet. I was driving down from Cu Nim with my camper and soon noticed the grasshopper plague as Highway 22 entered the top of the Cowley valley. A handful of early arrivals began unpacking the campsite and quickly saw that the kitchen had seen a considerable volume of bird activity this year, either in number or size, judging from the "whitewashing" that had occurred, and it appeared as if a Golden Eagle had nested amongst the picnic tables stacked inside.

Weekend Both Saturday and Sunday were pretty much blown out with only two Blanik flights taking place each day. On Saturday, Al Hoar, on a training flight with Al Wood, noted that the valley was just a mish-mash of sink, turbulence, and convective activity with winds over 20 knots SW on the surface. Sunday morning started calm but with obvious rotor overhead. Todd Benko woke up the inhabitants with a 0730 takeoff to the wave in his newly-serviceable Dart (he had done an extensive interior wing AD over the winter in his back yard). A second attempt by Al Hoar and Al Wood in the Blanik at 0845 failed to connect and by 0900 the towing was shut down when it began

blowing 30+ knots out of the southwest again. The circulation around a big low in north central Alberta pumped the strong west wind all day. So for 3.7 hours only Todd was up on a wave climb and he found 18,600 feet. Charles and Kris Yeates arrived with the PW-6 in a trailer which looked like it would overwhelm the small car they had but they had been all around the continent with it — they soon left for a couple of days holiday in BC.

Monday Monday was the lone Runway 11 day. This was *the* good cross-country day for everyone: light winds, cool temperatures (max 17C), and cu to about 10,000 feet. The forecast called for an upper trough to drag through tomorrow with the possibility of showers. Mike Thompson (HP-14T) and Dave Burgess (ASW-19) drove in from BC, the Bergfalke from Innisfail arrived (it was good to see a strong turnout from the Central Alberta club), as did a Jantar owned by new ESC member Rick Parker, late from the UK. This nicely padded the pilot roster for the provincial contest which had been looking a little thin.

I had a fine flight to south and east turnpoints, going as far as Stirling, southeast of Lethbridge, for a total of 351 kilometres over 3.9 hours — it was the first cross-country I had flown (even attempted) in Alberta this season, a reflection of the dismal year it had been for adventure. There were a handful of 5+ hour flights with many pilots to the east of the Porkies. Todd had another great flight in his Dart, saying: "I declared a Diamond goal of Cowley, High River airport, Cardston Temple and Cowley. I made it up to High River and was proceeding towards the Waterton reservoir before the high cirrus shut down everything south of there and I had to abort the task. In actual fact, just after taking the turnpoint picture at High River the camera jammed, but I said I might as well fly it anyway. The flight was 5.7 hours and brought in the two remaining legs to claim for my Silver C."

Phil Stade in *Jolly Miller* had a fine flight. He recounts: "Well it wasn't anything so planned as Todd's Diamond Goal attempt — just a beautiful day when I wanted to see some country. My turnpoints were Waterton townsite and southwest into the mountains



The opening of the camp gets the flags up.

about three miles, then northwest until I came out of the mountains west of the Waterton gas plant. This part of the mountain range is beautiful with incredible colours that are very different from the greys of the mountains to the north. Then on to Cowley and Fort Macleod where I found Walter Mueller in his Open Cirrus and Mike Swendsen (HP-16) at 12,000 feet at cloudbase. We all flew towards Brocket where Walter and I turned northwest and flew together, without turning, all the way to the Gap with only about 1000 foot loss in altitude. It was raining with ice pellets at the Gap so we turned back to the airfield. The total distance was 260 kilometres and the time was 5.9 hours. It was one of the most interesting flights I've had to date. More thrilling than the places or time was the chance to fly alongside Walter for about an hour."

Of special interest was a production crew on hand to film part of a TV program on the winds of southern Alberta. Terry Southwood starred with lots of interview time and cameras taped to various bits of *Papa Mike* for the next two days, and a photographer in a towplane did a run along the Livingstone Range past the cairn on Centre Peak. Producer Susan Cardinal prepared the radio version of this subject three years ago for the CBC "Ideas" series and it was excellent (by the way, I have the 8-track tape of that show which I can loan out). I can't wait to see this video when it airs ... you will be informed.

Tuesday The morning presented a solid overcast propped up on the Livingstones. The campers were howled out of bed for a fine Coyote pancake breakfast at the cook shack laid on by the towpilots. After lunch the sky gradually dried out and Charles got back and began giving PW-6 demo flights to all interested. At a nominal \$10 for the privilege, the line-up stayed.

The sky continued to clear off with the sun producing almost immediate cu development on the Livingstones and a big shower seemed stuck on them. We had a visitor drop in — Gary Kneier, a past Cu Nim member and once an owner of the Open Cirrus now flown by Walter Mueller, buzzed in with *Bravo Yankee*, his much-flown Falcon-XP ultralight. It's a canard-type flying wing aircraft which sounds like a swarm of bees and always appears to be going backwards.

After Chris Lowe in *Funny Girl* was seen climbing on the Porkies after his 3:30 launch,

a scramble started and six gliders towed up after 3:50 under a 7000 foot cloudbase. However, the build-ups on the Livingstones to the west of the field quickly got very much blacker, moved in closer, and started firing off lightning which got everyone lined up in the circuit and all seven landed again with seven minutes of each other. That was it for Tuesday.

Wednesday The trough had cleared off to the east and the forecast indicated some chance of TCUs and afternoon showers but neither were factors. The upper winds were stronger than forecast at westerly 25 knots or more at altitude, upper cirrus bands reduced convection which was further affected by wave suppression. The only "real" cu were to the south with bases at 10,500. Ten pilots began launching on a 2 hour PST at 13:40 for Day 1 of the provincial contest (*Al Hoar begins the whole contest story on page 9*). The wind-blown tricky thermals were not kind and five landouts were racked up, three at Pincher Creek airport.

For the first time, the camp was able to use met data off the Internet and thanks to Al Hoar, Lyn Michaud, and Todd Benko for downloading and interpreting the info for the morning weather briefings. The info included surface analysis charts at 6 hour intervals, five day forecasts for the airport of choice (Pincher Creek), and useful soundings/upper winds graphs derived from radar satellite data calculated for any lat/long plugged into the analysis program. By moving the computer cursor along the surface temperature line it would display convection and cloudbase info on the tephigram.

The output data did have to be taken with some input of common sense and local knowledge (especially an estimate of the daily high which was more accurate from the Lethbridge FSS). It was also a little difficult to

make use of the tephigram as the convective layer portion of it occupied less than an inch of chart space. Nevertheless, this is a great improvement over just looking straight up at 11 am. It can be a significant help in determining cross-country potential each morning. Cu Nim is planning to set up a computer in its soon-to-be clubhouse and post the daily prospects.

Thursday The morning forecast promised the lot — convection, wave and high winds — 30 knots at 8000 and 40 knots above the 12,000 cloudbase. Pilots found that the base of the wave was about 10,500 feet, requiring a climb in turbulent rotor/thermal lift in order to contact. The wave was not strong due to the off-axis southwesterly upper winds, but Phil Stade got to 20,000 and Terry Southwood and Tony Burton worked up to 24,000 feet.

Today ended a long Cowley tradition when it was reported that the swimming hole was no longer available to us. The Brockwell farm has a new owner and public access is now denied. The only way to get to that bit of river now is to float down it, I guess.

Friday Today was hot, around 33 (Claresholm notched a record temp of 37 for the day). With the jet stream still overhead out of the southwest, upper winds remained strong at over 30 knots.

Karin Michel has been staying busy building time in her new partnership with an ASW-20, PM, and today she was off again on a cross-country in the valley. She got low coming back from the compressor station turnpoint and cautiously decided to land in a big safe

Oats Schwarzenberger



Charles peeks around front seat of the PW-6 while giving one of his many demo flights for the new two-place.

field just south of the Oldman River bridge on Highway 22 — PM looked very small in the dead centre of a square mile of dirt. Testing yourself in a new glider is always an adventure.

And there was more testing big sink today as a result of upper wave action — but the middle of the valley had some huge thermals to 10,000 mid-afternoon. The contest group launched at 2 pm but only Phil Stade, the first one off, stuck while the rest were shot down around the field while trying to climb for a start. Phil was the only competitor up and making distance; it was a legal contest day if he made 50 kilometres. A second wave of contest tows finally started around 5 pm just as Phil was finishing ... we had to get *some* points on our totals!

Congratulations to Chris Lowe who got his Silver duration and altitude in the Cu Nim Jantar, landing at 7:42 after a 5.3 hour flight.

Bob Sturgess of Medicine Hat dropped in for a while. He was flying with the Blue Thermal Gliding Club in the Hat until the club ceased operations in 1989.

Saturday The day and the beginning of the holiday weekend was thankfully a much cooler 25C with the morning passage of a dry upper cold front. As the forecast high was not to get much above trigger temperature, the winds still at 20+ knots at flying altitudes, and some pilots away from the field, the contest was scrubbed and only a dozen flights were made, mostly training.

Action was all towards the evening annual camp BBQ and, though small, was the usual good time with the cooking, table decoration contest, Kerry's fireworks and all the rest that makes Cowley special. Thanks to Catherine Southwood and her elves for organizing the food. Other thanks go to the Harbaugh family and our Cowley farmer Jim Parker, who have been doing their level best to keep the new caragana windbreak watered and alive on the west side of the campground. Drought, deer, and grasshoppers have been seriously affecting its survival; we'll have to wait to see what turns green again next spring.

Sunday The forecast again promised mid-20s, and it was windy and very convective (though broken up) below 10,000 feet. With wave on top it was quite a mixed bag. The first flight of the day had Peter Neary of Cu Nim up in the Blanik with Karin Michel to get his licence checkflight. Judged competent, he now looks forward to the paperwork arriving. Congratulations, Peter. Henry Wyatt had ESC's ASW-15 for the day and got a 5.6 hour flight in thermal and wave to 18,000 feet for his Silver duration and Gold altitude. ■■■ 19

Decisions, decisions

Al Hoar, Cu Nim

THE ALBERTA PROVINCIAL CONTEST was held again this year during the Cowley summer camp. All tasks were Pilot Selected Tasks with a maximum time allowed. Scoring experimented with a simple place point system along the lines of the “Grand Prix” contest described by Jim Carpenter in *free flight 4/01*, except that GPS-dependent rules like remote starts were not used. There was no scoring for speed except that more speed allows one to cover more distance within the specified time limit.

DAY ONE – Wednesday
Mostly thermals, but windy and some wave.

The first day of the contest caused the biggest launch queue that this writer has seen. Ten contest entries plus many others. There were gliders of all sorts and from all over Alberta and beyond waiting for the launch. I found it really exciting so ran around taking photos of the lineup.

The launch was done using three Scout towplanes, and was no doubt done efficiently, but it seemed to take forever. Maybe that’s because I launched first — well not quite first — Karin Michel launched before the contest launch and moved away from the local area quite quickly in good thermals.

As the tows progressed, all of the earlier launched sailplanes were fat and happy above 10,000 feet over the south part of the Porcupine Hills. We were all circling in two or three thermals and everyone was watching everyone else and moving from area to area to try to get higher before the start gate opened. During this time we heard this position report: “Papa Mike, Waterton reservoir, 11,000 feet.” This was Karin.

I don’t know about the others, but I immediately decided that the Waterton reservoir was where I wanted to go.

There was a problem though; the initially good lift got weaker and harder to find and by 15 minutes after the last contest launch many, me included, could not get high anywhere near Cowley airfield. As the lift dispersed the field also dispersed and soon no one was in sight. It was a case of where did everyone go?

As I said, I couldn’t get high in 4E so started low and moved slowly south, still hoping for the Waterton reservoir. By the time I was about a mile east of Pincher Creek, I found myself struggling in thermals that seemed to be everywhere but nowhere. Finally a thought came through: *Hmm, maybe this is wave.*

DECISION time, I slowed down to minimum sink speed then flew slowly north and south trying to stay in place over the ground. The vario showed up, not much — but enough to slowly gain. After a lot of patience, maybe 20 minutes in this same location, things were looking much better! I was above cloudbase and able to move downwind to the face of an interesting cloud. This cloud looked like a cumulus cloud but with the west face smoothed off and pushed east. Here the lift was very strong and I was soon up to 11,000 feet. Okay, much better!

Still recalling Karin’s report (now two hours old, but who thought of that?), I headed off to Waterton reser-



Gwen Hoar

Al holds the Bruce Trophy – well earned and all his.

voir. Most of the way was blue with few thermal clouds developing far below. Once there I headed west toward Waterton gas plant only to find sink all the way. The wave influence was becoming more obvious. So I turned back north, and found another cloud face near Brocket which luckily took me back to 12,000 feet.

Now the landout radio calls started to come in. Dave Burgess was west of Brocket and I was able to spot him and describe to his crew how to drive there. Todd Benko, Tony Burton, and Mike Thompson landed at Pincher airport. Mike Swendsen in *Bravo Hotel* went north and landed out.

From west of Brocket, a glide to the Oldman bridge was easy enough for 4E and I but an attempt to go to the Livingstone fire lookout did not work. It seemed like the wave was only working east of Hwy 22. So a glide back to Cowley via other nearby turnpoints and radio relays about the landouts completed the afternoon. 4E distance – 104.5 km, Tony – 94.9 km and Dave Burgess – 76.6 km (all handicapped).

DAY TWO – Friday

More wind and fewer thermals

Six gliders launched with intentions to fly cross country. Phil Stade was by far the most successful covering 142 kilometres in wave much of the way. For a long time he was the only competitor flying as everyone else got shot down after launch and didn't restart until about 5 pm! Phil went to Centre Peak, Brocket, Waterton gas plant, and back to Cowley. Tony managed 86 kilometres to Pincher airport, Yellow bridge, the Oldman bridge, Cowley village and back to Cowley.

I went to Pincher airport and considered myself lucky to make it back to Cowley. I didn't even get the extra point awarded for flying over 50 kilometres. Dave and Mike launched but did not manage to start.

DAY THREE – Sunday

Still more wind

After lots of wind for many days there were not many people left for Day 3, the last full day of the camp. Contest launches were limited to Tony, Phil, Richard and myself. Richard Parker started first and was soon into wave, calling back all sorts of turnpoints: Frank, Waterton gas plant, Livingstone fire lookout, compressor station, Pincher airport and back to Cowley. Richard flew 212 kilometres.

Richard's excitement got Tony and me fired up to have a go. We started after Richard had been to several turnpoints. Tony went to the Oldman bridge and the

compressor station in wave, then south to Pincher airport, Waterton gas plant, and east to the Waterton dam. Going south turned out to be the wrong decision as the wind was breaking up what thermals there were. He was stuck for a long time in the area, and on the trip back found nothing but sink and landed just south of the Cowley airfield for 188 kilometres.

Phil launched last and made the trip to Brocket then had a long and valiant struggle to get back upwind. The wind was strong and each climb drifted him east so far that the subsequent glide west left a net gain over the ground for each cycle of zero or negative. Going nowhere, he finally landed 5 kilometres east of Brocket.

After launch I thermalled up to 9500 feet, near the bottom of a cloud over the south end of the Porcupine Hills. At the west edge of this cloud there was wave lift to well above top of cloud height, about 11,000 feet. North seemed to offer scattered wave-like cu so I zig-zagged north. The wave was by no means in a continuous line. There would be a patch further west, then a patch further east. Wave was marked by clouds with west sides that just did not quite look like thermal clouds. It was good fun bombing along at high speed from wave to wave.

When I was as far north as the compressor station, the station was several miles to the west. Now my Volkslogger turned out to be an advantage because there was no need to wait for a space in the cloud to see the turnpoint. Just go in the direction indicated till the Volkslogger beeps signifying arrival in the sector. There was not that much cloud, always lots of ground visibility, but sometimes the cloud would be over a turnpoint. This caused problems for Richard who was trying for turnpoints further west and could not see some of them to photograph because of cloud. He lost a lot of scoring distance as a result.

With 14,000 feet of altitude at the compressor station (I brought along and used the oxygen mask!), I made a quick run south, past the Oldman bridge, going fast to get back below 12,500 feet before reaching a point east of Centre Peak. Back over Cowley, now at 9300 feet, the thermals were really broken and I was lucky to find a way back to cloudbase. However the same technique worked again — get to the west edge of the cloud and find the wave lift. Back at altitude I could see that to the south (where I found out later that Tony was struggling at Waterton dam) there were no wave marker clouds so at the risk of being boring, I made the DECISION to go back north a second time.

More wave cloud hopping at high speed soon took me back to the compressor station. The clouds seemed to show the same broken wave all the way to Chain Lakes

dam. Tempting, very tempting. But my plan was to go south next to the Oldman bridge so that is what I did. On the way to the bridge the temptation got to me and I decided to try for Chain Lakes dam. So from Oldman bridge, I turned back past the compressor station (which I couldn't count because I had just been there) then north to about 5 miles short of the Chain Lakes dam. After a long glide north with no lift, prudence finally won out over temptation, and I headed back for Cowley. Total flight (that counted) was 216 kilometres in three hours. Distance traveled, at least 60 more. Oh well, it was enough to win the day and, finally, the contest.

The more one soars the more obvious it becomes that longer flights are mostly about making DECISIONS. Learning to make the glider go where you want is one part, but the much bigger part is deciding *where* to make the glider go. That takes years to learn.

This contest was fun and it's an honour to have my name on the Bruce trophy beside those of previous winners. Thanks to the contest organizers, and to the busy towpilots and retrieve crews. ☘

Notes:

The daily "scored distance" is the flown distance multiplied by the glider handicap and any overtime factor (which only occurred for Phil Stade on Day 2).

Placing points were awarded in the following manner:

*1 point for achieving a minimum of 50 handicapped km (ie. the L13 was only required to fly 31.6 km),
1 point for every pilot beaten,
1 bonus point for 2nd place,
2 bonus points for 1st place.*

dnc = did not compete
dns = did not start

2001 Alberta Provincial Soaring Competition

DAY 1 —		2 hr PST		dist	scored	day	hand-
				(km)	dist	pts	icap
Al Hoar	Std Cirrus	4E	104.5	104.5	12	1.00	
Tony Burton	RS-15	EE	90.4	94.9	11	1.05	
Dave Burgess	ASW-19	D2	79.0	76.6	8	0.97	
Todd Benko	Dart	BT	51.1	55.7	7	1.09	
Walter Mueller	Open Cirrus	MX	29.4	27.0	5	0.91	
Team ISK	Blanik L-13	ISK	16.2	25.6	4	1.58	
Mike Thompson	HP-14T	XH	14.7	15.1	3	1.03	
Mike Swendsen	HP-16	BH	8.0	8.5	2	1.06	
Phil Stade	Std Cirrus	JM	0.0	0	0	1.00	
Richard Parker	Jantar	BO	0.0	0	0	0.97	

DAY 2 —		2.5 hr PST		dist	scored	day	total
				(km)	dist	pts	pts
Tony Burton	RS-15		82.2	86.3	4	15	
Al Hoar	Std Cirrus		48.7	48.7	1	13	
Dave Burgess	ASW-19		0.0	dns	-	8	
Todd Benko	Dart		-	dnc	-	7	
Phil Stade	Std Cirrus		141.9	141.9	6	6	
Walter Mueller	Open Cirrus		-	dnc	-	5	
Team ISK	Blanik L-13		-	dnc	-	4	
Mike Thompson	HP-14T		0.0	dns	-	3	
Mike Swendsen	HP-16		0.0	0	0	2	
Richard Parker	Jantar		0.0	dnc	-	0	

DAY 3 —		3 hr PST		dist	scored	day	total
				(km)	dist	pts	pts
Al Hoar	Std Cirrus		216.1	216.1	6	19	
Tony Burton	RS-15		178.9	187.8	2	17	
Dave Burgess	ASW-19		-	dnc	-	8	
Todd Benko	Dart		-	dnc	-	7	
Phil Stade	Std Cirrus		37.4	37.4	0	6	
Walter Mueller	Open Cirrus		-	dnc	-	5	
Team ISK	Blanik L-13		-	dnc	-	4	
Richard Parker	Jantar		218.5	211.8	4	4	
Mike Thompson	HP-14T		-	dnc	-	3	
Mike Swendsen	HP-16		-	dnc	-	2	

the Zephyr lives!

Rob & Laura Van der Velden, CAGC

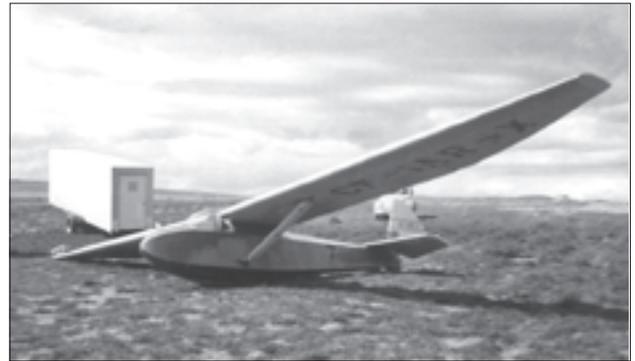
ON 16 JUNE 2001, *Romeo Bravo Sierra* officially joined the roster of club aircraft owned by the Central Alberta Gliding Club when John Mulder took her aloft for the first time in eight years.

A one-off design sailplane, named Zephyr, serial #01, first came to life as a home-built glider, a modification of the Grunau Baby. The Zephyr was originally built by Norman Bruce of Calgary around 1954. It appears from letters written during construction of the aircraft that Norman consulted regularly with the famous aerodynamicist Dr. August Raspert who, at that time, was with the Mississippi State College Aerophysics Department. Built entirely from fabric covered wood, the Zephyr was originally registered as CF-IAR-X, but on 28 April 1960, it was registered as an ultralight aircraft, CF-RBS.

By modern standards, RBS is unusual. It features an all wood, fabric covered, strut-braced wing with a span of 43'-1". The struts are unusual in that the streamlined fairings that surround the strut can be rotated approximately 70 degrees about the strut to act as a spoiler. The highly cambered wings are also unusual in that they have a large amount of washout at the tips. The ailerons have so much twist in them that they appear deformed. This washout probably contributes significantly to the aircraft's benign stall characteristics.

The Zephyr was first flown (very briefly, its first flight lasting only a few seconds) by Norman on 4 May 1958 at Airdrie. Soon after, on 1 June 1958, RBS was flown from Pincher Creek. On that day, Bill Thudium made two wave flights, lasting 1:30 hours and 2:05 hours respectively. A third flight was made at Pincher Creek on 24 June, lasting one hour and forty five minutes. Many flights took place after this time. They involved numerous pilots and were done in numerous locations: all over Alberta, Windermere BC, and Regina.

Fairly extensive repairs were made after the aircraft broke loose from its tie-downs in high wind and flipped over at Pincher Creek on 9 July 1960. When returned



Kerry Bissell - 1958

to flying status on 27 April 1963, the Zephyr had flown just over 38 hours. On 31 August 1965, Norman Bruce sold the Zephyr to Frank Holman and Dirk Zutter. On Thanksgiving day, 1966, she crashed. Flown by Frank Holman when "The (tow) cable caught on a light standard on take-off. Aborted flight with too much back pressure on stick, resulting in 7/8ths of a loop (falling off to the left due to crosswind condition) resulting in crash landing." Her wood framed, fabric covered fuselage was destroyed and her port wing was damaged. Fortunately, Frank was not injured.

In 1967 a new fuselage was completed, crafted primarily from balsa wood and fibreglass using the same technique employed in building wood-and-canvas canoes. Most of the work was done by Frank Holman and Dirk Zutter, assisted by Kerry Bissell during early stages of construction. This must have been among the first amateur-built composite aircraft. At this time the aircraft was based in the Red Deer area. From available photos taken during this time, it appears that RBS was auto-towed quite extensively, though log entries at this time are somewhat vague.

On 29 May 1990, the Zephyr was registered to Kerry Bissell and Frank Holman. Apparently, its last flights took place during the early 1990s and then languished in its trailer. Then, on 26 August 1998, Kerry and Frank donated RBS to the CAGC, along with a generous gift of money, the remaining bank balance of the former Red Deer Gliding Club.

Aided by a generous cash donation from the Central Alberta Chapter of the Recreational Aircraft Association, restoration work commenced in the fall of 1999. Several RAA members, as well as CAGC regulars, devoted almost every Wednesday evening during the fall and winter months to work in the hangar, provided for us by Jerry Mulder and Gerry Leinweber at no cost. This beautiful facility — heated, well lighted and equipped — provided the incentive for many enjoyable and productive evenings for our little group (and some not so productive but still enjoyable bull sessions)!

The wings and tail surfaces were the first to receive attention. After stripping off all the old fabric, we found many small repairs necessary on the all-wood structures. When the aircraft was crashed, the main spar of the port wing had been broken. Our inspection proved the spar repair to be satisfactory, but on closer investigation, we found a number of ribs in the 'D-tube' leading edge had been broken and had gone unnoticed. New access holes had to be cut into the plywood leading edge skins to gain access to those ribs that needed repair. Also numerous plywood gussets needed to be replaced — some had simply been torn off when the old fabric was removed. After a coat of epoxy varnish was applied, the wings and tail surfaces were then recovered using the Poly Fiber (Stits) process.

Next came the fuselage. Once stripped of its interior parts, instruments and control system, the interior was thoroughly cleaned and the exterior surfaces stripped of all old paint. Many hours were then spent applying a light-weight filler (micro-balloons mixed with epoxy resin) to even the exterior surfaces. Then sand, sand, sand. Then fill more low spots and sand some more. Some delamination of fibreglass plies were uncovered inside the fuselage and this material had to be ground out with a disk grinder. A delightful job! Visualize your body jackknifed into that black hole, totally engulfed in a cloud of fibreglass dust! Then, new lay-ups of glass cloth and epoxy resin were applied. Reinforcing material was also added in several strategic locations.

Meanwhile, a new steel framed canopy, wrapped with 1/16" Lexan and a new aluminum instrument panel and glare shield were constructed. The instruments were overhauled. A new control system was fabricated, using some of the original components but using nylon bearings to reduce system friction. A new interior including a seat and floor boards was installed. A couple of coats of gray Zolatone paint was sprayed into the interior for a nice finished look. Finally all the exterior surfaces were sprayed with white polyurethane paint.

With the exterior trim and lettering applied, a few marathon evenings were spent during late spring 2001 to iron out the final details and assemble the aircraft for the first time.

The last couple of years we had quit for the season by now, flying being more important! Saturday morning, 16 June dawned clear and bright. With an hour or so of I's to dot and T's to cross, we were finally ready. A quick call to Red Deer Flight Service and we towed a beautifully restored Zephyr out to the active runway. Would it fly as good as it looked? A quick incantation to the aviation gods and John Mulder strapped in. With the long Red Deer runway in front of him it would be easy to abort if something didn't feel just right. Liam O'Connell poured the coals to PCK, a little pitch bobble and they were off! Handshakes and high-fives all around; we just couldn't stop smiling, just like a bunch of proud parents!

Everyone jumped into their vehicles and headed for Innisfail. We expected to find John on the ground waiting there for us — no way! He was happily circling the field at about 7500, totally enjoying the experience. The final consensus ... we had us a sweet flying sailplane with no apparent vices. No adjustments were needed, just a few minor snags, easily corrected. John declared her airworthy and immediately released her to any members of the club cleared to fly the 2-22. Some have already flown her and all agree, CF-RBS is a terrific addition to the CAGC!

Postscript At this time I feel it would be fitting to recognize the people who made all this possible. First and foremost, we owe a debt of gratitude to Kerry Bissell and Frank Holman for their generous gift. To Gerry Leinweber and Jerry Mulder for making their great facility available to us. A restoration of this size just would not have been possible without their support, and their generosity in allowing us to freely use their tools and supplies. Ultimately it fell to the Wednesday night gang; the guys

who gave their time and energy week after week, to put it all together: Don Bais, Shane Cockriell, Rob Van der Velden, Drew Hammond, Brian Davies, Jerry Mulder, and Bert Lougheed. Others contributing their time were Ray Cavin, Adam Hunt, Brian Koole, John Mulder, Ruth Menkis, and Rob Shaw. My apologies to anyone I may have missed; we appreciate the work done by all of you. ❁

Carol Gould



It really flies! – smiles from John Mulder after landing at Innisfail.

Fall camp

Tony Burton, Cu Nim

IT WAS A SUMMER CAMP IN OCTOBER! What a fine fall — the weather cooperated over the five days giving mostly sunny, mild afternoon temperatures, and just enough wind for three days of wave which gave three brand new Diamond climbs. Not only that, pilots decided to show up, 45 of them, so the field had more activity than the summer camp which is quite unusual.

Cu Nim ferried two Blaniks and two Scouts down to Cowley late Wednesday afternoon in beautiful sunny calm weather. I had arrived about 2 pm to open up the shack and begin laying out all the ASC stuff and I expected one or two early arrivals to help out. This time, the field was deserted. After the ferry crew left in a van to go back to Calgary, it was deserted again, so I felt pretty much like the Maytag repairman! Not only that, the only light in my camper decided not to work for some reason, so I couldn't spend the evening dark in reading and had to turn in early.

Now it's not unusual, it seems, that this part of the world gets its first snow of some kind around the camp dates, but given the early camp and the great forecast it was the last thing I expected — so it was a great shock to see a skiff on the ground when I climbed out of my sack at sunrise. Some moisture had snuck in across the Divide, the Livingstone Range was socked in and the snowline on the Porkies was right down to eye level.

As the day progressed the forecast behaved and it dried out and became quite convective-looking for a couple of hours during the afternoon. The first arrivals had showed up overnight, a couple of enthusiastic cadet members of ESC with their chaperone (a first-impressions letter from one of them, Josh, is on page 3). They skipped school to get here and were really looking forward to the adventure.

I went home around noon as I had forgotten to bring a few things like hat and gloves and because my truck battery had died (I got a boost to get going) and it needed a permanent fix. I got a call in the evening saying that no towpilots had showed up at all and there



were some pretty disappointed pilots on the field. A coordinator should never assume and I had. After spending an hour on the phone polling all the Cu Nim towpilots, it looked like the remaining time was covered, but it was an embarrassing slip-up. Although I didn't know it, Henry Wyatt and Malcolm McPhee were also over-nighting in Claresholm as they hadn't quite beat the sunset flying their Grob 109 down from Edmonton. Heading back out to Cowley early Friday morning, I was glad that I had been in a warm bed as it turned out that it had been the coldest night by far with the thermometer in Claresholm reading -11C!

A good crowd had already arrived on site from out of province. Horst Dahlem (HP-11) from Saskatoon; regulars Henning Mortensen and Orlan Dowdeswell (Jantar, 1-26) and newcomer Mark Westphal from Regina — even nomad Neville Robinson was here (but without his BG-12) enroute to his Jeans, NV winter home; and the usual suspects from Invermere brought the mighty Duo-Discus, a couple of PW-5s and an HP-18.

ESC had their Puchacz on hand for the first time since 1992 as well as the club ASW-15 and a private Jantar. The club has retired their venerable 1-23 and were looking for a new single seater to keep a large new group of solo pilots in the air next season. All in all, by the end

of the camp there were twenty gliders on the field, more than the summer camp (18).

The day was sunny, unusually calm, and quite stable. The area was under a high with the jet stream off to the east flowing in from the north. Lots of up and down flights and suntanning on the line with long Johns getting stripped off for T-shirts. There was some very light lift beginning mid-afternoon — maybe a knot if you were in the right place after a 3000 foot launch. Mike Glatiotis was the clear scratch master with a 4.5 hour flight — three times longer than the nearest pilot!

Saturday — a wave day. The forecast winds were not particularly strong aloft (20-30 knots) and 300+ degrees, so it looked like any wave would be broken and weak. The morning showed early linnies coming off the Divide but completely blue in the valley. Indeed, pilots indicated that the morning wave was only a couple of knots to less than 20,000. As the day progressed however, a lot more moisture moved in from BC with more westerly and southwesterly winds aloft. The wave picked up with surges of stronger lift at times and the height went up into the 20s. By mid-afternoon, the lower rotor on tows became quite rough even though surface winds were only 15-20 knots on the field. It became difficult to connect with the wave as its base rose to over 8000 feet. I noted quite strong surface effects in the foothills to the west where downbursts above a small lake showed explosive “flowers” of radiating ripples on its surface. The Duo presented the single incident of the camp when it suffered a rope break in the primary rotor area at a lower-than-healthy height and was quite busy for a while finding the altitude needed to get back to the field.

With the temperature in the teens it was pleasant on the flightline and it was the busiest day of the camp with 34 launches.

Patience in the wave awarded Diamonds. Alan Spurgeon (Invermere, PW-5) was up almost 4 hours and got to 25,000 for the camp’s first. The second was earned by Ron Cattaruzza (ESC, ASW-15) after a 2 pm launch which lasted 4-1/2 hours until 40 minutes after the flightline had closed for the day. Other good flights saw Mike Glatiotis to 22,000, Tony Burton to 28,000 (but no barograph proof for a Stachow Trophy claim), Horst Dahlem to 24,500, and Dave Rolland to over 26,000 (a Diamond but no barograph — remember — preparation, preparation, preparation). Others cut off climbs due to low oxygen or cold feet. Still others experienced the wave for the first time — all in all a great Cowley day.

On Sunday the upper winds swung back to the NW and increased. Surface winds were also 20+ knots down

21 and the clothes went back on. There was a bit of wave but not many connected — Al Hoar didn’t find it in the Blanik even with a mid-afternoon 10,000 foot tow. The strong wind provided a little ridge and thermal over the Porkies for a while then cirrus and growing wave cloud cut off the sun and that was that. Dave Rolland carried a barograph this time and did connect for awhile but the primary had solid cloud around 15,000 feet. He said he was zooming along in a corridor of clear air to keep clear of the overlying cloud and had nowhere to go, upwise.

Dave Mercer dropped in for a visit along with Randy Blackwell of Cold Lake. Formerly of Cold Lake and now in Ottawa flying with Air Canada and the Gatineau Gliding Club, Dave registered just for bragging rights as the furthest pilot on hand. He “lost” his \$10 though, since Peter Teunisse, who flies often out of Invermere, has his home address in Zürich!

Dave is working on a safari of GGC pilots coming to Cowley next fall, opening the camp a few days early to increase the wave chances for the long trip. It will take a little extra organization but sounds like a plan.

A little after 4 pm the surface winds rose past the comfort level of the towpilots so we shut her down. That gave everyone time to clean up before heading into Pincher to a camp Thanksgiving dinner at *Luigi’s*. It was hastily organized by Al Hoar the previous evening when the Windmill restaurant in Cowley said they couldn’t accommodate us. It was great fun. Forty-two showed up in the private room opened for us, and there were presentations, thanks, a paper airplane contest, lots of laughs, and good food.

The final day, Monday, had favourable though light upper winds and obvious rotor in the primary and secondary but blue above. The wave was not strong, only a 2–3 knots or so average, but Phil Stade was persistent and became the third Diamond pilot of the camp, topping out at about 26,000 feet in the Cu Nim Standard Cirrus, *Jolly Miller*. The rotor cloud was sort of disorganized, as it often is in lighter winds, and the wave structure was not too obvious from their orientation and position.

John Broomhall and Mike McLeod got over 20,000 feet in the Puchacz. Mike Westphal, the new 1-26 pilot from Regina, had his first wave flight and could hardly find the words to express his delight after landing. I love it when that happens — it’s what Cowley is all about, and reintroduces that feeling in all us jaded “regulars”.

After ten launches in the morning, the camp repacked itself and the towplanes and Blaniks ferried out at 3:30. ❁

club news

Cold Lake

The Cold Lake Soaring Club flying season has come to a close. 2001 was looking very bleak for the club but it has ended off as one of the most successful seasons in recent years. In April, the club had just seven members of which two were towpilots and only one was a gliding instructor. Even with more members, the club had been carrying a deficit for the past three years. There was talk about keeping the aircraft grounded for the summer.

The executive decided to make a commitment to increase membership and flying activities. Various initiatives such as safaris, open houses, VIP flights, reporter flights and student training packages were put forward. The various ideas were forwarded to ASC who were quick to provide support. It was hard for the club to commit funds to many of the recruiting plans after operating in the red for so many years. The ASC provided funds to help the club go forward with the initiatives in the event that they were unsuccessful. In fact, the campaign has already proven very successful.

This season the club more than doubled its membership and flying activities. Our treasurer reports that we will close off operations well into the black for the first time in three years, we have three new gliding instructors and three new towpilots as well as a number of new ab-initio students.

The club was in for another surprise this season when we were suddenly told to move out of our hangar facilities in Cold Lake. The club had been preparing for this eventuality and had already purchased the materials for a new hangar. As the flying season ends, Randy Blackwell, the club's chief towpilot and facilities manager, tirelessly finds volunteers to assist with the construction of the club's new hangar facility. Construction should be finished before Christmas.

The season has far exceeded the expectations of the executive. Support from ASC and the very hard work of key members helped the club not only stop the downward trend but also start the climb back to levels in the early 1990s. I would like to take this opportunity to list a few of the key individuals who helped make this season so successful and "save" the club:

- John Broomhall and Tony Burton for their enthusiastic support on behalf of ASC,
- Randy Blackwell for his wisdom and tireless efforts towards our hangar construction,

- Jeff Anderson for his enthusiasm to get everyone flying and to teach others to fly,
- Derek Brown for his thorough work as club treasurer and willingness to help any time,
- Don Keath who was always ready to drop by for a fix and keep us flying,
- Brad Hillman for setting up the club's new web site,
- Ann-Marie Crocker and Gareth Carter for all their assistance and support (and congratulations to Ann-Marie for completing the dreaded spin lessons).

The club enthusiastically waits for the 2002 flying season. Thanks again to ASC. I wish all clubs our good fortunes.

Timothy Woods, president/CFI

Edmonton

Last year at this time I stated in my note that ESC was getting ready for the inevitable Edmonton winter. I would like to amend that statement, as the winter we used to know didn't come until February. We continued to fly until February of 2001 when the snow came and we finally gave in to the weather. Over the short winter we were able to do a little maintenance on our gliders and unlike last year we were ready for the start of the season, with all five gliders and two towplanes.

It's amazing the difference in the club enthusiasm when the fleet is ready to go. By May 1, we had as many members paid up as we finished 2000 with. It didn't stop there. We currently have 55 members, an increase of 35% over last year. We have 15 students this year, many from the Air Cadets. A great challenge for our instructors, but they were up to the challenge with 424 lessons to the end of September. We have soloed six students this year. Our many thanks to Terry Southwood for the instructor training he ran for us in June. It was timely, as we needed the five new instructors that ESC gained. The course was attended by pilots from all over western Canada.

ESC hosted a student training camp for two weeks in July. The first week was good but the weather did not cooperate the second week so it was postponed till August. This year we tried to expand the social events to bring out more members. Abe Preisinger organized one event per month, either a barbecue or pancake breakfast. Thanks Abe and Joyce for the effort you put in. They were very successful and were better attended than the club meetings over the summer.

Although we didn't have any major newsworthy flying events such as the Girl Guides in 2000, we had a very successful year. We had a booth at the Sportsman Show in March, and although we can't track any traffic to

that event, it was a busy year. We have flown 163 fam flights, an increase of 20%, increased our total flights by 50% to about 950, and found a renewed interest in badge flying. We have Abe Preisinger and Richard Lewanczuk who achieved their Bronze badge, and Ron Cattaruzza attained his Silver badge, and Gold and Diamond altitude. The thermals can be good at Chipman, but no, these heights were at Cowley. Henry Wyatt attained his Silver duration and Silver and Gold altitude. There were others who, although they didn't gain badges, began to stretch the distances they wandered from the field. Next year!

There was a renewed interest in attendance at Cowley, and eight members attended the fall camp. ESC supported this enthusiasm with the purchase of new EDS oxygen systems for both our ASW-15 and the Puchacz. The report back was it was worth every cent. A couple of the badge flights mentioned above were from this trip. Other flights worth noting was John Broomhall taking up Mike McLeod and Josh Van Fossen, two of our cadets, on good wave flights. We'll never get Mike or Josh to be satisfied with a mere 10,000 feet at Chipman. Congratulations to the both of you.

I'm sure I missed some noteworthy event, and am just as sure I'll be reminded by club members as soon as *ASCent* comes out. May the thought of next year's thermals keep you warm over the winter.

Doug Lessard, president

Calgary

The windy summer of 2001 was certainly filled with activity for the Cu Nim Gliding Club, and the activity was largely non life threatening! It all began when our usually esteemed club president — Al Hoar landed out on his first flight of the spring. The landout, carried out with aplomb, was one of those karma-filled events which led to a chance encounter with a log builder, Kurt Briske, who ended up being commissioned to build the entry porch on the new clubhouse.

Clubhouse you say? Why yes — after approximately twenty odd years or so of discussion, members agreed a clubhouse would be a GOOD THING. And so it came to pass that an order was placed with Diamond Valley Manufacturing for an appropriate building, complete with: a) a view, b) washrooms, including showers, c) a kitchen and, most importantly, d) three fridges for refreshments. Now don't rush out to view the structure quite yet! It is completed and as of our press date, being painted. The foundation is in, services are in place (but not hooked up) and

the septic system installed, thanks largely to Dave Viel, a new member who is a wizard with a backhoe. The building should be complete before year-end thanks to a lot of volunteer labour from many club members including Al and Gwen Hoar, and Barry and Ella Bradley who jointly picked the interior fixtures and colours. Yours truly could only be trusted with a shovel. The clubhouse is expected to add a note of gracious living to our otherwise dreary quarter section of runways and crops. Perhaps it will even encourage more spousal attendance at the field, though derigging assistance will suffer as the membership drifts over at day's end to sample fridge contents in the new palace.

The "movies" came to Cu Nim this fall. A call from a location scout looking to use our airfield and surroundings for one or two scenes in a movie called *Hitcher II* led to a weekend of frantic activity. Buildings were constructed, painted and antiqued to look identical to those already on the field whose paint had taken twenty years to reach that state. Tractor/trailer rigs roared on to the field and set up full facilities to service and feed the cast and crew. A number of non-cast Cu Nim members were observed "porking up" for the winter in those same cast kitchens.

Adding to the excitement, a helicopter seismic survey crew asked if they could use our campground as a staging point for oil/gas exploration activity to the west. Subsequently we were hosts to several 10 passenger helicopters and one smaller 6 passenger machine. Somehow, a number of club members happened to be on board one machine when it was being test flown around the area on a sunny Saturday. All returned safely, commenting on the strange glide ratio of the fling wing machine. Indeed at one stage it appeared we were actually moving backward over the ground, leading to vertigo among several older members.



Cu Nim's new clubhouse — almost finished and ready to move.

Flying you say? Oh, well some of that did take place. In fact, although *any* cross-country weather bypassed our area this year (the planned spring cross-country week was a total non-event), we had a busy year of soaring both at the field and by club members who went away. Darwin Roberts had a noteworthy flight out of Valemount BC, circling Mt. Robson in his HP-16, and Mel Blackburn set a goal to obtain his licence this year and did so out of Invermere in his new PW-5. The impressively named “1”, an ASW-20 owned jointly by Guy Peasley, Hal Werneburg, and Rod Crutcher joined the private fleet. A new Russia AC-4c is reputed to be in hiding in Tony Burton’s garage, and Dave McAsey’s Ka6 was reborn with refurbished wings and flew toward the end of the season.

There also was a lot of student flying in the club Blaniks, thanks to a number of organizational changes in our approach to training. A Flight Training Unit was formed to focus primarily on our students, thereby shifting responsibility for licensed member flying to the executive. CFI Dave Morgan accepted leadership of the instructor cadre staffing the FTU. Wednesday evening student flying was established, with Karin Michel doing her usual excellent job of organizing. These changes led to a smoother flow of students reaching solo and licence status. As well, Peter Neary, Michael Dopf, Martin Jones, and David Rolland transitioned into the club glass ships. Thanks go out to all the instructors who volunteered their time on usually cross-windy days at the field. A marked improvement in confidence and skill could clearly be observed through the course of the year.

A meritorious “first flight” was recorded as the *Borg Box* made its way slowly southward to Cowley for this summer’s camp. Alas, it returned to Cu Nim as well. Peter Neary is commended for his ability to even keep this unit on the road — one day he may take it out of its packing crate. In keeping with this “something for nothing” theme, Al Wood traded one tow ticket for Dave Fowlow’s old trailer, gutted it, and is now living in solid comfort in the campground.

It should be noted, that although there were a number of safety incidents, the club has had an accident-free year thanks to continued focus on safety by Terry Southwood assisted by all club members and a club safety audit spearheaded by Phil Stade. We did suffer damage to a tail wheel bulkhead on one Blanik largely due to the pesky critters that keep digging holes in our runways. There was also damage to a rear upper skylight in one Blanik. Hard to accomplish? Not at all if you have pointy elbows and a slightly unsteady stance ... right Dave?

Our skilful towpilots have been augmented this season

with the addition of Dave Rolland and Mike Dopf who also pretend to be glider pilots at Cu Nim. Thanks to all, your time and skills are much appreciated. The operation would cease without your valuable help.

The Christmas party is upon us, so the field may be covered soon with the white stuff. Perhaps we should hope for a Christmas day gliding operation such as we have enjoyed in the past. All the best to the soaring fraternity across Canada and elsewhere. May we continue to enjoy the freedom to fly.

Lyn Michaud

Grande Prairie

It has been an interesting year at GPSS. We found ourselves at the beginning of the year with just four members. Our club has taken a heavy loss of membership over the last three years, mostly due to members moving from the area. Some key people had left and we were in a position of wondering what to do and if we had enough manpower to continue. We felt that we could continue with just the four of us and hopefully recruit some new members to begin rebuilding our club. We started flying at the end of May — a little later than usual due to weather and late getting our Blanik inspection done. With just a few of us we had to coordinate our time so that we had sufficient crew to get the glider off the ground.

Walter Mueller purchased an Open Cirrus this spring and spent some time in Invermere getting used to his new ship. He had some great flights. The duration in both time and distance (hours up and hundreds of kilometers flown) made us envious. He had some of the best flying that he has had in a long time this year. It’s well deserved, because he has put in countless hours as our CFI. We launched him from our winch about mid-summer which was an experience for both him and the winch operator, as one felt out how this glider would react and how much power to apply. After the first couple of launches we were away.

I went to Edmonton in June and took the SAC instructor course. The week of theory and flying was great. Flying different types of gliders (Puchacz and 2-33) was a good learning experience. I found that trying to explain what you are doing when flying rather than just doing it was a different story. You have to keep your words short and sweet. By the end of the week I had satisfied the instructors with both flying skill and exam marks to pass the course. Now I had to find a student and see if I could apply these new-found skills in a proper manner.

In mid-August we had a contact from a fellow who had previous flying experience. He had acquired his

power ticket years ago and was now looking to try his hand at gliding. We took him up for a few fam flights and he is now hooked. I think I found my student! Both he and his son are keen on getting involved in the club so we are looking forward to getting him solo in the spring. We received a couple more inquiries this fall, so maybe there is hope yet.

Les Oilund got his Phoebus out for a couple of good flights this year. With his glider and Walter's and the club ship, we had three gliders at one time out on the grass strip. Not too bad for a club with only four members. All in all a relatively quiet and uneventful summer. The flights that we did have were good and the times that we got together were great. Not only are these individuals club members that work hard so that we can all fly, but they have become close friends. That is what I enjoy about our sport.

Have a good winter. Until next year...

Terry Hatfield

Central Alberta

The 2001 season began with safety seminars both for ASC and for our own pilots. We held a mini ground school to review procedures and safety over two weekends in April. Several new students joined and two, Samantha Maddaugh and Terry Kelly flew a lot and came close to soloing before the fall caught up with us. Flying during a large part of the spring was a bit ragged due to the incessant wind, so local thermaling flights were kept to less than two hours.

Brian Davies attended the SAC western instructor course in Edmonton in June and began instructing in July. Several people from CAGC attended the Cowley summer camp: Todd Benko, Drew Hammond, John Mulder, Carol Gould, and Brian Davies. Most had a good time in spite of the wind. Todd in his Dart and Brian in the Duster had flights of over 5 hours which gave Todd his Silver badge, and Drew in the Bergfalke had a flight of 4:45. Had Drew managed to control nature (in more ways than one) for another eleven minutes he would have equalled his entire previous P1 time. Congratulations DREW!! Cowley was definitely a learning experience for Drew, he also attained a 1000 metre height gain before landing out on the last Friday, again with the Bergy.

We had several good weekends after Cowley and made a camp-out of one of the events at the airport (aircraft fly much higher and faster around a campfire!). Shane Cockriel and Marc Saxton both had excellent solo flights in September. A number of people in our club are always involved and haven't been mentioned so here are the folks that make things happen for us. Towpilots

– Liam O'Connell, Don Bais, Rob Riege, Tom Schollie and Todd Benko. Instructor/examiner John Mulder. Instructors – Liam O'Connell, Dusty Daines, Brian Davies. Rob Van der Velden looks after our money and works on every project we have going. Jerry Mulder instructs winch operating, looks after field operations and generally ties the week by week operation together. We are now wrapping things up for the winter and planning some social and ground school get togethers.

Brian Davies, president

Windy!

from page 8

The remaining contest pilots completed Day 3 with Al Hoar the worthy winner of the day and the competition. The strong winds through the pass ripped up the thermals in the Pincher Creek area and washed both me and Phil Stade out of the sky — me just three miles south of the airfield and Phil east of Brocket. The last flight of the day saw Ron Cattaruzza off in the ASW-15 at 6:35 and he drifted back in the growing dusk almost three hours later.

Monday Clean-up time again as aircraft and gear is ferried back to Cu Nim throughout the day — the field does look lonely when everyone has left and the shack is repacked. ☘

Spring seminar

from page 5

time, that might contribute to a no-fly decision. Interestingly, feeling too good about something can add more stress. Frequent self-assessment and advice from other flyers was the message here.

John also gave a brief presentation on hypoxia and how it can affect a pilot. Several attendees had gone through altitude chamber tests and had experienced differing symptoms at the onset of oxygen deprivation. All good information and a reminder for Cowley.

In summary, this was an excellent seminar. Even as a student pilot with limited experience I could contribute to the open discussions. The benefit of hearing the experiences of others was priceless. Will I attend again next year? Definitely. Will I keep my GPS in my pocket when flying and let my passenger handle it when driving? Two yesses there!

Thanks to all who made it a great day (including Jeff, Niels and Iebeling for the humour on the return journey). ☘

odds & ends

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 last year for a short time. This is the procedure:

- a form letter *must* accompany the donation (a copy can be downloaded from the ASC web site "Document Vault").
- forward your 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 ASC and sends a tax receipt to the donor.

Donors may wish 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 Tony giving any details on the directed use of a donation (beyond going into ASC general revenues).

Get your cheques and form to Tony before 15 December *at the very latest* or you may miss this tax year.

Turtle on runway

Cessna 182: "Tower, you might inform the TWA aircraft about to take off from the north end that the object near my runway position that looks like a rock is really a turtle."

TWA 707: "Tower, understand one turtle crossing the runway."

Tower: Based on available pilot reports, the turtle's course is oriented southeast, heading towards Gate 5."

TWA 707: Tower, can you give us info on turtle's speed and estimated time of runway clearance?"

Tower: "Turtle's estimated speed around 200 feet per hour — maybe less in this quartering headwind. If present course and speed maintained, runway should be clear in eight minutes."

TWA 707: "Unable to wait due to fuel depletion. Will employ evasive action on take off roll."

Tower: "Roger. TWA cleared for take off. Be alert for wake turbulence behind departing turtle."

Upcoming ASC meetings

25 January – ASC Executive Meeting

This is the usual pre-AGM meeting held on the Friday evening at the Nisku Inn after a dinner to make sure the AGM agenda is sorted out properly. The dinner is the one perk the executive get all year, reason enough to volunteer for a position.

26 January – ASC Annual General Meeting

The big meeting of the year for the Council, held again at the Nisku Inn. See the program of events for the day on page 23.

ASCent on line

Don't forget to check out <www.soaring.ab.ca> occasionally. The latest large change has been the addition of archive copies of all *ASCent* issues since 1991.

ASC EXECUTIVE

President	John Broomhall 1040 - 107 Street Edmonton, AB T6J 6H2	<i>john@cips.ca</i> H 780-438-3268
Vice President	David McAsey 47 - 2300 Oakmoor Dr SW Calgary, AB T2V 4N7	<i>mprsoar@shaw.ca</i> H 403-281-7962 B 403-281-0982
Treasurer	Mel Blackburn 31 Rosery Drive NW Calgary, AB T2K 1L4	<i>blackbug@shaw.ca</i> H 403-282-0547 B 403-716-6356
Secretary	Todd Benko 4843 Mardale Road NE Calgary, AB T4A 4H1	<i>todd.benko@shaw.ca</i> H 403-730-4449 B 403-216-4051
Exec Director	Tony Burton Box 1916 Claresholm, AB T0L 0T0	<i>free-flt@agt.net</i> B, H & fax 403-625-4563
Donation Fund	Tony Burton – address above (send in the form letter with your donation)	

Minutes Annual General Meeting

3 February 2001
Nisku Inn

1310 – 1520 hours

Present

John Broomhall • President
David McAsey • Vice President
Al Hoar • Treasurer
Tony Burton • Exec. Director
Gerald Ince • Finance Board
Ursula Wiese • recording Secretary

Absent

John Mulder • Secretary

CASC

Liam O'Connell (ASC CTP)
Jerry Mulder, Tom Schollie

Cu Nim

George Dunbar (Trophies),
David Morgan (CFI)
Mel Blackburn, Niel Kristjansson

ESC

Fred Becker (Deputy CFI),
Dick DeJong (ESC treasurer, ASC
finance board),
Doug Lessard (President),
Ernie Smith (Transport Canada),
Ron Cattaruzza, Bob Hagen, Hugh
McColeman, Richard Pougnet, Al
Sunley, Doug Watt, Henry Wyatt

GPSS

Walter Mueller (CFI)

The meeting was called to order at 1310 hours by President John Broomhall.

Trophy Presentation George Dunbar
The following trophies were presented:
Bruce • Provincial championships
Carling • best flight
McLaughlin • best 5 flights
all three to **Tony Burton**

No other applications for these or other trophies were received. Tony talked enthusiastically about his flights and hopes that more pilots begin to enjoy the sport to the fullest.

The Minutes of the 2000 AGM and 2000 executive and chairmen reports were distributed and read. No errors or omissions were reported.

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

Business arising from the reports

Exec Director Tony Burton
ASC received an additional \$2600 (8%) from the Foundation last year to total of \$33,400 from the expected \$30,800.

Treasurer Al Hoar
The balance sheet and 2000 financial statements were reviewed.

ASC holds two accounts:
Operating account, Credit Union, Claresholm, managed by Exec Director
signatures: Al Hoar, Tony Burton
Exec Dir. does the daily bookkeeping.

Capital account, Royal Bank, Calgary managed by Finance Board, Gerald Ince
signatures: Gerald Ince, David McAsey, Dick DeJong, Hugh McColeman.
The balance sheet is done by Gerald Ince.

Donation Fund (previously Sportsfund)
Al Sunley inquired where the money was going. Treasurer replied that the money goes to ASC general revenues unless the donors request otherwise. This fund was closed in 1999 for a period of time by the Foundation until its legal status was clarified with Revenue Canada. It was reinstated in November.

Missing donation redirects Donations made to the Donation fund on behalf of ASC in 2000 are expected to be received in 2001, but have not been included in income during 2000. It is strongly suspected that some redirects from 1999 did not occur in 2000. Individuals who made donations in 1999 may ask their club treasurers whether their donations were received from ASC; this would help the Treasurer to action outstanding transfers to clubs.

Action: David McAsey, Treasurer club treasurer, donors

Tow tickets When sold they are a liability, tickets redeemed are income. Outstanding tow tickets are depreciated by 5% each year on the assumption that some will never be redeemed.

Fleet insurance The 2000 insurance year was 9 months due to a shift in the insurance calendar year. 2001 insurance year will be 12 months again; therefore the total premiums paid will show a significant increase plus an average 20% overall increase in rates.

Towplane Fluctuations in depreciation over '98/99 and '99/2000 due to recovery of the wings which increased A/C value. PCK is insured for \$55,000 hull. Insured

replacement value appears adequate now.

Finance Board Gerald Ince
ASC is on a solid footing for the towplane and we can now look into equity and bonds for higher gains. Prime objective remains: returns instead of capital gains. Al Sunley suggested looking into trust and income funds in the oil industry.

Action: Gerald Ince

Motion by Al Hoar, seconded Al Sunley: *"to adopt the financial reports as presented."* Unanimous

Motion by John Broomhall, seconded Dick DeJong: *"to approve the two examiners of the financial statements, Tony Burton and Gerald Ince."* Unanimous
(They saw that the statements fairly reflected the activities of the ASC; they did not audit the statements).

2001 budget Tony Burton
Major changes are increased subsidies for youth flights (ASC was able to pay out more than planned to ESC in 2000), purchase of soaring PR videos in bulk, and fleet insurance increased about 20%.

Motion by Jerry Mulder, seconded David Morgan: *"to adopt the 2001 budget as presented."* Unanimous

Motion by Jerry Mulder, seconded Al Sunley: *"to adopt the reports as presented."* Unanimous

Motion by David Morgan, seconded Jerry Mulder: *"to ratify the actions of the executive for 2000."* Unanimous

New Business

PR videos

Following a report by John Roake, New Zealand, on the worldwide declining membership in soaring, the FAI charged John with the production of a PR video, voiced over in many languages. This video was shown at the meeting and well received by all. We need to add clubs addresses and contacts.

ASC offers to clubs a 50% subsidy of the cost for their use (about \$3 each). To date, 10 boxes (45 each) will be ordered and available to clubs for the beginning of the season.

Action: Exec. Director

Future use of ASC surplus funds

John Broomhall stated that we will have funds available next year over and above the capital reserve as shown in the balance sheet. At the 2002 AGM the executive will propose options for the best use,

keeping everybody's interest in mind. Possible uses can be Cowley development, aircraft insurance rebate to clubs, tow ticket subsidies, student training subsidies, membership fee subsidies, Air Cadet scholarships, etc. (For the latter, the sport of soaring has not been very visible in the past and we can do better.)

Action: Executive

Dave Morgan noted the progress made to regain our equity. He would like to see more emphasis on Cowley as a unique soaring site, that it belong to ASC, with more facilities, power, water for the benefit of soaring and the enjoyment of all pilots, more support for the Air Cadets, a group already bitten by the flying bug. An appreciation letter (Mike Plouffe, winner of a scholarship) encouraged much positive ASC support for the Air Cadets.

Cowley

Liam O'Connell suggested that we:

- Clarify the "real" owners of Cowley.
- Challenge the lease and pursue buying the land "as a special interest group". However, owning land and/or facilities might be subject to local taxes.
- Negotiate a long term lease of 50-99 years, so that we can plan for future development. (Our improvements on the field will facilitate any lease or purchase of the land.)

The executive will research the status of the land, future acquisition, long term lease, and site development.

Action: Executive

Towplane

Dave Morgan asked whether there has been any thought as to who is liable for the deductible if it is damaged, who will absorb the increase in premiums – ASC, the club or the individual. Tom Schollie suggested that it would be difficult to lay blame and a legal case would cost a lot more than the deductible. John Broomhall thought that, to keep harmony, ASC should absorb the cost.

History PCK costs are heavily subsidized by ASC with Foundation funding. If the situation changes, we will have to change our present policy. PCK should fly at least 75 hours a year to pay for its keep (other than engine replacement and refabric work). The president stated that we are covered at the moment, and will set aside additional funds each year to cover inflation.

Towplane rates for 2001

based on new cost analysis, suggest:
\$70/h dry flat rate for all club use

incl. conversion training
\$20 tow ticket first 2000 feet
\$ 9 sticker each additional increment of 1000 feet (**new**)

Motion by Al Sunley, seconded Doug Lessard: "to accept the 2001 rates for PCK as outlined above." Unanimous

Air Cadet liaison

John Broomhall suggested to develop a better Air Cadet liaison, visit cadet camp and squadrons with a sailplane and offer flight subsidies. Jerry Mulder added that in the previous season the cadets used the scholarships to fly, but once the funds were spent they could no longer afford it. Liam suggested that SAC encourage more clubs to fly with the cadets, show PR video and sailplanes as the cadets don't even see a sailplane. The cadets fly in Cowley prior to our wave camp and a club Blanik could be ferried in early to give flights.

50+ group and pensioners

Henry Wyatt and Mel Blackburn would like to see more focus on older persons. These are people with funds available, often looking for fulfilling their dreams of their youth. Let's write in the *Lifestyle* section of local newspapers – it's free advertising.

Doug Lessard summarized that we are dealing with two demographics: cadets and youth as an investment in the future, and the 50+ group as an instant gain.

Action: clubs

Trophies

George sought clear direction for awarding the *McLaughlin* trophy (5 flights starting in Alberta, but flights outside Alberta have been accepted in the past). Members suggested that the intent was probably to encourage flights out of Alberta only, as there are the SAC trophies for flights in all of Canada.

Motion by George Dunbar, seconded Tony Burton: "that the *McLaughlin* trophy be awarded for up to five flights originating in Alberta, and flown by an ASC club member." Unanimous

- *Carling* trophy (best flight in western Canada). This was originally awarded to the winner of the annual Western Canada Soaring Meet. Members suggested to exclude "Western" and give it for flights originating in Alberta only.

Motion by Al Sunley, seconded Dave McAsey: "that the *Carling* trophy be awarded for the best flight originating in

Alberta, and flown by an ASC club member." 1 opposed - Carried

Doug Lessard mentioned that a trophy was in the works in honour of Chester Zwarych for the longest flight by an Alberta pilot anywhere in the world. Details are forthcoming for 2002.

The president thanked all members of the executive, the exec. director, the Finance board, Cowley Development Lee Coates, chief towpilot Liam O'Connell, Trophies George Dunbar for their outstanding support through the year.

National soaring contest

For the record, the morning planning meeting discussed and approved of the concept of holding a Nationals in the Alberta centenary year of 2005. The Foundation has a plan for extra funding of national sport competitions then.

Elections

Nominations for President –

John Broomhall

by Al Sunley, seconded Al Hoar

Nominations cease

by Doug Lessard, Richard Pougnet

Unanimous

Nominations for Secretary –

John Mulder has submitted his resignation and will contact members in CAGC to assume this duty.

Motion by Doug Lessard, seconded Al Sunley: "to accept the offer to find a Secretary subject to ratification by the board." Unanimous

Unanimous

Nomination for Treasurer–

Mel Blackburn

by Al Hoar, seconded Jerry Mulder

Nominations cease

by Al Sunley, seconded David McAsey

Unanimous

Appointed positions

Safety Jerry Mulder offered to ask Todd Benko, CFI of CAGC, to consider this position.

Sporting Walter Mueller, CFI of GPSS, agreed to take on this position.

Hugh McColeman, on behalf of all Alberta pilots, offered thanks to the executive for a job well done.

Call for adjournment by John Broomhall at 1520 hours, seconded Tom Schollie.

Unanimous

Ursula Wiese

recording Secretary

awards luncheon
&
ASC Annual
General Meeting

26 January 2002

Nisku Inn

And Conference Centre

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

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

Accommodation

(make your own reservations)

Nisku Inn 1-800-661-6966
conference rate \$59
(if pre-paid at least a week prior to arrival)

Nisku Place Motel 780-955-3078
located just across the Nisku Inn parking
lot.

double \$53, single \$49

Menu

Planning meeting 1030 sharp

Tying up any loose ends for 2002 activities: sorting out any final details for major activities like the Provincials, the Cowley camps, a mountain soaring camp in Invermere, and 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 2001 AGM
(copy on page 21-22 as req'd by bylaws)
- 2001 executive & committee reports
- 2001 financial report
- 2002 budget presentation
- old & new business, motions
- election/confirmation of executive

2002 Elections

- Affirmation of
Vice-President (the SAC zone director)
- Treasurer

President and Secretary remain till 2003

*Contact Tony Burton to confirm
your presence for the luncheon.
We need to know the numbers
ahead of time. DO IT NOW!*

return address
Box 1916, Claresholm, AB T0L 0T0

For all who make
the world a better place...
thank you.

A Year for Everyone

2001 has been the International
Year of Volunteers

