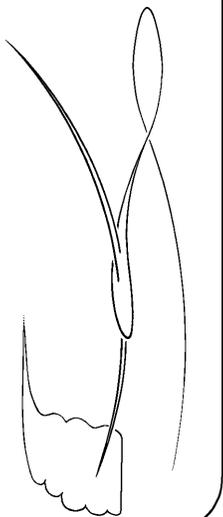


AScent



the journal of the Alberta Soaring Council



2002 Season

A note from John

SCHEDULING one of our main ASC assets this year, PCK, was a bit of a disaster. For the first time in my recollection, we had competing interests for the use of the airplane when Cold Lake's towplane went unserviceable. PCK underwent a major overhaul last winter, and was late getting back into service. Compounding this were a few snags during the season that needed attention. Then we had the added logistics of getting PCK to the COPA convention and to Summer Cowley. Then there were the weekends that were weathered out. Throughout all this was an ongoing attempt to share PCK between Central Alberta and Cold Lake.

My Canadian-made solution of trying to find a compromise of shared use between the clubs failed miserably. ASC has rules of engagement for PCK, and I should have applied them more rigorously.

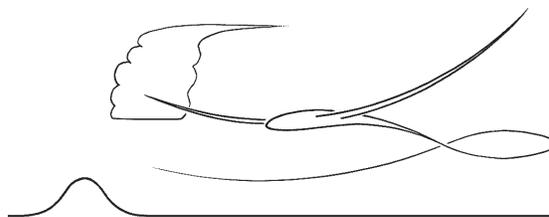
So what's up with Cowley? For the past couple of years, the "main event" seems to be migrating towards the fall camp. I think last year the fall attendance was close to or exceeded the summer camp as it did this year, and this year we successfully ran the fall camp for a whole week with enormous interest from eastern Canada, in particular the Gatineau Gliding Club. I know that for my own club, ESC, we have made more of an effort towards the fall camp the past couple of years. I hope to change this next summer and rally the gang towards some summer fun too; we can do both! You should try too, start your planning now — get club ships committed to attend, and book your vacation time now!

My time as ASC president is coming to a close after a number of years and I will be stepping down at our next AGM in Leduc on 8 February. The presidency has bounced back and forth between ESC and Cu Nim members for quite a while now, and it is my wish to see someone from one of the other clubs assume the role to provide some focus from outside the major centres. If you might be interested, give me a call or an e-mail and I'd be glad to answer any questions about what is involved. I might add that having an Executive Director makes life a lot easier. Thanks Tony!

John Broomhall, ASC president

ASCent

2002 season



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chief proofreader *Ursula Wiese*

Cover

A great photo of the Cowley airfield and environs, looking south. It has been added to the Cowley page on the ASC website.

photo: *Ron Cattaruzza*

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Letters to ASCent

Bringing back memories

This is to say thank you for sending me the issues of *ASCent* in the past. I have enjoyed reading them and keeping in touch with events and people. The publication itself is excellent.

The last issue (soaring season 2001) brought back some memories. First, the notes from Air Cadets. I first saw gliding in 1947 in England when I was on an Air Cadet exchange visit — it was a Kirby Cadet being towed up by a winch but I never got exposed until I came to Calgary in 1950.

Next, the picture of Al Hoar on page 9 brought back memories of seeing the Bruce Trophy way back when Norm Bruce first made it — the glider is a Minimoa. Of course, the T-shirt that Al is wearing shows his good taste in beer — I still do tours at the Big Rock Brewery.

The next article that interested me was “The Zephyr Lives”. I met John Mulder at the Red Deer Airshow last summer when he did a winch tow with the 2-22. That also brought back memories. The Zephyr itself was quite a project. I believe it took Norm seven years to complete it. It was a long narrow shop in his backyard on 20th Avenue NW to take each component under construction. He did meticulous work and enjoyed explaining his rotating strut [spoiler] idea.

I visited him a few times and he used to talk about getting “dope drunk” which we now know as glue sniffing. His widow lived in that house until she died a few years ago. Bruce Gowans wrote a good history of Norm which was published by Aviation Historical Society.

When its flying days are done, the Zephyr should be in the Aerospace Museum in Calgary if not the Canadian Aviation Hall of Fame in Wetaskiwin.

Last summer on several trips to Chilliwack to visit the wife’s family, I got in touch with Al Scott who started the Cu Nim club and is now retired and living in Surrey, BC. We had lunch and did a lot of talking, twice at the airport coffee shop at Chilliwack’s airport (with the best pie in BC). We did a lot of reminiscing and hangar flying.

Many thanks again for the *ASCent* and also thanks to you and Ursula for coming to Alberta to live. The province and especially the soaring community are much better off because you came. Good luck and good soaring.

Al Foster

Student training weeks at ESC a success

We ran a very successful student week in July with six students. During this five day period we had a total of about a hundred training flights. Two students, AJ Vogrinetz and Mac Hayden soloed and a very good time was had by all.

Our August student week was less successful due to some uncooperative weather. Out of the five days, we only had two flyable days. The other three days were spent in the clubhouse partaking in some very interesting discussions. Even with the uncooperative weather, we did manage to license one student as a full fledged glider pilot, congratulations Tony Booth. We also managed to solo one student, James Mason, who is only 14 years old.

The rest of the summer has seen some great soaring days and we even have had a couple days of wave action in the area. I even experienced a wave myself at relatively low altitude, about 5 or 6 thousand feet.

Our CFI, Dick Parker, missed out on the student weeks due to family illness and had to return to the UK, so I had to fill in and received a lot of help from some of the other instructors.

We also gained one new instructor, Ron Cattaruzza, who completed the instructor training in Hope this year.

Bob Hagen

Thanks to ESC

An interesting thing happened for me this season. I felt empowered to rig and fly. To go cross-country. There was a great atmosphere around the club of wanting to help each other fly, in whatever way worked for each member. Did you feel it too? Or was it only me? Regardless, as a recipient of that support and encouragement I want to express my deep-felt thanks to all club members for making it possible for me to not only engage in my chosen sport but to enjoy it. Thank you.

Bruce Friesen

the “winter” Cowley camp



Tony Burton, Cu Nim

THIS was the 30th anniversary Cowley Summer camp, but in the end no one thought it worth celebrating, although it did have some records of note. It was good to see sort of green grass after two dry years following significant rain in May. Jim Parker, the farmer who looks after the runways for us, said he got about sixty big bales of hay off the airfield — last year it was just six! The conditions were great for grasshoppers with clouds of them rising in front of any movement.

Friday, 26 July It was blue and getting hot when the Blaniks were ferried down from Cu Nim in the morning and PCK, the ASC towplane, was showing off its new (and expensive) fuselage work and pretty paint job.

The usual suspects were already camped in “their” spots: Barry and Ella Bradley in their new fifth-wheel mansion, Walter and Grace Mueller with the motorhome and tent behind the brick shack. Karl Soellig was also on hand at the Mueller encampment — he is a past Grande Prairie member who moved to Vernon, BC three years ago and now flies his new PW-5 with the Silver Star club.

Judge Tom Schollie drove down from Red Deer and confirmed the cold front that was moving down through Alberta — it was in Calgary in the afternoon and arrived in Cowley early evening. By 10 pm there was a big angry-looking dark development just to the east of the Porcupines (photo above). I thought that we might, as often happens, miss a lot of action on the field but at 3 am there was a hard rainfall with thunder in the area.

If this didn’t wake you, then the next thing did — there was a lightning strike on the field or very close by (no one saw it) with an enormous *KA-BOOM* that was the loudest noise I have *ever* heard! It shook my camper and was sustained by echoes off the bowl in the Oldman River to the east. It set off a car alarm, too. Lyn Michaud said he got up to check the flagpoles for scorch marks.

27 July It was very unstable behind the cold front with the possibility of afternoon thundershowers. The clouds looked very raggedy and the lift was poor until 2

pm when soaring conditions improved markedly and everyone, Blaniks included, got flights as long as one wanted.

The severe weather stayed to the east but the air was turbulent at times in the valley, particularly near the Livingstones. Peter Neary in the Open Cirrus 2L found some negative “g” over the Porkies and put his head through the canopy. (Luckily the big loose piece of plex remained in the cockpit and it got epoxied back into place in Calgary the following day. It was Peter’s birthday and he probably wanted to stay on the positive side of his emotions for a while — maybe that’s why he didn’t call his partner Dave Fowlow right away: ... “Hi Dave, great day here ... got 2L down in one piece again ... well, actually, two pieces ...”

28 July A welcome visitor passing through from Australia was Lloyd Bungey, who many oldtimers will know as a long-time member of the Vancouver club until he moved back to Oz some dozen years ago, and the owner of the infamous two-place HP-14 “Tadpole” which had, to be kind, *unusual* flight characteristics.

Upper winds were strong, forecast west 30 knots up to 12,000, shifting a bit more northerly above that and increasing to 40 knots and more above 18,000. It was definitely wavy at the 9:30 am pilot meeting and by 1030 there was a lovely secondary right over the field. The half dozen morning launches connected with no trouble but by lunchtime the strong convection broke it up and there was bags of sink all over the valley.

The longest flight of the day (only 1:37 hours) was a flight by myself and Al Wood in a Blanik. With everything seeming to be going down, our 3000 foot tow

took 25 minutes! The only reason we even hung on past 2000 was that I didn't think we could get back to the field from our position at that point in the tow with all that sink around. At our launch, the wind on 21 started swinging around to the north and was gusty and the Scout reached its crosswind limit. Launches were shut down for two hours while the wind direction was splitting the runways.

The Regina DG-400 motorglider was the camp's first landout, dropping into the usual Blanik outlanding field about five miles to the northwest, now owned by the Hutterites. Mark Westphal decided that he was a bit too low in the rough conditions to spend concentration time getting the engine out — a good judgement call in the circumstances. A bunch of the Hutterites visited the launch point later to watch the action.

29 July I had hoped that this camp would not repeat last year's which had "October" surface westerlies and a very dry field which caused too much erosion at the usual runway 21 launch point. Not to be. This year we switched the launch point over to the left side of the runway to protect this damaged area.

The flight line entertainment for the afternoon was a moose, definitely out of its environment, loping along through the field to the south on its way east to the Oldman River. When it reached the downwind fence it seemed to flow through the barbed wire rather than jump over it. We drove the quad down to have a look at the fence. No damage. Long legs does it.

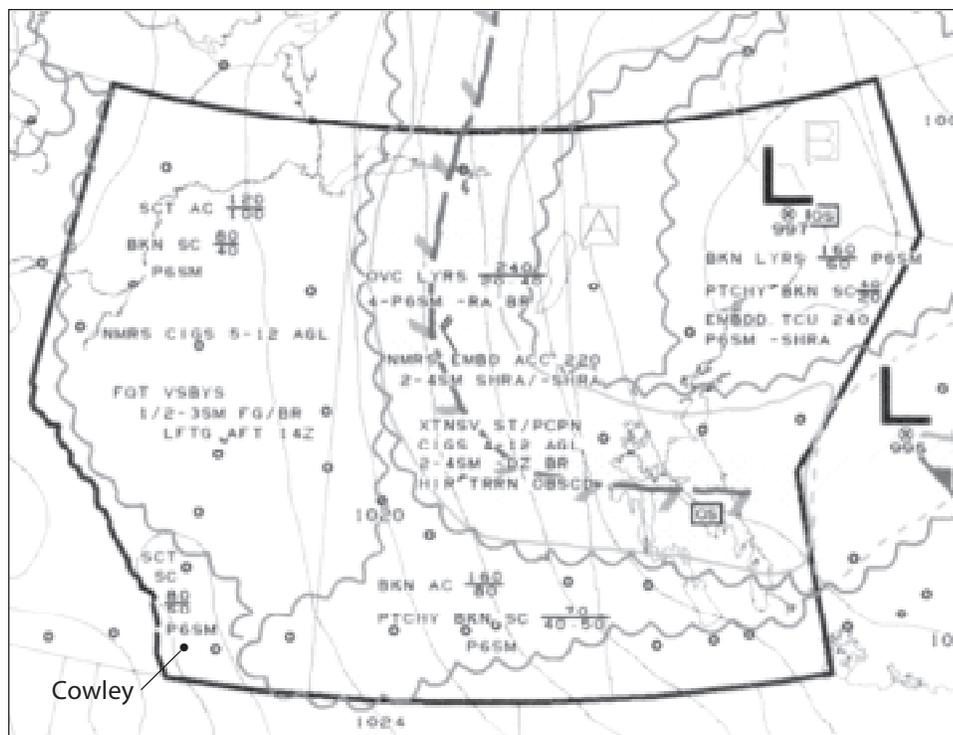
Tim Wood from SOSA in Ontario showed up with his LS-3 after spending time record flying at Invermere.

It was another windy day, 30-35 knots out of the west and tows were rough at times. Cloudbase was a bit over 11,000 and it was possible to transition from cu to wave although the sky showed no lenuies anywhere and no obvious wave structure such as cumulus alignment along the valley. Bruce Friesen reported a climb to 17,200 feet in his Standard Austria. This year Bruce is taking a concerted run at available Club class record flight possibilities and has claimed several.

Lee Coates and I were up in a Blanik at 4 pm for Lee's second checkride of the season, nominally to do the emergency signals. Once above a thousand feet, I called towpilot Jos Jonkers that we would do the cannot-release signal. Bouncing around, he said (in effect), "the hell you will!" so we continued on with Lee eventually transitioning to wave alongside the cu to a brief flight to 14,000. It was a pretty sight.

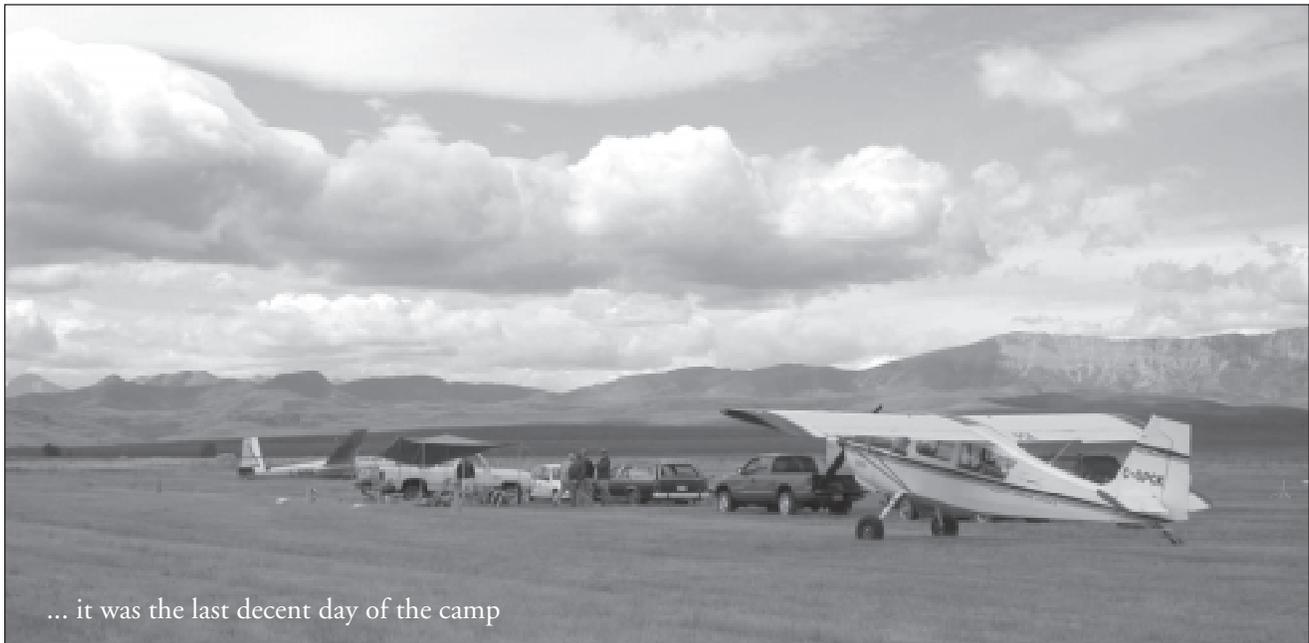
The persistent westerly flow was caused by a low up in northern Alberta which was growing deeper and tracking east along 60°N into Saskatchewan; and when it got to the east side of Manitoba it *stopped*, see surface chart below. [Dramatic forewarning to this account.]

Mike Swendsen landed out west of Pincher Creek in the HP-16, *Brave Heart*. It was his fourth landout in a row (!) on local cross-country flights, an unusual combination of bad luck and adventuresomeness — ask



This was the 1 August 6 am local surface chart. Note the low in northern Manitoba controlling a northerly flow across the prairies. The only plus was an indication of some sunshine possible in the extreme southwest corner of Alberta — Cowley.

With the addition of small fronts zipping along the border, this map was a lot like 31 July to 3 August.



him how he did it twice in one day at Cu Nim. His statistics have since improved.

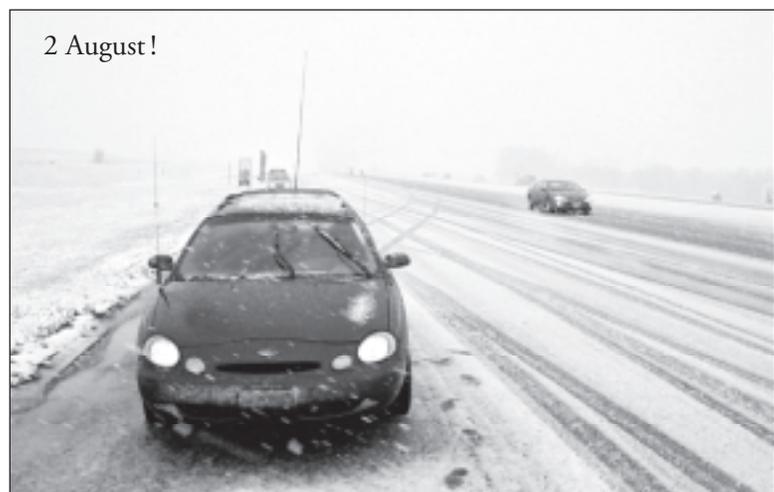
30 July Day 1 of the Provincial contest. The morning began with a lot of mid-level cloud which substantially shaded the valley and the prospects for a cross-country day did not look good at all. At the noon pilot meeting I called a 2 hour PST and a 1:30 launch and hoped. Right on time the airmass dried out and most of the alto-junkus dissipated and real cu formed. The day had about 20 knot winds aloft and thermals that sometimes went to 9 knots. Launches got going at 1:45 and there were good flights and happy pilots.

Phil Stade connected with upper wave in *Jolly Miller*, Cu Nim's Standard Cirrus, after a 1330 launch and reached 21,000 feet during his five hour flight. Being up in the wave when the contest start gate opened, he decides to compete and reports over the start point at 20,000! ... it was the last decent day of the camp. The contest story is opposite.

31 July We woke to the sight of some light snow on the Livingstones! That low in NE Manitoba was now circulating arctic air straight down through the western prairies. There was an occluded front lying along the US border. So we were in a moist airmass with northerly winds — forecast rain/cold/low cloud. The long range forecasts were all over the place over the preceding days. I suspect the computer models were assuming the low was going to move faster — if they had been true, today would have been 20°C with a 0% probability of precipitation!

In the morning Al Wood had driven back to Cowley down Highway 22 from Calgary and reported snow on the road at the compressor station (elevation about 4800 feet). During the afternoon the front passed and it was very unstable, giving about three cycles of drying, big build-ups, showers (once with hail), drying etc. There was no flying and it seemed that everyone on the field was doing equipment/vehicle maintenance of one sort or another. Peter Neary's motorhome, the *Borg Box*, looked like Radio Shack had been bought out to rig up various battery/GPS connectors.

1 August The morning saw a solid low grey overcast. The public long range forecast was dismal, to say the least — it was only 5°C in Calgary and it was calling for cloudy/rain/showers through to Sunday. There was serious discussion among the smallish group of remaining pilots at the 9:30 meeting as to



On the road with the Provincial contest

Tony Burton, Cu Nim

ON 30 JULY, THE MORNING BEGAN with a lot of mid-level cloud over Cowley which substantially shaded the valley; the prospects for a cross-country day did not look good at all. At the noon pilot meeting I called a 2 hour PST and a 1:30 launch, allowed all the close-in turnpoints to be used, and hoped. Right on time the airmass dried out and most of the alto-junkus dissipated and real cu formed. The day had about 20 knot winds aloft and thermals that sometimes went to 9 knots. Launches got going at 1:45 and there were good flights and happy pilots.

Keith Bjorndahl and Henning Mortensen of Regina (Team Jantar) flipped a coin and Henning lost so he kindly agreed to assist in the gridding and to act as “Contest Ground” for the day. He was a fast learner — thanks, Henning.

Phil Stade connected with wave in *Jolly Miller*, after a 1330 launch and reached 21,000 feet. Other pilots got into wave on parts of their task flying, but nothing like one day during the contest last year when some were flying with full spoilers over the start gate in the tertiary wave to stay below 12,500 and then were able to do some legs north up the valley for a while until running out of turnpoints under wave.

I was able to get a little wave following tow but only after a half hour of being stuck between 8-9000 feet in the middle of the valley trying to use rotary stuff. I finally gave up and headed back under the cu closer to the field. That was the ticket; shortly after the start gate opened I was able to report over the start at 12,000.

Phil, being up in the wave when the contest start gate opened, decided to compete and reported over the start point at 20,000 feet! I had to remind him later that at the pilot meeting the previous day I said that the start gate crew had to see the pilot turning overhead when “starting” was called down.

Wave-influenced thermals always create a risk of losing a lot of height in a hurry so almost all of the flying was “local”. Only three pilots: Bruce Friesen, Mel Blackburn and Struan Vaughan, used the compressor station 38 kilometres up the valley as their northerly turnpoint. Tim O’Hanlon went further north towards the Chain Lakes but didn’t make it, wasting a lot of distance as his Oldman Hwy 22 bridge was the only countable turnpoint along the way. Mel didn’t find much lift on the way back and landed out 6 km short up on the west slopes of the Porkies. As far as I can recall, that’s the first time anyone has done that at Cowley. ■► 17

2002 Alberta Provincial Competition – Day 1

Name	glider	hand-icap	flight time (hr)	flight dist. (km)	speed (km/h)	scoring distance (km)	day pts
Tony Burton	Russia	E2 1.19	2.20	161.3	73.3	174.5	13
Struan Vaughan	DG-400	F9 0.89	2.18	204.0	93.6	166.6	11
Bruce Friesen	Std. Austria	DM 1.35	*2.00	111.6	55.8	150.7	9
Tim O’Hanlon	SZD-55	TJ 0.94	*2.00	142.5	71.3	134.0	8
Al Hoar	Std. Cirrus	4E 1.00	2.05	98.7	48.1	96.2	7
Phil Stade	Std. Cirrus	JM 1.00	2.15	102.5	47.7	95.4	6
Mel Blackburn	PW-5	PW 1.21	2.15	69.8	32.5	78.7	5
Team Jantar	Std. Jantar	AU 0.97	*2.00	52.7	26.4	51.2	4
Walter Mueller	Open Cirrus	OC 0.91	2.42	61.7	25.5	46.4	3
Mike Swendsen	HP-16	BH 1.06	*2.00	36.6	18.3	38.8	2
Team Blanik	Blanik L-13	ISK 1.58	*1.33	20.0	15.0	31.6	0

Good flights at ESC



Bruce Friesen

from ESC's *Towline* and his record flight narrative

OKAY, THE TITLE MAY BE A GIVEAWAY for what is coming next. But I offered to work up some club news and I think the news should include some flying. As I only know about my flights, I'll write about them of course.

On Saturday, 22 June, I declared a PST, a "pilot selected task" with the actual route selected in flight by the pilot working from a standard set of turnpoints. Yes, I know it sounds too easy, almost like cheating, to just fly around and get credit for it, but it counts for year-end trophies, and blame Tony Burton's Alberta turnpoint list. Did you know that now it's even worse because with a flight recorder you can fly around *anywhere* and get credit for the distance traversed. Ron Cattaruzza would be happy to train you.

Where was I? Oh yes, at the flightline, twiddling my thumbs as the convection was slow to develop. I agreed to take a couple of fam flights, which certainly showed me how good the conditions were.

I launched in *Scarlet Lady*, my Standard Austria, just after 1600. Taking a couple of photos west of the field, I was off upwind and southeast towards Vegreville. Progress was steady, the sky inviting, so my ambition grew. Minburn beckoned, but given the late hour I compromised by turning at Innisfree, 85 kilometres out from home. Life became easy with the wind at my back, and I hopped along from thermal to thermal veering north of the track to Chipman. Conditions remained strong, so thoughts of Thorhild (57 kilometres northwest of Chipman) entered my head. However, the patch of clouds just north of the river, west of

Waskatenau, clearly marked the end of the line. Although the clouds still had a firm form, I could only find weak burbles below them.

A fun flight, late in the day, I wouldn't end the day beyond gliding distance of the field, would I? I decided to head back, with the GPS reading 46 kilometres out. I wouldn't wander downwind out of gliding range, would I?

In my defense, here's the story. Just south of the river, only 36 km from Chipman Airfield, a 26:1 glide ratio would suggest I needed to be at 2200 + 1000 + another 4500 (at 8 km per 1000 feet) equals 8700 feet asl. My final glide calculator, allowing for an 18 km/h headwind, said I needed 9000 feet. I was at 11,000 feet. No problem, right? I had even turned the nose into the wind a while back to compare my indicated airspeed and the GPS groundspeed to compute the wind aloft.

Have you ever had one of those flights into the evening, when everything goes blue, and the air becomes as smooth as glass and the lowering sun brings on those glorious rich colours of the evening, and the air seems to be gently rising everywhere? Not that day. Sink! Everywhere! Sink, sink, except for the sucker burbles of lift which only result in circling in sink when one really wants to be getting closer to the runway.

To make a long story short, a very high base leg, lots of spoilers, and a safe landing. I had just enough height to fly a proper circuit, but all that sink had me spooked, and I was not game to add any extra distance.

Postscript: As I approached the field, I was convinced the wind became stronger the lower I got. In hindsight, it has occurred to me that I was very high — 11,000 — high enough to incur a significant variance between indicated and true airspeed. I had suckered myself with my GPS-based calculation of wind aloft!

Chipman-Innisfree-Waskatenau-return. Roughly 230 kilometres, flown after 4 pm. Not bad ...

On Sunday, 23 June, the day looked so weak I didn't even bother to declare a PST or carry the barograph. The cloudbase looked so low I didn't even bother to put on the oxygen cannula hanging beside me. I launched at 1330.

Again it seemed prudent to head upwind, this time to Camrose. Progress was very satisfactory, climbing in thermals averaging as much as 7 knots, allowing good penetration into what was a very stiff breeze (as was confirmed when I turned around!).

I took my pictures from south of the Camrose Lake dam. I then hooked up to a thermal and spent a couple of minutes picking up the thousand feet invested in the photos. That's when things turned awesome. Ahead stretched wonderful stepping stones back north, and I followed them. I followed them all the way to a little north of Chipman, dolphin flying for 85 kilometres without turning, noting ground speeds of up to 190 km/h on the GPS.

The time stamps on the photos confirmed a total time from the Camrose photo to the Chipman photo was less than 37 minutes! 140 km/h, zero lost altitude, in an old wooden glider! Charging on to Smoky Lake, I needed to move one cloudstreet east, which meant one thermal climb and then resuming dolphin flying the 45 kilometres to Smoky. Photos. Head south again. Stay in gliding range of Chipman, as the cu started to tower ... but Tofield should be do-able.

Dolphin flying all the way from Smoky Lake to Beaverhill Lake, I passed a small shower to my west, sitting over the Yellowhead Highway due south of Chipman. Looking ahead to Tofield, things looked iffy. Almost certainly lift over the town, but it could change into another shower. Reluctantly, I reminded myself I wasn't even carrying the barograph, and couldn't document the flight anyway. It seemed most prudent to head west, to the sunshine over Elk Island Park. Fairly gentle lift, and no heavy sink, as I looped all the way around the shower under a heavy cloud deck, and slipped into Chipman between what were by then — no, not showers, but thunderstorms with impressive lightning. Landed 1705.

Chipman-Camrose-Smoky Lake-Chipman is about 250 kilometres. If I could count the other 25 kilometres each way to Beaverhill Lake, that would be 300 kilometres. I was in the air only 3.5 hours, and on task something less! Wow, what a day!

The 1 June, Club class 300 km O&R speed and distance record flight (113.6 km/h handicapped)

The flight commenced with a tow from the Chipman airfield. The tow was upwind to the northwest of the field, into the correct sector for the start photo. I released at 5000 feet. Strong lift continued the climb to 5300

before using spoilers and upwind penetration allowed descent to 4800 feet to put a notch on the barogram.

The start photo was taken immediately the notch was made to ensure clear evidence of a total height loss of less than 1000 metres for the flight. It was then possible to arc back downwind into the lift experienced earlier and to begin a long climb passing over Chipman airfield and commencing the outbound leg. That initial climb showed 20 second average climb rates up to 7 knots. Throughout the flight, strong lift was the norm, such that at no time was it necessary to accept an average rate of less than four knots. I had grown impatient on the ground waiting for my tow, but in hindsight that probably put me in the stronger part of the day and increased the average speed.

Much of the outbound leg was flown dolphin fashion, with only a couple of significant climbs and a few smaller climbs abandoned as soon as the desired average could not be sustained.

As is traditional, reaching the turnpoint was the most costly part of the flight in terms of altitude. By the time the turnpoint photos had been taken, and the glider had returned to lift, it was down to the flight low point of 7500 feet. At that point the GPS read 158 km to Chipman, with the glider about 4 km north of Kitscoty. A climb ended at 160 km from Chipman and 9500. Two penetrations into wind, and two more climbs brought us to 10,500 feet and 148 km out. Although it felt like hard slogging at the time, and consumed over half an hour, we were once again high and it then proved possible to reach 131 km out (achieving 17 km into wind) with no net loss of altitude. Although not apparent at the time, that chunk ▶▶▶ 11



Scarlet Lady at sunset

Wave flight at Chipman

Wave flight at Chipman? – myth, dark secrets,
ego trips, or simply “much ado about nothing”
– a report from Tony Booth –

CHIPMAN GLIDERPORT is 70 kilometres east of Edmonton. That’s about 320 from the Rockies and well within the flatlands of the Prairies. That’s thermal country and Canadian distance record stuff. So how come a wave?

The following paragraphs have been taken from the ESC newsletter, produced by Bruce Friesen, and from some of the club’s edited e-mail chat on the subject of wave flight at Chipman. The e-mails in ESC began when I asked:

“Has anyone experienced flying in a wave at Chipman? Sounds sort of crazy being so far from the Rocks, yet there are other things that cause standing waves (so I am told). I don’t have too much experience to draw from but enough to know that my encounter was not a large thermal nor a front, so I would like to hear from those who have experienced similar lift at Chipman. I do have a theory and it would be interesting to hear from anyone who would care to input.”

I reported the characteristics of my Chipman wave flight as follows:

“On 15 July thermalling to 6200 asl, I headed southwest into wind looking for another thermal. Heavy turbulence got me up into my shoulder straps, wondering how much “g” a venerable 2-33 can take. This must be the mother of all thermals, I thought. There were no clouds anywhere — just pure blue sky. No wing lifted, so go round and try again. Same turbulence and now, somewhat confused, I kept going straight ahead and flew into very calm air with 2 knots up. I kept going 3 to 4 miles upwind, turned 180, and kept climbing in calm air. Leveled out at 8200 and flew back to the club after only 70 minutes as there was a lineup of students wanting to fly a 2-33. I hereby give notice that the next time I encounter such conditions an F-18 will have to be scrambled from Cold Lake to get me down. The ‘Chipman Wave’ is no myth.”

This report and my curiosity led to queries to the ESC newsgroup, and brought out some old war stories. Al Sunley remembered when he, Mike Apps, John Firth

and Tony Burton found smooth lift east and north of the river getting 1000 feet above cloudbase in blue spaces between clouds. This was supported by Tony’s log of 13 June 1986 when he recalled wave lift at 2–3 knots topping out at 13,500 from a cloudbase of 7500 feet. (This was the day after Kerry Bissell and Ursula Wiese both got their Diamond distances flying downwind 600+ kilometres into Saskatchewan and John Firth and Danny Webber flew Dave Marsden’s *Gemini* on a 500 km triangle distance and speed record the day following the passage of a strong cold front.)

John Broomhall responded with the different types of lift that he had experienced on the bald prairies including situations where wind heading towards a cloud is directed upwards by the rising thermal air. “This type of lift could conceivably continue above the cloud tops and I remember an occasion when I towed Tony Burton into this type of thermal wave at Chipman”, he said.

Further e-mail exchanges considered the additional effect of a cool breeze arriving from a forested or lake area or somewhere that doesn’t retain as much heat, then blows into open areas that have absorbed heat and continue to radiate and retain heat from above. The cool humid air undercuts the dry warm air, pushing it up. Interesting ideas as to the exact nature and cause of the Chipman wave began developing.

Kerry Bissell recalled several occasions, one of which was a flight of considerable height over Elk Island some years ago (before TC height restrictions and controlled airspace). Elk Island is a series of small lakes and forested areas starting five kilometres southwest of the Chipman field — could this be the source of cool moist air to fit a “humidity wave” theory?

On Saturday, 19 August I reported: “three lenticulars visible southwest of the Chipman field at a distance of maybe 60–70 km. At least three sharp lenticulars were visible, maybe 25 km in length. It looked high, maybe 15,000+ feet. Another thought — with the dirt excavated for our new hangar floor, now in a pile south of the clubhouse, can we expect some slope soaring at Chipman as well?”

Tony Booth



A lenticular on top of cumulus at Chipman.

Jack Towers confirmed the lenticulars from his view in Edmonton. He could also see strong cumulus clouds associated with each lenticular.

Bruce Friesen reported in the next ESC newsletter that “two pilots used wave lift on the next day, Sunday 20 August. Bob Hagen found the wave and flew in steady smooth lift across the wind for about a mile. Unfortunately, on turning back on a reciprocal heading he was unable to contact the lift a second time.”

Bruce had better luck contacting the wave higher up, “using the clouds as clues to where it ought to be. Ripples, then smooth 2 knots up indicated wave and a figure of eight pattern was used to keep in lift. There was no evidence of any cu forming across the wind. At 9200 the idea that to press forward one wave length would be better ... found only down and no up. So, some observations on the day: wave clouds were clearly evident south and southwest of the field much of the

afternoon. There was absolutely no evidence the wave system was in contact with the convective cloud — no smoothing of the cu, no bars of cu across the wind such has been observed on other occasions. As noted above even when I was right in front of the cu, climbing in wave, the cu was behaving normally with billowing puffs rolling over themselves. Weird!

However, there was one other clue, other than the higher level lenticular clouds. That was the band between 5000 and 5500 feet that was hard to work. A band like that is frequently associated with a wind shear shredding the lift. I have read that a distinct wind shear is something that promotes “convective wave”.

Another clue was probably right there in the disorganized lift even at lower altitudes. Something was messing it up — it could have been the wave.” *[It wasn't the wave that was messing up the lift, it was the shear, which also causes the wave. See below.]*

Bruce Friesen continued, “So, Chipman wave-seekers, there you have it. If you find yourself fighting your way through a height band due to a strongly defined wind shear and you get to cloudbase (or even when no clouds are present) — go wave hunting!” ❄

The main condition for producing thermal wave is a significant change in wind direction above the convective layer. When this occurs, the thermals (also producing the cu) act as the barrier to the upper flow which then triggers the wave action. This is somewhat rare but probably occurs much more often than is reported by glider pilots who either see the signs for this wave or just blunder into it. editor

Good flights at ESC

from page 9

of penetration probably contributed the most to the achieved average speed — follow the energy. I dwell on all the numbers in this paragraph largely to give a sense, to those not yet using GPS for real time data, just how much fun it can be to track flight performance (particularly the good news).

There was no particular difficulty in making progress towards home. Throughout the day the clouds were far apart and poor indicators of the strongest lift. However, noting the wisps and following the energy as best as possible, I encountered frequent strong thermals in the blue, and used only those I hoped were the very best. That approach held me a bit north of track on the

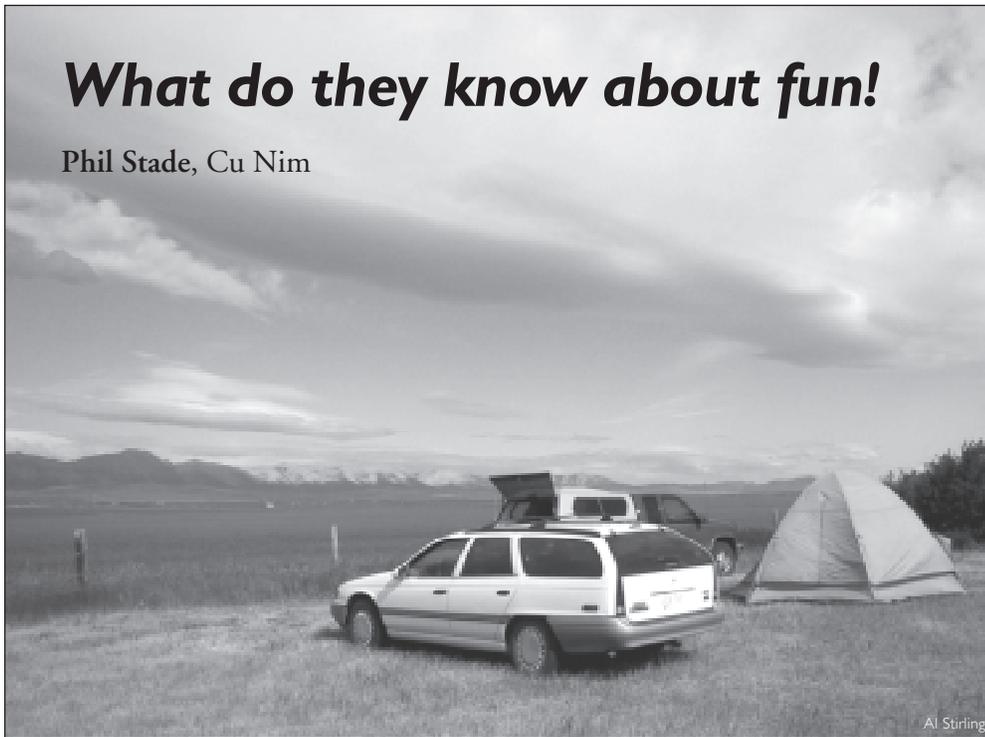
outbound leg, and drew me back up north on the return leg as well.

About the time I picked up the correction line (the best visual clue back towards Chipman from due east), final glide was commenced about 60 kilometres out at 11,000 feet, allowing for a glide ratio of about 25:1 and confident of further lift if needed. Indeed, speeds crept up from the MacCready-driven 75 knots to about 85 knots by the time I reached the Chipman airfield.

I was lucky to be seen crossing the finish line both from the air and the ground then, for “belt and braces”, snapped a finish photo from the correct sector. ❄

What do they know about fun!

Phil Stade, Cu Nim



Phil describes the flight which earned him his Diamond height and the SAC Stachow Wave Trophy in 2001.

WHEN FIRST LIGHT SHOWED WAVE OVER the Livingstones I decided that this would be the day to go for my Diamond altitude at the summer camp last year. I enlisted Tony Burton to be my OO and borrowed his barograph which he generously showed me how to use. I got JM, the club's Standard Cirrus, ready to go and anxiously waited for a tow. Peter Vesely towed me to the south end of the Livingstones and I released at about 9000 feet. It was evident right away that this was not the location for good lift and so I spent the next 30 to 45 minutes listening to other pilots who released further north talking about heights that were a lot higher than mine. I got down to about 8000 before the wave stabilized and the clouds stopped cycling at one or two minute intervals. I moved to the north as I climbed to 15,000 or 16,000 feet.

The lift seemed to be dropping off so I ventured to the north of "the Gap" to see if there would be better conditions there. There weren't and by the time I returned to just northeast of Centre Peak I was back down to 12–13,000 feet. There was a Blanik in the same area as I slowly climbed through 15–16,000. The wave was so smooth that it seemed unreal. The Blanik was moving in a fairly long north and south circuit and we seemed to be climbing at the same rate whenever we caught sight of each other.

At one point I found an area of stronger lift and shortened my north/south circuit by angling the aircraft to the southwest for half a minute and then equally to the northwest. This kept me in the stronger lift and before long the rate of climb increased and I was over 20,000. There was a lenticular at this level that had its leading edge about two miles east of the Livingstones and by this time a solid lenticular had formed well above me with its leading edge right over the Livingstones. I continued the climb as I moved west.

The failure of my preparations became obvious at this point. My feet were becoming very cold and my glasses began to frost up. The further I moved west the more I was in the shadow of the cloud. By the time I reached the leading edge of the upper lenticular I was at about 23,000 feet. I was completely in the shade now and to make matters worse a thin fog was forming and dissipating. The combination quickly made visibility an issue and the only solution was to have the window and the vent completely open. Even then my glasses were frosting up and to keep them clear I had to put my face in front of the canopy window and let the wind clear the frost. My feet were now hurting badly (*note to self: don't wear running shoes at -42°C*) and the light gloves weren't doing a good job of keeping my hands functional.

I radioed the ground for some clarification of the altitude I would need to get my Diamond. I was at about 25,500 to 26,000 according to the altimeter. When I found I had clearly made it I pulled the spoilers and headed for the sunshine on the eastern side of the valley. I was quite surprised to find the instruments frosting up when I got to lower altitudes.

It didn't take me long to get down to the airfield, land, and stumble out of the aircraft on feet that did not want to work well. When I later described the flight to my boss at work, his comment was: "Why don't you just put your hand on the desk and hit it with a hammer!" Now, I ask you, what do those non-pilots know about fun? ❁

The best in 30 years

Fall Cowley delivers a rash of Diamonds

Tony Burton

THE SHORT VERSION of the 2002 Cowley Fall camp is this: the four extra days up front gave the most wave, upper winds often at 300° give non-classic but frequent wave, eight Diamonds one day — you should have been there, and snow with real cold for two days — just as well you weren't!

5 October, Saturday The Cu Nim ferry flights arrive at 10 am after *just* getting out of Black Diamond before an approaching cold front and low cloudbase with snow flurries — a strong north wind nipping at their tails on launch.

An Air Cadet towplane and 2-33 were on hand at 9 am starting fam rides to a bus load of young cadets from Lethbridge. The group from Gatineau Gliding Club of Ottawa (the reason for the extended camp) was expected to show up, and the first was already on hand with Bob Mercer having commandeered the kitchen since Tuesday. The first thing he said to me was, “where are the tarps to cover the cookhouse ‘windows?’”, the second was, “I’m running out of firewood”.

About 11 am the front arrived from the north and shut down the operation before many kids got their ride. The 2-33 cadet pilot did a very hairy high crosswind landing after the wind shifted which almost put the glider on its back at the end of the rollout.

6 October Upper winds were off-axis (320°) with the jetstream almost lined up with the Rockies. The wave was quite variable with most flights going into secondary to about 16,000 feet. Taking a passenger from the Calgary Philharmonic, I found 12 knots just over the airfield (after a horrendously rough ride trying to get the primary), then flew north up to 15,000 — that’s one violin player that will have a story to tell.

The Genesis II almost-flying-wing was an object of much interest. Bob and Dave say they are saving up to buy the rest of the fuselage. Also the GGC L-33 Solo was looked at carefully by Cu Nim pilots who are considering another transition ship for the club. The Gatineau Gliding Club troupe were a welcome addition to the camp — they came a long way to have fun.

7 October Nice and sunny, and upper winds a bit more westerly (300°) but only 23 knots at ridge top so quite weak. Mike Swendsen was in 2 knots at 18,000 at noon when a hose popped off his O₂ system and he had to descend. It became very convective in the afternoon and was a gorgeous cumulus day (17°C) but a large black active front was growing 60 km to the north and approaching. It crossed Cowley around 4 pm with a strong cold outflow and frontal lift. Mike Plouffe soared it without turning to 11,000 (see story on page 15) and a Cu Nim student, Glenn Johnson, after having shed most of his clothes except a tee shirt after his first 1000 foot practise circuit, flew into the lift on his second circuit and got an hour flight. Rain followed and that was it for the day.

8 October Winds: 9K 270°/19kts – 12K 300°/24kts made wave patchy and difficult to connect below about 8500 feet and there were a bunch of 5000 foot tows. It was calm on the airfield at noon though the windmills to the south were spinning from the flow through the Crowsnest Pass. The ground was still wet from yesterday’s rain so no thermals. At 1230 the lennies looked great and very rough in primary rotor. The secondary worked well with 10 knots at 11,000 at 4 pm.

Dave Mercer was intent on going for a 100 km speed triangle in the Genesis and had a GPS course set out with a wave climb second leg in the valley and a start/finish point west of Centre Peak. He flew it three times for a best speed of 135 km/h, but in the evening found that his loss of height over the course was 3016 metres — just enough to disqualify the attempt. However, one of the slower circuits is still good enough for a Club class record claim.

Dave Rolland was the first landout in the Cu Nim Jantar. He used wave to fly to Waterton to get some OLC points but couldn’t get all the way back in the sink and the headwind component. He landed just 4 km south of the airfield. Later, he found out that he could have gone south from 18,000 over the top of the airway rather than at 12,500 under to get some elbow room.

9 October The upper winds were more westerly and strong enough. At the pilot meeting I predicted that it might be the best day of the camp. Was I ever right — there were eight Diamond flights — the most in one day at Cowley ever! The pilots were Phil Stade (CuNim) 28000, Al Hoar (CuNim) 28000, Dave Rolland (CuNim) 28000, Jeff Anderson (CLSC) 27500, Derek Brown (CLSC) 28000, Bob Hagen (ESC) 26300 and 5 hours on his first solo wave flight, Mel Blackburn (Invermere) 28000, and Scott Harrison (GGC) 26000.

There was a substantial Chinook arch high overhead in the morning which drifted progressively downwind dur-



Mike Plouffe: "I was somewhere between Centre Peak and the Gap here, climbing in the primary just ahead of the lennies. This photo was at about 20,000 feet. 22,200 was max height I reached that day (8 October). The lift was still excellent but I was feeling uncomfortable at that altitude and the canopy was icing despite open vents."

ing the day until it was well east of the Porkies, and at 1500 there was a high, thin, and well-formed lennie overhead which commercial traffic was flying under.

Dave Mercer actually launched at 1730 for a "dirty downwind dash" 100 kilometre speed-to-goal record attempt to Champion with a Vulcan landing. He got trashed on a poor tow and landed northwest of the field. It was a bold attempt though, with good planning, and that will be one of my back pocket flights for the future. I remember doing something like that on a past summer camp when I left the valley for the east at about 16,000 feet and didn't get down below cloudbase and start thermalling until I was east of Claresholm.

10–11 October This morning after the non-flying news at the pilot meeting, with the stove roaring in the kitchen, we had a good discussion on wave structure and flying technique. At 8 am it was 9°C, then the wind turned north and it got cold with the frontal weather visible up the valley. The radio said Calgary was 0°C and snowing. There was more snow the next morning associated with the rapidly moving second cold front. The forecasters said that the front was more unstable than predicted and places north of Calgary (like Sundre) got 10-15 cm ... October always supplies interesting weather to the wave camp.

12 October It had been some cold for the tenters, -14° at sunrise! Even the luxury of a small camper with a propane heater didn't help my feet in bed that night,

and I had to get up at 3 am to put on my snowmobile boot "super-socks". The morning's job was getting the snow and ice off the cadet towplane and 2-33 as they were to ferry to Taber to give rides to Medicine Hat cadets. It took a lot of patience and a boost to get the Scout to fire on all cylinders.

The air was absolutely crystalline — it seemed that the Livingstones could be touched simply by reaching out with a finger. There was only one instructional flight before noon before the sunshine began defrosting the surface gumbo and two more again near sunset.

That evening featured a great dinner at the Ginger Gardens in Pincher Creek with 39 of us filling their banquet room. The GGC pilots were thanked for their timely visit and the Diamond pilots were given Cowley pins to commemorate Wednesday.

13 October There was weak wave up into the low 20,000 foot range. Mike McKay from GGC ran out of steam in the L-33 and topped out at 23,000 missing a Diamond by about 200 metres but he'll get the Gold.

Wayne Watts put his head through ESC's ASW-15 canopy in rotor. At 3 pm, Dave launched for a second attempt at the 100 speed to goal. He did the flight but the hoped-for downwind boost wasn't there — it was mostly a crosswind and no record was broken.

From around 4:30 to 6 pm, John Broomhall was up with Josh Van Fossen in the Puchacz. Josh is an Air Cadet, all of 17, and has completed both his power and gliding licences. John took Josh up last year and did most of the flying, and got to over 20,000. This year, Josh did it all. They came off tow at 8000 and made it to over 25,000 feet — a Diamond climb for two. This might be his last stab at soaring for a while; he's applying to get into RMC when he finishes grade 12 in the spring.

14 October Clean up and clear out day. Winds 300 (again), and light southeast on the surface. A few flights were made in the morning with pilots reporting smooth air all the way up to 9000 feet ... but all in all, the thirtieth year of Cowley fall camps was a great success for the 45 pilots on hand. ❁

Climbing a cold front

of course there's more to life than waves

Mike Plouffe, Cu Nim

WE ALL REMEMBER from meteorology class that lifting agents in the atmosphere include: orographic lift, convection, frontal lift, convergence, and mechanical turbulence.

During the fall camp, our goal is the wave which falls under orographic lift. On non-wave days we often find thermals — the convection category of course. It was early in the day on Monday, 7 October when Mike Swendsen had reported about 18,000 in wave. I was very hopeful and decided on a 4000 foot tow in search of wave. I was towed to Centre Peak but we found nothing. The sky condition didn't indicate wave, it was scattered cu at about 12,000 feet. The tug brought me a bit closer to the field and I released into a thermal instead.

I worked the thermal to 10,500 where I was joined by a huge bird, a golden eagle, I believe. I thought that this was to be the highlight of my flight, but I was in for a surprise! From this height I looked to the northeast and noticed the cold front mentioned in the morning briefing. The GFA map shown at the meeting indicated a fast moving cold front sweeping through the prairies. From that altitude, one could see exactly where the transition zone was between the two air masses. There was a line of heavy, low cu in the frontal zone as it loomed just on the northeast side of the Porcupine Hills for what seemed like hours.

I went about thermalling and noticed the other Blanik being flown by 767 captain, Glenn Johnson, doing 1000 foot tows for glider circuit practise. On his second tow, I heard him on the radio report 10 knots up "everywhere". At about this time Cowley ground reported a fierce wind shift to the north as the front passed. A few minutes later, I experienced the same thing. The vario was pegged at 10 knots up! Talk about being in the right place at the right time! Glenn and I were caught up in this amazing frontal lift. It reminded me very much of wave; the lift was very smooth and encompassed a wide area all along the frontal zone. I explored the lift and climbed to 11,600. The vario was still indicating 8–10 knots up at this height, but clouds precluded a higher flight. Not bad!

The flight showed me just how variable weather can be at Cowley and gave me a practical sense of frontal lift. It was certainly one of the most interesting flights I've ever had.

Glenn Johnson, Cu Nim

IT WAS A PLEASANT, WARM FALL DAY. There had been many successful wave flights west of Cowley. My first of three flights that day was a 4000 foot tow to the Centre Peak area. I had only limited success in the secondary and was back on the ground within thirty minutes. My second flight was an uneventful, short 1000 foot circuit tow.

I needed seven or eight more solo flights to be eligible for testing and licensing, so I took another 1000 foot tow with the intention of a quick circuit before the approaching cold front hit the field. I was wearing only a light T-shirt and jeans, having removed my parka, toque and gloves after the previous flight in which I had not climbed above tow release. Prior to takeoff Lyn Michaud had accurately identified the oncoming front and predicted the possibility of frontal lift.

After release I was quite pleased to hear the vario-meter indicating climb. I had steady climb to about 9000 feet overhead the field. As the climb continued I decided to go further west to explore the towering cu that had come from the east and had just passed the field.

Over Highway 22 I met up with Mike Plouffe who was experiencing the same lift in the other Blanik. We stayed in contact until I reached my highest altitude of 11,500 feet. I broke away from Mike and headed eastwards to explore the trailing edge of the frontal towering cumulus. I was no longer climbing, just maintaining altitude. On the east side of the towering cumulus, at 11,000 feet I encountered ice pellets in the clear so I moved even further east. By this time I was getting pretty cold.

Lyn kept us posted on surface winds, which had swung from southwest to northeast but had remained at less than 10 to 15 knots. The lift was now far west of the field and my descent back was quick. I followed Mike back in to land on runway 29 and Phil Stade met me with the quad and my parka as the surface temperature had now dropped substantially with the frontal passage. Total flight time, 60 minutes. ❁

- Great Expectations - Alberta pilot achievements in 2002

Solo!

Tavis Borynec (ESC)	Martin Mason (ESC)
Roman Budiz (CAGC)	Mike McLeod (ESC)
Ab Fotheringham (Cu Nim)	Graham Milne (Cu Nim)
Dennis Froese (CAGC)	Phil Redmond (ESC)
Mac Hayden (ESC)	Barry Ronellenfitch (Cu Nim)
Glenn Johnson (Cu Nim)	Dan Russell (Cu Nim)
Terry Kelly (CAGC)	AJ Vogrinetz (ESC)
Samantha Maddaugh (CAGC)	Allan Wood (Cu Nim)
James Mason (ESC)	

Licence

Tavis Borynec (ESC)
 Tony Booth (ESC)
 Iebeling Kaastra (Cu Nim)
 Serge Larochelle (ESC)
 Ab Fotheringham (Cu Nim)

Badges

Jeff Anderson (CLSC) Diamond height
 Derek Brown (CLSC) Diamond height
 Bob Hagen (ESC) all Silver badge legs, Diamond height
 Al Hoar (Cu Nim) Diamond height
 Richard Lewanczuk (ESC) Silver distance, duration & Silver badge
 Chris Lowe (Cu Nim) C badge
 Richard Parker (ESC) Diamond goal & Gold distance
 Dave Rolland (Cu Nim) Diamond height
 Phil Stade (Cu Nim) Diamond height
 Henry Wyatt (ESC) Silver distance & Silver badge

New instructors

Ron Cattaruzza (ESC)

Canadian record flights

Bruce Friesen (ESC)	300 km O&R speed - Club
	out & return distance - Club
Tony Burton (Cu Nim)	300 km triangle speed - Club
	triangle distance - Club
	200 km speed to goal - Club

Hans König

Congratulations to all for these steps along the way. What's your next goal for 2003?

on the road ...*from page 7*

Struan and Bruce were the only pilots to venture south of Cowley village — Struan got to the Waterton reservoir TP and back while Bruce landed about 6 km short of it. Everyone else were content to “pin ball” back and forth around the local turnpoints to rack up their kilometerage (?), I made eight TPs and Tim clocked ten. (Tim actually had one more which wasn’t counted in the scoring distance because it was on a disallowed out-and-return track.) He said he enjoyed himself.

Mike Swendsen just squeaked back home from his Oldman turnpoint to break his string of four consecutive landouts. It happens when you are out there trying on the day for size.

When the legs flown were added up that evening, Struan did the best at over 200 km of actual distance, but I got him on the considerable handicap difference between a DG-400 and my Russia which resulted in a small reversal of the scoring distance in my favour.

the “winter” Cowley camp*from page 6*

whether we should pack up the camp. With the long range forecast telling persistent lies, and some indication that the weekend might improve, the vote was to hang in there. Amazingly, some sun showed up after lunch and from mid-afternoon until after 7 pm with convection going to 7000 feet and a lot of overcast, we got in eighteen flights. Although most were in the sub-35 minute range, Phil had a great flight of three hours in the weak lift in *Jolly Miller*.

A new visiting pilot to the field was Otto Doerning from Montreal Soaring Council, making a western soaring holiday with his DG-400; that was now three of these motorgliders on the field.

2 August Another cold day with early low cloud. At 8 am Pincher Creek was 8°C, dewpoint 6°C, ceiling 900 feet, winds 5 knots SE, PoP 40-60%. By 2 pm there were a few sort-of puffs struggling to form at about 2000 agl. Out to the west over the mountains there were magnificent cu with bases over 10,000 feet, many towering. PCK went up and reported air temperature on the ground of 10°C, 7° at 6000, then an inversion — rising to 10° again at 7000.

There were a half dozen tows after 3:30 just for something to do, and it was plain that the valley was holding a bathtubful of cold, wet air. At 1700 agl one could barely see through the moisture haze, and at 2000 the air was out of the west and crystal clear and there was

As you read in the camp report, that was the last day of summer for us at Cowley.

I didn’t want to see a “no-contest” got into our history, so I proposed to continue the competition at Cu Nim over the Labour Day long weekend. It was handy and from an organizational point of view, all that was required was to make a new contest list from the existing Alberta turnpoint file and add a couple of new close-in ones for the Blaniks and any not-great-soaring day.

First, kill all the forecasters

The Labour Day weekend was forecast for days ahead to be good with a cold front passage on Friday. Well, it just poured with rain then, which made the fine sunny Saturday flat. Sunday morning a weather disturbance which seemed to be invisible to all of meteorological science dumped more rain so a lovely Monday was also unsoarable.

So, it was a no-contest after all, despite everyone’s drought dances. Maybe next year? ❁

a great view of the soarable sky over the Continental Divide.

At 6 pm the surface wind switched to the west and cleaned out the old cold air. Then at 8 pm it switched again and blew quite strongly from the north until after dark. Struan Vaughan, the Brooks dentist, was going back home on Hwy 3 east of Lethbridge and told me later that he had a real fight a couple of times to keep the motorhome/glider trailer combination on the road in the north crosswind.

Saturday, 3 August A solid morning overcast with bases sitting on the Porkies. The forecast for Sunday was rain. Enough was enough — for the first time in thirty years, the summer camp broke early due to winter! John Broomhall was at the pilot meeting, having driven down from Edmonton the previous evening (even if the weather was good, it is faster than flying his Fieseler Storch mini-replica). He told us he had to stop at Innisfail to take a photo of the snow which brought out the plows on the highway.

Thanks to everyone who helped during this small camp of 39 registered pilots and the least ever amount of flying. Thanks to Al Hoar and Danny Russell for downloading the Internet weather lies each morning. Thanks to the pilots who came down to tow for us: Jos Jonkers, Lyn Michaud, Tom Schollie, Barry Bradley and others. There were some good flights and always good times — there can’t be less next year — I just feel sorry for those who came a long way never to fly at all. ❁

Clubs

Cu Nim Gliding Club

Well, what has the season been like for you?

There have been no major accidents this year at Cu Nim. Our number one priority is to fly safely. There was a repair to some popped rivets on the tail of one Blanik, and two canopies had to be repaired. So maybe we cannot say it was totally accident free. Phil Stade has been doing a great job reminding us to pay attention to certain critical things, like speed and properly banked turns in the circuit, and Phil also keeps reinforcing our safety culture.

There have been many individual achievements so far this year: licensed are Iebeling Kaastra and Ab Fotheringham; solo are Barry Ronellenfitch, Alan Wood, Graeme Milne, Danny Russell, and Glenn Johnson. Dave Rolland ventured cross-country, landing at Claresholm, Vulcan, and Okotoks airports. To be fair, I kind of enticed Dave (and Mike Swendsen) to come and land at Vulcan ... maybe I just wanted some company. Gord Taciuk is back flying the single seaters after a few years absence. Peter Neary seems to be having a great time in his Open Cirrus, and welcome back to Cu Nim to Al Stirling. Tim O'Hanlon joined us from SOSA, bringing his SZD-55, and he is figuring out the Cu Nim weather (I notice that he comes to fly on all the best days!). Tony Burton learned to fly his new Russia and is now, once again, hard to keep up with. Congratulations to you all.

The soaring weather has been a bit better this year than last, but still not great, and I long for another week like we had for the cross-country week in 2000 ... perfectly spaced cu to the horizon.

I managed to fly in Valemount this year for the first time. Darwin Roberts was there as well and past members Mike Glatiotis and Dick Mamini. The flying was organized by VSA, mostly Joe Gegenbauer. Valemount is a spectacular place to soar. Mountains, glaciers, and peaks close by the airport all around. From the face of Mount Robson it's an easy glide back to the airport. Even the rainy days were fun! Ron Cattaruzza came out from Edmonton for one good flight. Then he drove back overnight on a Friday so the glider could be available at ESC on Saturday. Incredible dedication!

Maybe Cu Nim should do a club safari to Valemount? Or maybe a club safari to some of the airports out on the prairies would be a fun (and easier) thing to do?

What about Vulcan, Medicine Hat, Drumheller or Bow Island? There are many small airports around Alberta that would be fun to fly at. We should try some with an eye out to pick a good site for the 2005 Nationals. Two key elements of a logistically easy safari are that everything except the towplane goes to and from the location on a trailer, and the towplane goes with a towpilot who does not take a vehicle. The important thing is no extra trips back and forth. (The back and forth drives to Cowley are getting old.)

We have discussed what the nature of Cu Nim should be like in five or ten year's time. I do not think a club can stay the same forever. In my view, a club needs to grow or it will shrink. I believe we need to invent new ways to serve our members. Staying the same will not work over the long term.

Phil Stade has proposed, and volunteered to staff, a concentrated two weeks of instruction next spring. This is an excellent new way to deliver service to members. There are other new things we can try as well. One of my favourite topics, easy to say but not that easy to deliver, is to have tows available every day during the best months of April, May, June (or May, June, July). How can we do this? Is this a worthwhile thing to do?

Several members are reviewing our glider fleet with an idea to make changes to better serve our members. It's important! Provide what *current* members want and members will stay longer; guess right about what *new* members will want and new members will be attracted.

This summer was our first year with a warm building, complete kitchen, showers and flush toilets. Wow! It sure was nice to have a warm dry place to have dinner on some evenings. The season-end party 2 November was the first really big affair to be held in the clubhouse. These were the awardees for trophies presented:

<i>Phil Stade</i>	Member of the year
<i>Karin Michel</i>	Instructor of the year
<i>Tony Burton</i>	Best flight of the year
<i>Ab Fotheringham</i>	Student of the year
<i>Peter Vesely</i>	Towpilot of the year
<i>Dave Rolland</i>	"I-wish-I-had-a-motorglider" award (for outlandings)

What will the 2003 soaring season bring for us all? Evenly-spaced cu as far as one can see, new members, new achievements, lots of great flying for all of us in this wonderful sport. Is it time for someone to soar from Cu Nim to ESC or Cold Lake (or vice versa)? Tell you what, if anyone soars the 349 km from ESC to Cu Nim I will personally drive you back! Any day, any time — phone me at work.

Al Hoar

Cold Lake

The 2002 flying season has been a very disappointing one for the Cold Lake Soaring Club. The problems started in May when the club's Bellanca Scout tow aircraft went in for its annual maintenance inspection. It required a number of repairs such as new tires and new cylinders but worst of all, a crack was discovered in the right spar of the wing.

The club held an emergency meeting and discussed many options for the repair of the Scout. Wood spar replacements were considered but the thought of having to do a similar repair again down the road and the Transport Canada AD on Scout wood spars made it a less desirable option. The club elected to go ahead with the metal spar wing replacement offered by American Champion, an investment of approximately \$42,000! The club is devoting all of its reserve funds and is actively seeking support from the military and surrounding community for the repairs.

While this was going ahead, the club was still confronted with the issue of how to carry out operations for the 2002 season. The club was considering grounding the equipment for the year and ultimately should have gone with this option. However, in June it looked like Cold Lake would be able to have almost exclusive use of the ASC towplane as a substitute. Then, half way through the summer, CAGC required the Scout as well and the club was left with no towplane.

When CLSC did have PCK, many restrictions such as postings, weather, the G8 Summit and other military operations restricted our flying to only a handful of times. This left the club well in the red on the season's operational budget. At the time of writing this, Cold Lake is under \$4000 on this flying season alone. This, combined with the investment of \$42,000 on the repair of our own Scout does not leave CLSC in a very comfortable position. The club will have barely enough funds to get off the ground next season.

Tim Wood

Edmonton

The Edmonton Soaring Club had a very successful year. You can see the flying achievements at Chipman elsewhere. In other news, we started the year with a small fund-raiser (a casino) in February, had a booth in the Edmonton Sportsman Show in March, and soon after got ready to start the season at Chipman with all four gliders ready for action. With great enthusiasm in June we added a PW-5 to our fleet.

After many years of eating dust and cleaning our gliders from the dust on the hangar floor, we were able to

pave the floor. What a difference a little asphalt makes. On the down side, we seriously damaged a 2-33 while it was on the ground. The glider was being prepared for return to the hangar and was parked outside for "just a minute" while the person went for some muscle to help push it in. Along came a gust and the glider decided to go airborne without a pilot. The going up wasn't the problem, it was the sudden return to earth.

Other items of note are the use of the e-mail distribution for Bruce Friesen's newsletters, and the general discussion that has ensued on the e-list. It was good to see the communication as it kept members enthused when they were not able to be at the field every week.

Our field activity was good with about 900 flights so far as of mid-October, on a par with 2001. More notable is the comment by the treasurer that there are many more longer flights this year — this is reflected in the badges achieved by club members. The last item for this news is the Cowley attendance by ESC. I believe the count was ten members with two club ships and two private airplanes. One of our members (Bob Hagen) achieved his Diamond height and his Silver/Gold duration for 5+ hours; very good for his first solo flight at Cowley.

Doug Lessard

Grande Prairie

The Great Summer Blan(i)k Well, what can I say about this year? Not too much here as far as "great things" happening.

We started out early (February) to get our annual inspection done for our Blanik. We spent the day going over it making sure that everything would be in good flying condition for spring. As the aircraft mechanic was doing up the paperwork, he discovered that the airframe had timed out. What a shock! The airframe time-out on Blaniks is 3750 hours. Somehow we had it in our minds that it was 4000 hours. With 4000 it would take us most likely three more years to fly it out.

We had been gearing up for an upbeat summer. We had two or three people lined up to learn to fly. Two were power pilots and they would have been solo by the end of the summer easily. So all of a sudden all of our plans came to a screeching halt. Talk about demoralizing. All of us felt that the wind had been taken out of our sails. We were just hanging on with a few members and now only those of us that had soloed could fly. Well, we knew that training was out for this summer, but Walter (Mueller) and Les (Oilund) had their single-seaters that they could fly. The club also had our K8 that we could insure, but due to the extremely late spring and only one person to take advantage of it

Club News

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(me) we decided not to insure it. So it was just Walter and Les.

On a more upbeat note, they did get in a few flights this year, and some of those were very good. I believe Les had at least one flight in excess of 2.5 hours. Walter had maybe the shortest flight of his career, about four minutes. We were able to do a few modifications to our winch — a new Lexan screen helped greatly with the visibility of launching.

I wish I had more to report. We may be down, but we are not out. We have got all the pieces together that we need to get an extension on the airframe time. It is mainly a matter of paperwork. To those of you who helped us get pointed in the right direction, we thank you. As for next year ... we look hopefully to better things.

Terry Hatfield

Central Alberta

What a year! Take that any way you like. Our year started out with a great flurry of activity as we purchased a damaged twin Lark (winter 2002/03 project) and then we found ourselves behind the eight ball with the weather and the slower than expected towplane overhaul. Our first flying day was late in May ... normal would be early April.

Our small but busy club made up for lost time though, new members joined and veterans returned. Our students however, shone above all. The first solo student was Roman Budiz; while new to us, he is no stranger to gliders. Roman flew sailplanes in Europe and several times attained the longest flight of the day. Terry Kelly, our youngest student, soloed off the winch in late June and completed all the remaining air work and time/flight qualifications for his licence by early September. Terry will write the TC exam shortly after his sixteenth birthday and be ready for his flight test in the spring.

By late July two more students had enjoyed the lack of "talking ballast" [see page 22! – Tony]. Dale Brown is a student power pilot as well but enjoys gliding and the hands-on nature of our club. He will license next season as will Leo Deschamps, another new member who comes to us with timed-out cadet training but lots of skills both in the air and around the hangar. Samantha Maddaugh soloed by mid-August and showed us that she does have the right stuff. We never doubted it.

Mike Schuh, an ex-cadet pilot and now commercial multi-engine pilot joined for enjoyment and to hone his gliding skills. In early September, Dennis Froese

ODDS & ENDS**Getting a charitable tax donation through ASC**

This is a reminder to Alberta pilots that if you have any money to give to a charity for this tax year, please consider giving it to the Alberta Soaring Council and do both yourself *and* the ASC a favour. This can be done through the Alberta Lottery Foundation Donation Fund set up for this purpose. When you consider that you get a 43% tax writeoff after \$200, it is worth a serious thought. Here is what you do:

- a. write a cheque to the **Alberta Sport, Recreation, Parks and Wildlife Foundation** (the minimum is \$250),
- b. attach it to the donation form letter on the ASC website and mail it to the Foundation,
- c. send Tony Burton an e-mail as to the amount (this is needed to help keep the ASC books straight), and say if you wish the money to be redirected to your club or for a specific arm's-length purpose after ASC gets the donation from the Foundation,
- d. do this *soon* so that the cheque gets into the system before year-end. That's all – thanks.

Donations in kind

It is also possible to make donations in kind to your club, although the process is somewhat roundabout. First, you come to an agreement with your club on the cash value of the gift and the club then pays you for it. After that, donate this money to the Foundation (following a, b, and c above) and inform Tony to redirect the donation to your club when the Foundation sends it back to ASC.

ASC AGM minutes

The 2001 minutes have been reprinted opposite to satisfy the requirement to make them available to members each year prior to the AGM.

solloed to wrap up the student accomplishments for this season.

John Mulder, our CFI, kept both students and other instructors in tune. Other active instructors were Liam O'Connell, Dusty Daines, Brian Davies, Jerry Mulder and Todd Lemieux, another new member out of the cadet system. Todd's experience was much appreciated this year.

Our Cadet bursary winner from the Olds Wing, Mike Ball, worked very hard and was a pure pleasure to have

**Minutes
Annual General Meeting
26 January 2002
Nisku Inn**

The meeting was called to order at 1125 by President John Broomhall immediately following the planning discussions in order to get attendees away early due to the inclement weather (a big winter storm in the Calgary area Friday kept away most Calgary people).

Trophy presentation

In the absence of the trophies due to the trophy chairman not getting to the meeting, John Broomhall presented names of the 2001 ASC trophy winners:

Carling trophy – best flight

Vaughan Allan – for a 1000 km flight in four wave systems along the Alberta-BC border.

Bruce trophy – provincials winner

Al Hoar

Club of the Year

Cold Lake Soaring Club – for their excellent organizational effort to rebuild the club after many members were posted out the last couple of years.

2001 minutes The minutes from the 2001 AGM were presented.

Motion: by Dick deJong, seconded by Brian Davies, *“To adopt the minutes as recorded.”* *Carried*

Business arising from minutes

Surplus ASC funds

The president stated that ASC now has

sufficient capital reserves that “excess” funds can be distributed to clubs. A notice of motion was distributed to club presidents late last year describing the method by which this may be done, and the motion was further discussed during the planning meeting. Vote took place under new business.

Cowley land status

President had been in contact with Alberta Transportation, Property Management to get a feel for renewal of our lease in 2004. They understand that ASC is the prime tenant, they respect our history as documented in *Stalking the Mountain Wave* (a copy is being placed on their file to support this), and they value our use and management of the land. It appears to be a non-issue. John will keep in touch with Alberta Transportation.

Committee reports

Financial report – Mel Blackburn

The balance sheet and 2001 Financial Summary were reviewed. 1999 donations of \$4130 will be redirected as requested – this info had been lost and the amount carried on the ASC books as an accounts payable for two years.

Question on insurance increase: Ernie Smith suggested that a 20% general increase in insurance is reported based on the dramatic events of September 11.

Finance Board – Gerald Ince

In Gerald’s absence, Mel reported that the ASC Capital account finances unfolded as expected, but with only low investment income due to the poor market.

Motion: by Mel Blackburn, seconded

Doug Lessard, *“To adopt the finance reports as presented.”* *Carried*

Motion: by Dick deJong, seconded Doug Lessard, *“to approve the two examiners of the financial statements, Tony Burton and Gerald Ince.”* (They see that the statements fairly reflect the activities of ASC, they do not audit the statements). *Carried*

2002 Budget – by Tony Burton

No significant change in budgeting with the exception of PCK – this year’s much needed major maintenance, fuselage re-covering and painting, and modifications will cost in the area of \$22,000. These one-time costs will lower the usual annual increase in ASC assets significantly.

The new 2002 insured value of PCK has been increased to \$72,000 from \$55,000.

Motion: by Dick deJong, seconded Doug Lessard, *“to adopt the 2002 budget as presented.”* *Carried*

Executive & Committee reports

Alberta Aviation Council

Tony Burton resigned from its board in December after two years of service. It is currently suffering administrative, organizational and identity problems. Tony felt more useful in his present diverse work in soaring (FAI/IGC sporting code committee member, *free flight* editor, ASC executive director, etc).

General Transport Canada has issued an owner-maintenance list (which is mostly gliders). This list is presently frozen until the legislation covering the new category is passed. There was a question about what effect going to owner-responsible maintenance (particularly for a trainer) might have on a glider’s insurance. Jones Brown will be contacted to see what affect converting a glider to owner-maintained status will have. COPA is reportedly on top of this regulation and may be contacted.

Doug Lessard/Henry Wyatt

Motion: by Dick Parker, seconded Tony Burton, *“To adopt the reports as presented.”* *Carried*

Motion: by Brian Davies, seconded Mel Blackburn, *“to ratify the actions of the ASC executive for 2001.”* *Carried*

around the field. Todd Benko managed a few days on the field but mostly was on the road with his job, good for his mortgage payments, not as good for us. Jerry and Dickie Mulder took a well-earned vacation and spent eight weeks in BC, and they came home looking rested. Our towpilots, Tom Schollie, Liam O’Connell, Don Bais, Rob Riege, Todd Lemieux, and Gary Hillman kept the glider pilots happy with excellent tows. I would also like to thank Don Hand for flying tow with his L-19 when PCK was away.

Cool fall weather on the weekends slowed our flying but activity continued into October. Work on the Lark will keep us busy through the winter and we look forward to adding it to our fleet for next season.

Brian Davies

Election of officers

SAC Alberta Zone Director, affirmation as ASC vice-president – no action as new Zone director not yet voted on by clubs.

Secretary –

Ron Cattaruzza by acclamation

New business

Notice of motion re disposition of excess ASC funds

Discussion has been held with the club presidents prior to the AGM and also at today's planning meeting.

Motion: by John Broomhall, seconded?, "that the ASC maintain a capital reserve fund and a method for the disposition of excess funds as defined in the notice of motion". Carried

SAC AGM

Tony will be attending as the *free flight* editor and can take proxies and other club info along. Club presidents to keep in touch with Tony.

Cowley

Runway maintenance

Several years of drought and heavy usage of the takeoff area of 21 both at this year's Summer and Fall camps have eroded the thin grass to a powdery substance. Operation from this area will be stopped until the surface regrows.

We are working with Jim Parker and his agriculture agents to replenish the area with topsoil, reseed with special grass

seed allowing for quick root structure and heavy usage. However, new moisture is the prime criterion for any proceedings of this type of work. A water truck service several times a week may work.

Campground

Lacking a Cowley maintenance report, Tony said that all major maintenance has been very well done under Lee Coates' leadership in the past years since our official stewardship, and no major work is anticipated for 2002.

Tiedown cable

Fall camp 2001 enjoyed a very large turnout with a shortage of tiedowns at the east end. ASC is asked to consider the addition of a third cable. One member present could supply used cable at no cost. Exec director/Lee Coates

PCK parachute

A new parachute for towpilot use (particularly at Cowley) was approved by the Executive. It remains to be seen if the pilot's seat can be modified to make the back cushion removable. Question has been passed to Hillman Air who are working on PCK.

PCK use

Tow ticket price and rental rate is unchanged for 2002.

Equipment

Anemometer Todd Benko had donated a mini-weather station for Cowley. For lack of use is it available to any interested

party and Cu Nim has expressed an interest.

CuSonde

This was purchased in 1993. It has served in Cowley and several national contests, both in the west and the east. However, it no longer enjoys use and Tony suggested donating it to a third party; CAS comes to mind for a first offer.

ASC PR

COPA is holding its big annual general meeting on 21 June in Red Deer – its 50 year celebration. ASC, perhaps through CASC, to look into a display.

G8 Summit – Kananaskis

Bram Tilroe reported that a large area of airspace will become a no-fly zone which could extend to Cu Nim. Coordination between Transport Canada, DND and NavCan are underway. Airspace restrictions are anticipated for about ten days. Because of its classified nature, no dates or boundaries are available yet. John Mulder offered to coordinate and report to ASC. John Mulder

Call for adjournment by Mel Blackburn at 1320 hours, seconded Ron Cattaruzza.

signed

Ursula Wiese

recording secretary

cc: Executive, Council, ASC website

THE INSTRUCTOR
APPRECIATION
FLIGHT

FIRST SOLO OR
THE INVISIBLE MAN!



The Glider Instructor

The instructor stood at the Pearly Gate,
His face was scarred and old.
He stood before the Man of Fate
For admission to the fold.

"What have you done," St. Peter said,
To gain admission here?"
"I've been a glider instructor, Sir,
For many and many a year."

The Pearly Gates swung open wide,
St. Peter rang the bell,
"Come in and choose your harp," he said,
"You've had your share of Hell!"

awards luncheon
&
ASC Annual
General Meeting

8 February 2003

Leduc Inn

50 Street & 50 Avenue
Leduc, AB

*Everyone welcome — come spend
the day with friends from other clubs and
be a part of what we do in Alberta*

Accommodation

(make your own reservations)

Leduc Inn 1-800-661-6467
conference rate \$73

Nisku Place Motel 780-955-3078
a budget motel located just across
from the Nisku Inn parking lot.

double \$53, single \$49

Menu

Planning meeting **1030 sharp**

Tying up any loose ends for 2003 activities: sorting out any final details for major activities like the Provincials, the Cowley camps, preliminary discussion on new business for the afternoon AGM, etc.

Awards luncheon **1200**

Luncheon ticket \$7.00
soup, sandwiches, & sweeties

Presentation of provincial honours **1315**

Annual General Meeting **1330**

- approval of minutes of 2002 AGM
(*copy on page 21-22 as req'd by bylaws*)
- 2002 executive & committee reports
- 2002 financial report
- 2003 budget presentation
- old & new business, motions
- election/confirmation of executive

2003 Elections (nominations needed now!)

- President
- Treasurer
- Secretary

Vice-President remains until 2004

*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