

ASCent

the journal of the Alberta Soaring Council



2003 Season

A note from John

DO YOU KNOW what the Alberta Soaring Council is? It is every one of us involved in soaring in Alberta. This needs to be reiterated to remind everyone that the ASC is ours, and we all can benefit from the financial assistance programs available and by participating in events such as Cowley, the safety seminars, and the planning meetings and AGM.

Our first planning meeting for 2004 was held in Edmonton on 29 November. At the meeting the events for the coming year were set along with the dates and venues. A date change to Summer Cowley is significant as soaring conditions have been poor due to the stable air that occurs late in July. Discussion determined that a move into June might allow for better soaring conditions and 19–27 June was chosen. Bring your opinions on this change to the ASC AGM, so we can ensure the decision on moving the date is acceptable to the majority of our members.

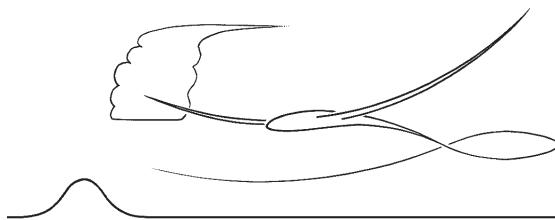
As many of you are aware, Phil Stade of Cu Nim is the president of the Soaring Association of Canada. The SAC AGM will be held in Calgary on 20 March. Phil is looking for some volunteers for this event, so please contact him if you can assist. We will combine our ASC safety seminar with this event.

Phil also reported on some issues that have been identified by SAC. One which generated much discussion during the planning meeting concerned membership. Most clubs concentrate on *recruiting* to maintain their membership levels when *retention* would be more effective. The greatest attrition (of members that the club has a chance of retaining) occurs in the second year, at the post-solo stage. If we could reduce this by even 10%, membership would stabilize and probably grow. This means motivating only one or two more second year members in your club to continue in the sport.

How? Most in attendance felt that the expense is not the issue, but the *lack of value of the time spent* as being the greater demotivating factor. Individuals have their unique reasons for dropping their membership, but clubs should try not to have the reason be a club problem. Soaring is a time-consuming sport and hours of participation can yield only minutes of flight time. This aspect of the sport is difficult to change in the clubs due to aircraft numbers, instructor availability, and efficiency of the operation.

As club members, we enjoy spending time with the people who are highly motivated, but we should put some extra effort interacting with those newer members that may feel left out of the established group. Although the opportunity to compete is one form of challenge available, it should be recognized that some are more interested in achieving other per- **next page**

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David McAsey's Ka6 at Cowley. His glider has been *hors de combat* for most of 2003 with maintenance. Take note of the barograph – that's badge preparation underway – why is it that some pilots arrive at Cowley without the bits and pieces and paperwork needed for their distance or altitude claims?

photo: Ross Mason

The Alberta Soaring Council is the alliance of Alberta soaring clubs supporting the Soaring Association of Canada. ASC Executive Director, Tony Burton, Box 1916, Claresholm, T0L 0T0, tel/fax (403) 625-4563, <t-burton@telus.net>.

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Letters

Buzz and the Chipman Wave

[I used the “Chipman wave” — see *ASCent 2002*] on my first flight in the ASW-20 in 2001 when I climbed up in a thermal just outside of Thorhild. I climbed up inside the upside-down bowl of the thermal at cloudbase then dove down to the cloud edge at 100+ knots towards the sunny side. On clearing the edge I pulled up and entered some glass smooth air which I recalled going up at 5+ knots and getting stronger.

At first it reminded me of the many mountain waves I had flown at Cowley a few years back. I was able to climb up the face of the sunny cloud as I proceeded northwest of Thorhild along the cigar shape form of the cloud for eight miles where I got to a break where I could go to the other side and get some smooth down air. From this location I proceeded over to Vilna dolphin flying, fast through down and slow through up air. After Vilna, on the way back to Chipman, I had to stop my straight line flying and top up with some circling in my first thermal

since leaving Thorhild, near Andrew to make it back to Chipman.

In retrospect, I wasn’t looking for this thermal wave phenomenon; however, I had read about it from one of the number of books I have on soaring quite a few years earlier and forgot some of the signs to look for. Once I had connected with it and got over thinking of mountain wave it came rushing back to me. Back at the field in conversation with Bruce Friesen, he had recognized the signs of thermal wave and tried to connect but missed. But he did take some very interesting pictures which showed many cigar-shaped clouds along with their ground shadows. The distance between these clouds was between five to ten miles. From Bruce’s pictures I recall counting over fourteen shadows on the ground and more which carried on to the northeast, maybe as far as Cold Lake.

This was the first time I had ever experienced thermal wave in my twenty years of soaring out of Chipman and I sort of stumbled into it. If I’m able to be back with the club next year I may have another chance at thermal wave knowing more what to look for. If I do I will take more time to enjoy the moment of another natural high.

Buzz Burwash

a note from John

from page 2

sonal goals. We should identify what each individual would like to gain from the sport. Not everyone has the knowledge and experience to be familiar with the options available to them in the sport of soaring, so by demonstrating to the newer member the various flight goals available, they can find the connection the sport can have for them. Most of our motivated club members were influenced by a flight that held some special significance for them and showed the unique experiences and accomplishments that can be achieved. Once experiencing a flight like this, I am sure they will be hooked on the sport as well. Have a senior instructor take your recently soloed or licenced pilots for a “Gee Whiz” flight such as a short cross-country or a climb to altitude so they may experience the exhilaration and excitement of the sport that the normal training flight and circuit practice does not give.

With all of the leisure activities available for people to participate in, most people are very possessive of their leisure time, and want the best “bang” for the time invested. Although soaring does not need to be all consuming of a person’s time, by providing an experience that is exciting, efficiently managed, and continues to challenge pilots to achieve their goals, and assisting in making the goals achievable through instruction and coaching, we may be able to maintain the motivation of those that are considering leaving the sport.

Attempt to increase flightline efficiency so that less time

is spent with aircraft on the ground. This can be accomplished by having aircraft ready for launch, briefings completed along with the checklists, pilots strapped in and ready for the hook-up when the towplane arrives. We are all there to fly, so let’s try and keep the launches moving efficiently.

The discussion above is not new to many of us, and we have realized the difficulty of maintaining membership and tried to manage the problem through recruitment, but we really should concentrate on the members we already have — think of all the instructor’s volunteer time that has been invested in them! I challenge everyone to use the ideas above or to develop new ideas and try them to see how we can promote the sport to people who have already shown interest, but need quality exposure to “set the hook”. Please forward your successful attempts at motivating these people to the other clubs, so together we can work towards maintaining our membership. A club culture that successfully retains members is probably going to have a positive effect on recruitment too.

If you would like to share your thoughts or ideas, have a question or concern, or would just like to say hello, please contact me via e-mail at <jmulder@agt.net>.

I would also like to take this opportunity to wish everyone a Merry Christmas, a Happy New Year, and I look forward to seeing everyone at the ASC AGM 7 February.

John Mulder, ASC president

“the fire” camp



John Broomhall

John Mulder & John Broomhall

SUMMER COWLEY was a bit of a disappointment this year due to stable conditions and forest fire smoke and restricted airspace. How do I (JM) start a summer Cowley experience with a newly-acquired Jantar — tow it with a newly-acquired vehicle. With the dusty roads and grasshopper remains, along with soot from the fires, keeping it clean was a challenge, as were the comments from fellow campers as I drove back from washing it at Pincher Creek at 20 km/h along the gravel roads to reduce the dust.

Friday 25 July Walter and Grace Mueller from Grande Prairie preceded our arrival. They had arrived midday and had set up camp in their usual place. I wonder if their early arrival is to ensure first choice of campsites? Being second, we also had lots of options. Karl and Rose arrived next; originally from Grande Prairie also, they now reside in BC and Karl is flying with the club in Vernon. Joseph Loch from Regina was next, then Terry Hooper from Regina and Paul Chalifour from Cranbrook arrived, although their arrival may be considered as Saturday, because it was after midnight. This group brought five aircraft among them.

Saturday 26 July First day of the camp. People trickled in over most of the day. No flying was done other than the aircraft from Cu Nim that arrived by aerotow. Weather was hot and stable. The Lost Creek forest fire, about twenty miles away, had started on 23 July in the Lynx Creek campground. The fire had burned its way north to the edge of the Crowsnest Pass, and the flames were clearly visible from the Cowley

airport that night. The camp was immediately affected by the fire, as a twenty mile exclusion zone was defined by NOTAM around the fire, to allow for water bomber operations. The exclusion zone ran right to our doorstep, basically a straight line from the Pincher Creek airport to Centre Peak, and we could not fly south of that line.

The day started with chores, cleaning the outhouses, preparing the garbage barrels, putting up signs and raising the flags. By the end of the day fifteen aircraft were on site. The flying began with some site checks and fam flights, four in all for the day. Visibility was reduced due to smoke. The afternoon was occupied with smoke watching, fire watching, and bomber watching. Soot from the fire also fell in the afternoon, covering everything.

Sunday 27 July The morning began with the pilots meeting; Barry Bradley played the trumpet on his pickup to gain everyone's attention. Twenty-eight people were on hand promptly at 0930. The airspace restrictions and bomber activity were reviewed and Karin Michel from Cu Nim reviewed her conversation with the fire boss and that he agreed to the physical boundary of Highway 3 as the do not cross south of line for our operation.

Sunday was Jantar rigging day for me, and I discovered during the rigging of the Jantar the lack of my total energy probe. Calls back to the club revealed no probe in sight after a ground search. The search for information and an alternative was now underway. The visibility was good until a wind change caused the smoke to

drift towards the field around 1:30 to 2 pm. Flying began at noon and continued somewhat slowly until 7:30 in the evening. Rolf Siebert had the long flight of the day in RS, Terry from Regina had a good flight sans radio, and Bruce Friesen had the late day flight, and returned only due to impending darkness. Nineteen flights in total for the day.

The operation was on runway 21 toward the south with the bombers operating from the reservoir. Early evening, three Bombardier CL215 water bombers departed from the Oldman reservoir to fly back to Calgary, where they spent the night. They make a final water pick-up and drop to rinse the retardant from their tanks. They flew up the western side of the Porcupine Hills. Paul Chalifour had just completed a tow with PCK, and was turning base to runway 21 when the water bomber saw him and took evasive action by turning east. The thought at the time was that, "well, they know where we are now ..."

So far, the smoke was not much of an issue for us. The winds were being very un-Cowley like. We had strong easterly winds – it was unusual to see the wind generators pointing the other way.

Monday 28 July The pilot meeting was again announced by the melodic sounds of the truck's horn. The meeting was well attended, the airspace was reviewed for newcomers, an introduction to the provincial contest was given, and other details were discussed. The day started out with strong winds from the northwest. We were about to start our flight operations on runway 29, something nobody could ever remember doing. As the day progressed to around noon, the wind shifted around to the east as it often does, and we were able to start operations on runway 11. The winds aloft however were from the southwest, and we had our first significant taste of the smoke from the fire, as it cut off the sunlight from the ground. The quality of the flying took a turn for the worse with the combination of high temperatures, stable airmass, and smoke.

I asked if anyone might have an additional TE probe available, but unfortunately, none were on site. I then announced my intention to build one from duct tape and bailing wire. I then set off on my quest for materials to build a probe. After an hour of searching Pincher Creek, enough material was purchased from a local plumbing shop to manufacture two or three specimens, as modifications may be required to design #1. The Frankenprobe was created from copper tubing, a common screw and a small drill bit. It was installed on the aircraft and a detailed test series was drafted for the

next flight. Several curious onlookers provided comment, but none came too close for fear of contamination from such a crude device.

John Mulder got a call on his cell phone from Transport Canada. The water bomber pilot had called in a near miss. Transport was blowing the whole thing out of proportion from their perch in Edmonton. John called the fire boss at Pincher Creek and discussed the matter. The fire boss was most apologetic about the incursion into our airspace, and this opened up better communications between us. The bomber pilots were made aware of our 123.4 frequency, and started to use it when getting close to us to find out what we were doing. We also kept our operations north of the reservoir to avoid the amphibious water bombers.

The call was reviewed with everyone on the flightline and Lyn Michaud produced a map with the coordinates of the restricted airspace as detailed in the Notam. Indeed, the airspace had moved much closer than previously understood, changing our flight area considerably. We decided that although the fire boss was satisfied with the Highway 3 boundary, the airspace was Notam'd by Transport Canada, and they would be the enforcement agency for any airspace violations. We decided to remain clear of the airspace entirely, which also had an impact on the provincial contest turnpoints



John Broomhall

as several were now in the restricted area. The area was within a 20 nm radius from a centre point southwest of the Pincher Creek airport. The perimeter ran across the southern end of the Cowley airfield and Centre Peak was just inside of the restricted area as well. New turnpoints were created by Bruce Friesen that were clear of the restricted airspace, but also close to Cowley for new contest pilots to attempt.

By later in the week, there were about ten water bombers going full-out, including the Bombardier '215's with the radial engines, and the 415 with turbines, along with A26's, Convairs, and the single engine turbine Air Tractors. Various people around camp used

their hand-held radios to scan the multitude of frequencies used by the water bombing operation, to keep abreast of the bombing operations. Only thirteen flights this day, the longest was 49 minutes with my flight the second longest at 47 minutes thanks entirely to the Frankenprobe. I wonder if my ability to remain up had anything to do with the earth not wanting that monstrous TE probe returning to the surface.

Tuesday 29 July Twenty-nine people attended the pilot meeting. Another day of smoke and dry, stable air. Nineteen flights were recorded with Gord Taciuk at 3:20 hours and Walter at 2:26. The next longest flight was just 50 minutes. On seventeen tows (two motorglider launches) ten wimpies were used! It was unusual not to see the bombers flying today, possibly due to the reduced visibility in smoke south of us. No contest with the poor soaring conditions.

Wednesday 30 July Twenty-three people attended the pilot meeting. The weather report called for some cu, tcu and possibly cbs. The smoke was again very evident south of Cowley. Some cu was forming just north of the field bringing some optimism, but by noon the smoke had reduced visibility and was considered below VFR safe limits by John Broomhall who had completed the last tow of the morning, almost invisible to us on the ground. There was no horizon reference with the smoke, and limited distance visibility, less than a couple of miles. Most people head off to do other things for the day.

The contest start was delayed, and then scrubbed again for the day. Bruce Friesen gave a valiant effort with a flight at 1530, but returned in 23 minutes with reports of broken lift and lots of sink evident. Some de-rigging began as dry thunderstorms moved across from Centre

Peak providing lightning, wind and a little rain. A few people left to try their luck at Invermere, and points east on the return home. The forest fire continues to burn. An idea then began to circulate that we should move the camp away from Cowley to Cu Nim, and also away from the fire and smoke.

Thursday 31 July Those remaining attended the pilot meeting. John Broomhall reviewed the situation and asked for opinion on moving the camp to Cu Nim. A show of hands set the derigging and ferry flying process into action. The camp clean up began and as the chores were completed and aircraft and campsites derigged, the procession to Cu Nim began. Carol and I were flying in the Red Deer airshow with a winch launch and glider demonstration, so the drive out of the gate that morning was the completion of our summer camp experience.

Although the summer camp was not the best for flying, it was very nice to renew friendships, make some new ones, and leave with enough tow tickets and wimpys to start next summer's camp economically!

Friday to Sunday at Cu Nim

A couple of students from Edmonton arrived, Bob Burdeyney and Mac Hayden, trailering a 2-33. This was assembled, and some flight training began. After a few checkflights, Mac continued flights with his solo status. Bob enjoyed the experience of his first flights at a different airport from Chipman. The change must have done him some good, he soloed shortly after returning to Chipman. A few Cu Nim members were able to take flights in the venerable 2-33, and get a new type in their log books. Bob and Mac also got a chance to fly in the Cu Nim Blaniks. The 2-33 managed eighteen flights over three days. *

Summer camp flightline at Cu Nim – Cu Nim's Blaniks, ESC's 2-33, and Walter Mueller's Open Cirrus in foreground.



John Broomhall

A Blanik record flight

recounting some ESC history

Hugh McColeman, ESC

SATURDAY, 16 JUNE 1984 dawned bright and clear at Chipman airfield so having declared North Battleford, SK as our goal, Chester Zwarych and I and the Blanik were on tow at 11:45. Thermals remained weak and we never exceeded 4000 agl. Finally, about 70 km on course we were forced to land on a farm field. A phone call to Chipman brought fellow club members Dave Burgess and Kevin Green out in a car to retrieve the "bodies only". Back at Chipman we fired up Chester's Super Cub and headed back to the field for an aerotow retrieve. The upwind tow took nearly an hour and after landing at sunset and tying down both aircraft we realized we had indeed been through a long exciting day. We retired with no clear plans for the morrow.

Sunday was another bright morning, clear overhead but not so clear to the southwest from whence a rather depressing cloud system was approaching. Although we were both a little short on sleep, we decided to give it another try. Airborne at 12:30, we requested a tow to the north of the field to avoid the encroaching clag. Malcolm McPhee paid us no heed and instead pulled us to the southwest of the field into the only thermal in the area. Had he done otherwise this epic would have ended as a simple 15 minute fun flight.

Almost repeating the previous day's efforts, we climbed in weak lift and were soon too far downwind to retreat. An hour on course we reached 4500 agl in rather poor lift. Also, we could sense the cosmic attraction of yesterday's farm so we prudently headed towards Two Hills and prepared to land on their friendly airstrip. We even called Chipman to ask Malcolm to organize a retrieve. 500 feet above circuit height in hand we continued to probe and this time our luck changed; within ten minutes we were at 4500 again and after cancelling our retrieve call, headed out with daring directly over yesterday's fatal farm, en route to Vermilion airport.

With the airport in view we seemed to be in great shape but soon entered a sink area that threatened to ground us. However, beyond the sink, the right stuff was still there and we soon reached 4500 feet again. From this point on conditions improved considerably with new thermals appearing regularly. The air became clear however with no cu to blaze our trail. At length North Battleford came into view with the airport barely visible to the east of the city. Our goal was almost within our grasp. What excitement. But look at that vario!

Within five minutes we were at 1500 feet and looking for a likely field. A friendly gravel pit came in to rescue us and within 20 minutes we were high and well east of the airfield. A brief pause to take our photographs and again we headed east. Our goal attained, we were able to relax a little and let the wind push us eastward, pausing regularly to work the remaining thermals which were starting to weaken.

Finally Saskatoon came into view and our excitement again crested with the thought that we might land to the fanfare of trumpets and rushing fire engines of Saskatoon International. Not on this trip, however. Our maps told us that the nice little town ahead was Langham and our altimeter told us that this was going to be the place. The fields were very smooth and inviting so we simply pressed on until we selected a stubble field near the main highway. With a 20 knot wind still blowing, our landing was gentle and the rollout short. We were just 30 km short of Saskatoon.

We were hardly out of the glider before three local people rushed over to greet us. They were more than happy to sign our landing cards and wish us well. We were fortunate to have a friendly neighbour tow our glider into the farmyard. The farm owner was absent at the time and must have received quite a shock when he returned to find the Blanik tied down in the yard.

Chester contacted his longtime friend and classmate in Saskatoon who drove out to rescue us. Along with his wife and son they made us right at home. Monday afternoon we boarded Air Canada and headed back to Edmonton. Minutes after being airborne we could see the field in which we had landed and the farmyard which protected C-FTVT. Next Saturday we drove to Langham with the glider trailer for the retrieve accompanied by Reg Adam, also part owner of C-FTVT. Harold Epp, the farmer who was 'hosting' our Blanik all week was so interested in the de-rigging operation that he postponed a planned vacation to see it. I now have memories of a great adventure which will remain with us for a long time.

I conclude with a note of irony. Our calculated distance to North Battleford was 310 km. The Canadian record for multiplace goal distance was 304 km but to qualify as a new record however, an existing record must be exceeded by ten kilometres. In a congratulatory note to Chester, Tony Burton asked, "Why, oh why, didn't you both declare a goal only five kilometres more down the road from North Battleford?" Well, (and this is good advice to other aspiring cross-country pilots) next time we will read the Sporting Code *before*, rather than after the flight.

Fall Cowley

Tony Burton, Cu Nim

COWLEY IN OCTOBER is *always* a study in contrasts; most years pilots may be braving snow and some negative "C", and always the wind of course, but this time it was summer all over again when wave hopefuls arrived on site. The area had been rainless for weeks and the grass was very dry with cracks showing in the ground. But, although there was lower than normal attendance, those that did come had a treat with the weather and with the soaring.

The camp started Saturday 4 October with just the Scouts and Blaniks ferrying down from Cu Nim. The Air Cadets were active this first weekend, and their 2-33 was busy giving fam flights to a bus load of kids from the Crowsnest Pass squadron. It was wonderful tanning weather — 26°C and blue!

My usual camp set-up work was made a lot more messy when I found that the shack had been broken into for the second time this year. This time the vandals had taken various odds and ends and then emptied a fire extinguisher inside, covering everything with the fine powder. It took a couple of hours to empty the shack and sweep it out — the one good thing to come out of this was a lot of unused stuff finally got trashed. Initially, I was worried that the fuel pump had been stolen also and was relieved to discover that it had been taken up to Cu Nim following the summer camp. Now that the criminal element has finally discovered the campground, a more long-term solution to a padlocked door is in order. In the meantime, the doorway has been covered with a thick sheet of plywood screwed to the jamb with many different types of screws.

Sunday continued with Cadet flights for a bus load from Lethbridge. At the end of the day their equipment was tied down for the week after which it was ferried to Taber. Regular flying got under way, but with southern Alberta covered with a big high pressure area, there was no westerly for wave.

Monday was lovely again with 25C in the afternoon for the dozen remaining mid-week pilots. There was a little bit of wave but it was hard to find as the winds



Mike Plouffe

were only 15 knots at 14,000 feet. Mark Westphal found what little there was with a high climb in his DG400 motorglider. There was the odd small rotor cloud showing itself, and a tow to 8000 gave mostly some rotor lift, but most lift proved to be blue thermals.

The big change to the Cowley airspace was the southern extension to the Block which had been negotiated with Nav Canada to enable legal flight over the V300 airway. The purpose was to make wave cross-country flight easier as there is much more interest in this following the growing awareness of Vaughan Allan's reports of the very long flights he had been doing out of Claresholm in his PIK-20E. (This year, Vaughan is getting familiar with his DG-800 motor-glider and Al Hoar bought Vaughan's -20E.)

Tuesday began the exploration of wave cross-country out of Cowley in earnest even though only four launches were possible. Phil Stade and Rolf Siebert got off between noon and 1300 before tows ceased because of high and gusty surface winds. All afternoon those stuck on the ground were treated to reports from Phil and Rolf (as well as Vaughan who had launched from Claresholm) on positions and altitudes from the border to the Chain Lakes in wave. Phil, who had taken a 5000 foot tow to contact, was delighted to get almost six hours in Std. Cirrus *Jolly Miller* and got down to Chief Mountain on the border at 19,100, a feature he had always wanted to see from the air. Rolf was all over the sky in the high teens.

The pilots exercised the Block extension but found that it was generally difficult to get above 18,000 on northbound tracks just south of the Pass as the wave is inconsistent and weaker there. Later, Rolf asked me if he could ask the Edmonton Area Control Centre for clearance through the V300 and I said, sure, give it a try next time.

By 1530, the surface winds tapered off enough to get Mike Plouffe off in Cu Nim's Jantar, *Funny Girl*, and he got his highest wave flight to 23,000. That was the last of the flying — the sky was full of beautiful rotor and lennies at sunset.

Wednesday was the best wave day — winds aloft weren't classic but the wave was there for everyone's use and the morning lennies very inviting. Two Regina pilots, Mark Westphal and Terry Hooper, got to 25,500 and 24,400 respectively for their Diamond climbs. Dave Rolland from Cu Nim flew his 300 km Diamond Goal flight in a 3-1/2 hour flight with *Funny Girl*, which may be the first time that this badge leg has been flown in wave here. Very good!

Phil and Rolf also had long cross-country flights — Phil went down to Chief Mountain again and Rolf was up 6-1/2 hours. This time, Rolf radioed the Edmonton ACC on 132.75 MHz for permission to cross the airway and got clearance after a short initial delay while controllers got up to speed on the concept. After that, it became "routine" and will likely become the preferred method in future XC from that direction.

Mark Bowman, a Cu Nim student, had a wave check to 23,000 with me and got hypoxic. He writes:

"Hypoxia is defined as a diminished availability of oxygen to the body tissues ... while flying, it could come about when prolonged periods are spent at an altitude just below that which oxygen is normally required (depending on the individual). Or, if the aircraft is fitted with an oxygen system, a general malfunction of the system, kinks or other restrictions within the hoses, or (and I know this for a fact!) a poorly fitting mask. Also, unless tank pressure is checked prior to each and every flight, there



Hiding from the wind.

is a possibility that the oxygen supply could run out during flight."

Precautions against oxygen system malfunction include a thorough testing of the supply, hoses and mask prior to takeoff in addition to checking tank pressure. If flying dual, the 'buddy system' can be an effective way of evaluating each other's mental alertness (ie. evaluating responses to questions, monitoring flying skills, etc.). If hypoxia is suspected, switch to the 100% and do a quick descent in a safe and controlled manner ...

In my experience with hypoxia, I was aware of a more laboured breathing pattern and a higher heart rate, and I was alternating between normal and 100% flow. Unfortunately, the mask fit me poorly (*from a poor mask strap, and Mark wears a beard which also guarantees a leaking seal – Tony*) and the intermittent increased flow really didn't do the trick. We descended when Tony noticed a lack of response to his questions (and me having trouble discerning left from right!) ... something he picked up on whereas I didn't."

We had been watching the synoptic charts closely from the morning downloads by Lyn Michaud. A monster low was out on the coast about to pump high winds across the pass. The next morning (Thursday) there were wind warnings all along the front range. Lethbridge airport reported winds 30 knots, gusting 45. All tie-downs were double-checked and no flying.

Friday's soaring can best be described as "mixed". The airmass was relatively windy, moist, and quite unstable most of the day. The local scene featured a lot of virga with every cloud along

Rolf Siebert



The view north on one of Rolf's cross-country wave flights.



IT WAS MY FIRST TRIP TO FALL COWLEY. I had been to several summer camps, but I had never before encountered the famous Livingstone wave. This particular fall, there had been some amazing wave days. I was in school (I'm 16) and so had not been there for the first half of the camp. When I did arrive, I met Rod Morris, a Calgary pilot who flies out of Invermere. He has a PW-6 and offered to take me up for a flight. I was pumped! Not that I have anything against Cu Nim's L-13 Blaniks, but this glider is sweet — it even has an adjustable lumbar support cushion.

The day of our flight was shaping up to be pretty good. It had originally looked like it might not be a flying day due to high winds, but they tapered off to 15–20 knots. That morning, a couple of pilots had managed to stay up and a few even contacted wave, including Rod who had taken a friend up for a flight.

We went up around two and towed towards Centre Peak. I was surprised and thrilled that Rod let me fly, even on tow, as I have soloed, but not yet licensed. We towed through some rotor which apparently was only moderate at best, but to me was a roller coaster ride that I really didn't want to be on. I had done most of the tow but after about three minutes of rotor I handed control back over to Rod who took us the rest of the way through. We released in some weak lift that was right on the edge of some rotor clouds at just over 9000 feet. We were hoping to use this lift to work our way up to the wave. Unfortunately, it didn't quite work. We did claw up to about 11,000, but never con-

nected with the wave. The flight lasted for about an hour before we had to scoot back to the field and land.

Right after we landed we could see the wave really starting to build. The lenticular clouds were forming all the way from the Livingstone Range to the Porcupine Hills. Rod was disappointed that he had failed to get me up into the wave so he immediately offered to take me up again. After I had managed to scam a tow ticket off my dad, off we went.

We towed towards Centre Peak again but this time slightly more north, towards "the Gap". This time the rotor was even rougher, and again I gave control back to Rod. As we towed through a particularly rough spot, suddenly the towplane seemed to drop out of the sky and I came off my seat and bumped my head against the canopy. This was my cue to tighten my straps some more. We were now through the rotor but in heavy sink. Dave Rolland, our towpilot, radioed that he was going to tow us back through the rotor. I think I may have whimpered at this point. We flew through it, but fortunately it wasn't as rough this time.

Rod now suggested that I put my oxygen on so that he could give control back to me as soon as we released. We released shortly thereafter next to a lenticular cloud and right away we contacted strong lift — around 9 knots up and dead smooth. We had finally made it into wave, northeast of Centre Peak, at roughly 9300 feet. He gave me back control, put his own O₂ on, and began taking pictures of the spectacular clouds.

We rode back and forth along the leading edge of the lenny, between Centre Peak and about halfway across the Gap, and rose dramatically in the lift. We kept doing this and eventually got up to 18,700 feet before the lift started to taper off to 3 or 4 knots. At this point we were high enough to get over V300 Airway south of Centre Peak. We decided to go over it and head towards another cloud that looked promising further to the southwest, almost directly over the Frank Slide.

Unfortunately, by the time we reached the south side of the airway (an hour and a half into the flight) I was freezing — running shoes are definitely not what you want to wear when you get this high. I had also forgotten my gloves, but Rod was nice enough to let me wear his since I was doing most of the flying. He assured me that he would be fine with his hands in his pockets. We agreed to come down. Not only was it getting *really* cold, it was starting to get dark. At 18,000 feet, we didn't have enough height to get back over the airway again. Instead we decided to try to lose height and go under it. We planned on surfing over the lenticular cloud we were on and down its trailing edge, then fly under the next lenny to the east in order to lose height.

It was an amazing feeling as we surfed over the first cloud. It felt like we were tobogganing down the lenny.

the fall Cowley camp

from page 9

the Livingstones quickly getting heavy and falling to the ground. In the early afternoon, what appeared to be rotor was probably mechanical turbulence and thermals mixed. I found a solid 6 knot thermal over the airfield at 1630 and soon after that a giant cloudstreet headed off downwind towards Fort Macleod for a while. The upper winds for the last couple of days had been unusual with a band above mountain top height that dropped quite low. Today, for example, winds were above 20 knots on the surface and at altitude but were forecast to be only 7–8 knots between 9–12,000 feet. After 5 pm when the convection died, a little wave started up to the low teens for the two last flights.

The last Saturday was the busiest with 27 flights — marginal lift and a lot of customers always does that! There were lennies up there to lure pilots aloft but it proved to be difficult to connect from a two-ticket tow. Quite a few pilots took 5000 foot tows. Again there was mixed thermal/rotor lift midafternoon. Also again, wave conditions improved the later it got, and by 1730 there were four clean wave crests rippling back from the Livingstones. New solo student, Kara Ronellenfitch had her first wave flight courtesy of Rod Morris in his PW-6.

Once we got to the trailing edge of the cloud, we found a bit of sink, but not enough to get us under the next cloud to the east. The two lennies were pretty close together so it was hard to stay in the sink and not get caught up in the lift from the next one. We went back and forth in between the two lennies attempting to stay in the sink, but we really weren't losing height. Rod was determined not to pull the spoilers in order to come down. Instead he announced that if we had to go down we may as well do it with style. He took over control of the glider and proceeded to do a couple wingovers and a stall turn at about 13,000 ft. It was so much fun. I must say that I prefer wingovers to going through rotor any day.

Eventually we lost enough height to get under the airway and we headed back to the field. It was really weird going getting so close the ground again. You had to get used to actually being able to see more than just glimpses of the ground in between the clouds. We landed after 2-1/2 hours in the air. It was hard to get out of the airplane. My legs were frozen in position, and I couldn't feel my feet. My first experience in wave was definitely the most amazing flight I've ever had. ♦

Kara Ronellenfitch is a very keen student at Cu Nim who soloed this year and earned the club's Student of the Year trophy.

The forecast wasn't promising for tomorrow with more high winds forecast from another low on the west coast. As a result some visitors packed up early for trips east. We decided to have our camp Thanksgiving dinner a day early tonight while there were still campers on site and about 25 showed up at the Swiss Alpine in Pincher Creek. Coming back to the camp from the dinner, the sky was full of lennies lit up by the full moon.

Sunday morning the weather looked good and the decision was made to fly the Blaniks back to Cu Nim, but as they were being readied on 21 the wind started blowing hard and they were tied down again. After 1630 the wind decreased a little and two wave flights were made. On Thanksgiving a handful of pilots came back to the field to help out with the final close-out of operations. But, although it was sunny at Cowley, the weather at Calgary was poor with low cloudbases and rain/snow flurries so both Blaniks were de-rigged.

We had a pretty mixed bag. Although it was a small camp with only thirty pilots in all attending, the wave was there for the persistent, and with two days of vigorous and successful attempts at cross-country flight in wave, it looks like this style of soaring will become a much more regular feature at Cowley. ♦

Incident at ESC

a very low premature termination of the tow

Richard Lewanczuk

I WAS INSTRUCTING an early stage student in the Puchacz. Conditions for the flight included a temperature of about 27C and a 20-30 km/h wind with an approximate 30° crosswind component from the right. As the student was just beginning to learn the takeoff procedure, the initial portion of this flight was designed to be a demonstration of a crosswind takeoff.

The takeoff roll was initially uneventful. The glider was airborne prior to the towplane and initially flew in line with the towplane along the runway heading. As the towplane became airborne it crabbed into the wind. At this point I completed the third portion of a crosswind takeoff, namely moving into position directly behind the towplane, and both the towplane and glider were still both over the runway, flying directly into the wind.

I had just pointed out to the student that we had completed the third phase of a crosswind takeoff when I noticed the position of the glider was now considerably higher than the towplane and about 50-75 feet in the air. My thought was that I had somehow "kited" on the towplane, but found out afterwards that the towplane had lost power and was landing.

At this point I noticed the tow rope go loose and my subsequent thought was that the tow rope had back-released from the glider. I lowered the nose of the glider to maintain sufficient airspeed and made a blind attempt to pull the tow release. Because of the positioning of the rear seat tow release in the Puchacz, I could not reach it blindly and did not want to take my eyes off the intended flight path to search in the cockpit. Because I thought the release had occurred at the glider end, I did not worry too much more about a trailing rope.

I considered asking the student to pull the release but did not in order not to have possible further complications if he didn't act correctly in a tense situation.

As we were now obviously flying on our own, the choice of landing site was paramount. My first thought was to open the spoilers fully and attempt to land within the boundaries of the field. I rejected this op-

tion for the following reason. The overshoot/undershoot portion of the runway ends where a road intersects the runway perpendicularly. The road is elevated about 3-5 feet above the level of the runway. Between the runway and the road berm there is also a 2-3 foot ditch. Thus, the vertical distance from the ditch to the road surface is about 5-8 feet. Given our height, I estimated that with full spoilers deployed we would have touched down within 50-100 feet of the berm and still be travelling at about 50 knots so we would not have avoided hitting it. The brake in the Puchacz generally is ineffective and the brake handle virtually always requires one to search in the cockpit to identify the handle. Because of the ditch and the steepness of the berm, I did not think that the glider would "ride up" over the berm and that hitting it would be a head-on crash into an immovable object.

The next option was to glide to the field on the other side of the road directly in front of us. I chose this option, but when I set the glide angle to reach the field, airspeed deteriorated to about 45 knots. I lowered the nose again, but this had us headed directly at the berm once more. I therefore opted, with full knowledge of the implications and consequences, to try and "jump" over the road.

First, I was very much aware that glider pilots who try this maneuver are at great risk of stalling on the pull-up. However, if one flies low where ground effect can be utilized, a lower stalling speed will result. Then, if one pulls up and pushes over into a parabolic arc and maintains less than 1g, the lower stalling speed can be maintained. On the "downhill" side of the arc, airspeed increases as the stalling speed returns to normal. Thus, if the timing is correct and the obstacle not too high, one can use ground effect and reduced-g to extend the flight path of the glider. This was my plan.

I therefore lowered the nose of the glider, aiming for a point such that I could accomplish the pull-up and push-over whereby the centre of the road would be at the apex of the arc. I concentrated on the airspeed at this point, verifying that it was increasing sufficiently. My last look at the ASI revealed a speed of 52-53 knots while I shifted my concentration to timing the pull-up.

I estimate that my speed at the time of pull-up would have been about 55 knots. I performed the maneuver and fortunately the theory bore out and we were able to clear the road and make a fully controlled landing in the adjacent field.

As a result of this incident, as well as an incident of premature termination of tow the previous week, I would suggest the ESC safety committee consider the following recommendations:

- As per the gliding literature, the tow release should always be pulled even if one believes that the tow rope has already released. The loop of rope that I saw could have just as easily have been created by the glider overtaking the towplane. If, under such circumstances, the rope does not back-release, the tail of the towplane could be pulled around with serious consequences and/or the hook-up mechanism in the glider could be seriously damaged.
- Similarly, the tow release should always be within easy reach of the P1. In the case of the Puchacz, the rear release handle droops off below the pilot's left knee and requires both visually locating the release and leaning forward to grasp it.
- Consideration should be given to formulating a policy whereby the towplane, on an aborted takeoff due to engine failure, or when tow terminates within the confines of gliding field due to a towplane failure, turns towards the north and allows the glider to continue straight ahead to land. The reason for this is:
 - 1) the ground steering capability of the towplane is much better than that of the glider and therefore it is easier for the towplane to clear itself from the path of the glider than for the glider to steer around the towplane.
 - 2) if the glider is airborne, any turn on the part of the glider risks contact with the ground by the longer, lower glider wings and subsequent cartwheeling. (In the case of premature termination of tow due to release of the tow rope from the glider end, the current policy is that the towplane will continue with its takeoff roll or climbout in order to maintain separation between the two aircraft).
- Near the ground, it is either impossible or risky for the towplane to give a "wing waggle" wave-off. Attempts at such might even be mistaken by the glider pilot as the effect of turbulence. It would be useful for the towpilot to radio something such as, "release, release, release" in place of, or coincident with, the wave-off. The spoken words should be short, standardized and repeated. This is because it is often difficult to

clearly hear a radio message due to radio static or ambient noise in a glider. A statement such as, "I'm losing rpm's up here so I think you better get off tow" can just as easily sound like, "I'm having friends over but I think its going to snow".

The wing waggle point noted above is a semi-separate issue to the incident but it deserves a bit of consideration. When the towplane requires an emergency release, a radio call (presuming radio contact is available) should be made by the towpilot which is unmistakable — perhaps along the line of, "release, release, release". My reasoning is as follows:

- In a situation such as this one, the towplane was too close to the ground to waggle its wings — I had no idea what was happening other than seeing the situation develop. A radio warning could provide a second's more warning in such circumstances and, as the cliché goes, seconds count.
- The previous week the same towplane lost power on takeoff about 3-400 feet in the air. I and others witnessed the incident from the ground. Although the towpilot gave a wing waggle, it was not very pronounced and those of us on the ground, and the affected glider pilot, wondered aloud whether it was a wing waggle or turbulence.

I think a radio call was made by the towpilot, but I can't recall. If so, it was a complete sentence of the sort noted above. This leads to a potentially serious problem in this phase of flight. Under conditions of early takeoff, with perhaps a steeper climb and a glider acting as an anchor, wagging the wings under conditions of perhaps rapidly deteriorating airspeed risks a unilateral wing stall (the wing with the down-going aileron) and subsequent spin. Indeed, in 2002 I also was subject to an identical situation, although at 2800 agl instead of 300. In that incident, the towpilot also radioed a sentence, but noise of the wind drowned out half of what he was saying. When asked to repeat, he then gave the wing waggle (which could be safely given with the shallow climb at that point).

Interestingly, I have yet to find a gliding book that discusses these issues. All the manuals, books, et cetera, presume that the towplane will conveniently lose power at a safe altitude and have lots of time to waggle the wings. I could find nothing in a book or manual about what action to take when the towplane loses power while on the ground and the glider is already in the air or when both aircraft are just off the ground as in this case. Indeed, the only references were in accident reports that usually go along the line of, "towplane lost power, glider tried to fly over towplane, glider stalled and crashed on top of towplane, towpilot killed". *

the Dirty Downwind Dash

and how *not* to do it

Walter Mueller, GPSS

THE FOLLOWING IS THE LONG STORY of a short flight. Blue and a brisk west wind one morning at Chipman enticed me to try a downwind cross-country flight with dreams of following Highway 16 as far as Manitoba perhaps.

In an earlier article in *free flight*, I wrote that I would quit flying when I could not learn anything any more. Well, I learned a lot on this flight, mostly what not to do. To reach my ambition to be the oldest active glider pilot in Canada someday I must keep on flying and trying to do better.

The first cu were popping already at ten o'clock and after I launched there were clouds all over the sky but very few were working. I had a hard time finding enough lift just to maintain altitude. Being an optimist I ventured downwind in the hope of finding more lift. Lesson and mistake number one: don't start a downwind cross-country flight when you can hardly stay up over the home field. With a fairly strong west wind it was not very long before a return to Chipman was out of reach; however, I did find the odd thermal to keep me afloat. I was now over Hwy 16 and drifting east but by now had thermalled down to about 600 agl.

Here I made mistake number two which was the biggest and most dangerous mistake any soaring pilot can make — I did not mentally accept the fact that a landing was imminent and I flew past a private airstrip in the hope of finding lift further east. I finally decided to land in a freshly mowed hay field where the swaths were nicely east-west. On downwind I had my circuit planned fairly good, gear down, then on baseleg I found a "temptation thermal".

Mistake number three: gear up and steep bank, but after two turns I had lost the lift as well as the chance for a good landing field. By now I was dangerously low with only a canola field north of the highway as a suitable landing field. In the last minute of this flight I finally did things right. For the 180° turn into the wind I told myself out loud, "Keep the speed up and not too much rudder", then gear down, wings level and spoilers open. With the two to three foot high crop, I made sure I kept the wings level to avoid a ground loop and then in the last seconds, spoilers back

in to avoid damage to the lower spoilers, then nose down to lift the elevator of the Cirrus above the crop. In the next few seconds I was showered with yellow flowers because the front air vent was still open. Finally, the aircraft came to a stop; I climbed out and checked for damage and luckily there was none. Some guardian angel was again watching over this old fool.

What next? Phone for a retrieve crew, but with my cell phone still in the motorhome I had myself another problem. I started walking first towards a farmstead to the north of the field about half a mile away, but it turned out to be a ghost place. I turned around and walked back to the highway; and, walking west along it, had plenty of time to think of all the mistakes I had made.

By now, the weather had improved, it was hot with a few cumulus nicely spaced in the sky. This didn't help anything; what I needed now was for someone to pick me up. Also my water bag was left behind in the sailplane — just one other item I had to remember to do better next time. Finally, after two hours of walking someone gave me a lift to Mundare where I was able to contact Chipman.

In a small restaurant I replenished my liquids and by the time the retrieve crew came I was in good spirits again. The canola field I landed in was only a few kilometres west of Vegreville, with one more thermal I could have made it to the airport there. We hand-towed the aircraft in the field a long way towards the entrance using a stretch that the seed drill had missed, so the crop damage was minimal. Derigging was routine and by late afternoon we arrived back at Chipman. Thank you Scott, Henry and James!

The flight lasted only about half an hour for a distance of approximately forty kilometres but the lessons learned were plenty. First of all, don't get overconfident; optimism alone will not keep the best sailplane up, one still needs some thermals here and there. The main lesson learned was to follow my own advice which I have given many times to my students: when you have picked a good landing field and you are in the circuit you are committed to land, you don't start thermalling on the base leg.



- Great Expectations - *Alberta pilot achievements in 2003*

Solo!

Bob Burdeyney (ESC)
Jordan Effa (ESC)
Jocelyn Munro (ESC)
Kara Ronellenfitch (Cu Nim)

Licence

Richard Pougnet (ESC)
Larry Willis (ESC)
Roman Budzig (CAGC)
Glenn Johnson (Cu Nim)
Allan Wood (Cu Nim)
Graeme Milne (Cu Nim)
Barry Ronellenfitch (Cu Nim)
Danny Russell (Cu Nim)

Badges

Dave Rolland, Diamond Goal (Cu Nim)
Abe Preisinger, Bronze (ESC)
Chris Lowe, Bronze (Cu Nim)
Peter Neary, Bronze (Cu Nim)
Dave Rolland, Bronze (Cu Nim)

New instructors

Henry Wyatt (ESC)

Canadian record flights

Vaughan Allan (Cu Nim)	Canadian OLC Champion for 2003 (3978 points for best 6 flights)
Tony Burton (Cu Nim)	400 km triangle speed – Club, 103.3 kph
	200 km speed triangle – Club, 99.0 kph
	triangle distance – Club, 482.2 km
	free out & return distance – Open, 372.2 km
	free out & return distance – Club, 442.9 km
	out and return distance – Club, 442.9 km

Hans König

Congratulations to all on these steps along the way. What's your next goal for 2004?

Clubs

Central Alberta

The Central Alberta Gliding Club has had another great summer. Lots of gliding, some soaring, some new students, several personal bests and three new pilots. Now a little more detail. The heavy smoke from BC fires and the almost continuous high pressure kept most days (read Saturdays) to relatively short flights. In spite of the weather, Carol Gould had a 1:50 flight in the Duster C-GHEU and not to be outdone, John Mulder enjoyed JJ (Jam Jar) for 3-1/2 hours, both personal bests. Leo Deschamps had three personal bests this summer: 1:50 in the Bergfalke C-FDLP, 1:25 in Blaine Moore's 1-26 C-FRSD, and 43 minutes in the 2-22 C-FOZS. Roman Budzig frequently had the longest flight of the day, but with his European experience these were not his personal best times.

Blaine moved to this area and brought a 1-26 with him. The best part is that he welcomed our pilots to fly it. Many have enjoyed this great solo aircraft.

Our season of flight instruction has gone very well with three new pilots. Roman finally overcame the paperwork pile with Transport Canada and now has his Canadian licence. Roman's previous experience was in Poland, where he was a glider pilot/instructor and towpilot. Leo took his original glider training with the military in Lahr, Germany and decided to get into it again after chatting with us at the Innisfail Fly-In Breakfast a couple of years ago. Leo passed his exams this summer and as you see above is having a very good summer. Incidentally, his wife Val was a passenger in F-OZS for Leo's 43 minute flight. Shane Cockriell, a tireless worker for the club, converted from power to soaring and is now enjoying taking his sons up with him.

Other senior students that are close to finishing off their qualifications are Dale Brown and Terry Kelly. Terry enjoyed a week at the Oshkosh Flight Camp this summer courtesy of the Innisfail Flying Club. We have two ab initio students, Brandon Jasonius from Calgary and Kyle Craven from Olds. Congratulations to all. A new member, Ken Latam from Medicine Hat joined us late this season so we now have members from Edmonton to Medicine Hat.

Looking back at the past few years of our annual flying statistics, we can see that we are not only busy but growing.



Year	flights	hours
1999	355	59.3
2000	222	43.9
2001	361	78.6
2002	454	71.7
2003	307	72.3

Thanks to John Mulder and Carol Gould for the number crunching. As with any set of numbers some notes must be made. These stats include private as well as club ships flying out of Innisfail. In years when there are more beginner students flying off the winch, the flight count will be higher with smaller number of hours. This year with senior students the flights are down but the hours stayed high. Still, it is a lot of "dead stick" landings.

Rebuild work will start on the Lark this winter.

Again I would like to thank all the members who tirelessly show up for all activities from work parties to tow pilots to instructors to those who just come to fly, which, after all is why we are.

Brian Davies

Cold Lake

With snowflakes falling, the 2003 gliding season for the Cold Lake Soaring Club has drawn to a close. While characterized by a low level of gliding activity, this year has also seen the completion of a long-term project to construct our hangar, and the winning of the Canadian Soaring Championships by one of our members.

Only 61 glider flights were conducted this year due to a combination of extensive military flying, airfield construction, poor weather, and manpower shortages. It was also partly because we did not insure our single seat glider due to our weak financial position after paying for major towplane repairs in 2002. With only our Blanik and Scout insured, most of this year's glid-

ing activity consisted of basic training and familiarization rides rather than soaring, although a couple of soaring flights took place that approached altitudes of 10,000 feet and durations of two hours.

Our VP, Dave Mercer, competed once again with his Genesis 2 at the Canadian Soaring Championships in Ottawa this summer. I am very pleased to report that Dave finished in first place in the Standard Class. Shortly after the contest, we were saddened to learn of the death of his father, Bob Mercer, to cancer. Bob's enthusiasm and contributions to Canadian soaring will be greatly missed.

What started in 1990 as an initiative to build a home for our aircraft and equipment, culminated in 2003 with the completion of our new hangar. For the first time in its 48-year history, the Cold Lake Soaring Club now has a 6000 square foot facility of its own instead of borrowing ever-diminishing storage space on the Base's flightline. This hangar is now providing clean and secure shelter to our valuable aircraft and equipment, and is the central base from which we conduct our operations. The hangar is also a modest revenue generator for the club, as we have started renting covered, cold storage space to club members and others.

Now that our club has its small fleet of aircraft repaired to excellent condition and housed in our new hangar, our focus for 2004 will be to address our instructor shortage, and to cope with the challenge of sharply rising aircraft insurance.

Randy Blackwell, president

Edmonton

The season was not kind to soaring up here. During spring inspections one of the Pawnees was found in urgent need of engine overhaul. Finding the funds and keeping the work moving delayed our season's start. Then we could almost count on one thumbless hand the number of good soaring days, which were not necessarily at weekends. So no badge flights to report except for one Bronze duration. We need to make better use of the Bronze badge to give our pilots the skills for cross-country flight.

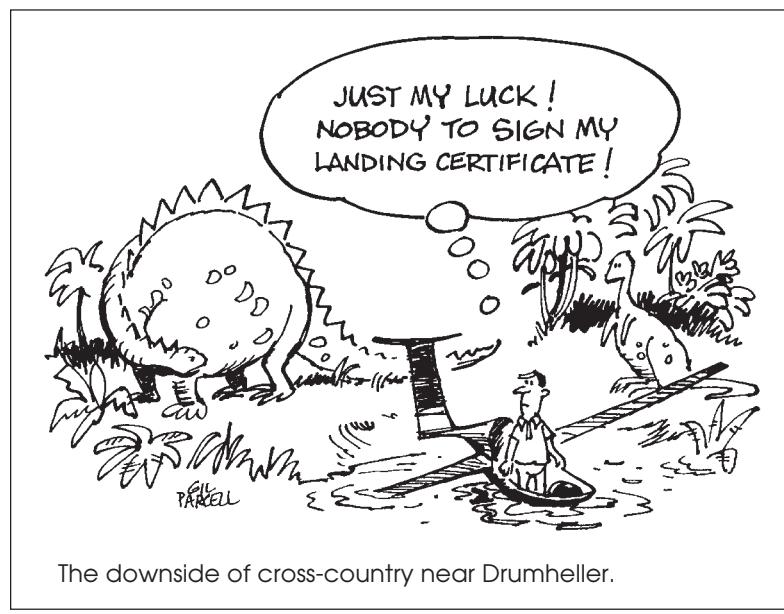
The year was marked by student accomplishments. We were able to run two student training weeks, one in July and the second in August. We have eleven students of whom three joined this year. All age groups are represented. Three students achieved first solo and two became licenced. We have not worked out the number of years our stu-

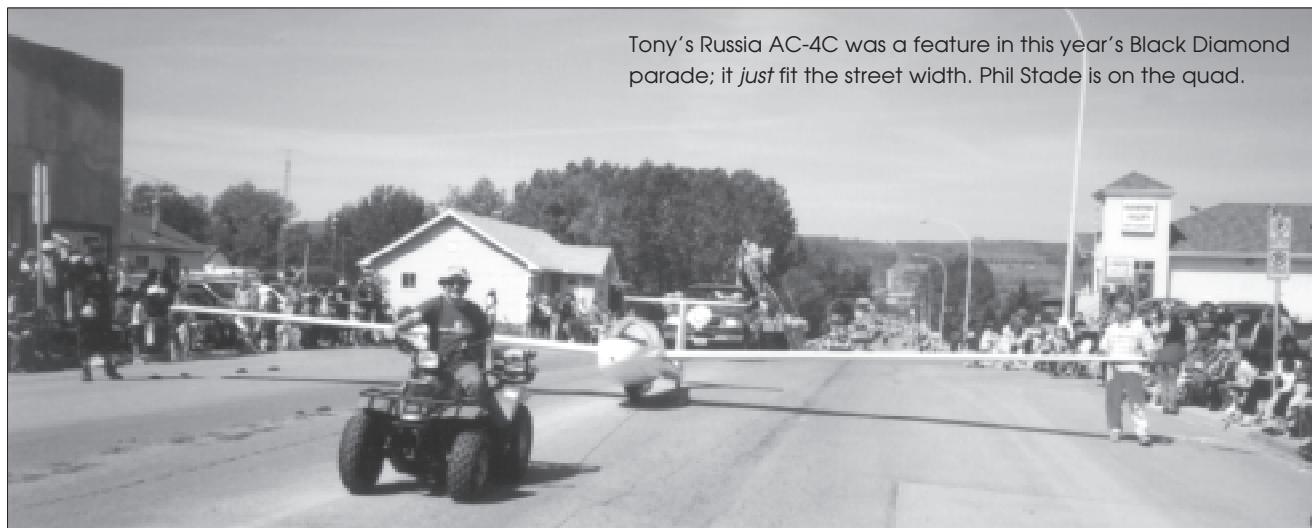
dents take to licence, but we agree with Mike Glatiotis that delay is prejudicial. We will start to look at this, but note difficulty in pushing students to challenge the TC written examination!

Six members converted from the Puchacz to the newly acquired PW-5 which has been a great success. What an improvement over the old Schweizer 1-23. One member graduated from the PW-5 to the ASW-15. We have set this sequence so people move to a single place sailplane with a horizontal stabilizer before moving on to one with an all-flying tail.

Our safety record is better. We concentrated our safety efforts on hazard recognition, and then more recently moved on to consider the impact of human factors just as Phil Stade has talked about in his editorial in *free flight 5/03*. We have had no accidents nor any damage to gliders.

One prominent incident illustrated the importance of teaching launch failure when the towplane lost power at about fifteen feet; the Puchacz was handled beautifully over a berm and into an adjacent field by one of our instructors, Richard Lewanczuk. He wrote a lucid account of the sequence of his thoughts during those SOAR moments (*the edited version of his report is in this issue*). Richard bought an almost-new PZL Acro after attending an aerobatics course south of the border and has started practising from 5000 foot tows. That keeps the towplane busy for awhile! We find the safest place for him is adjacent to the field on the opposite side to the circuits, and with two-way radio communication established before starting. No matter how one tries, it is hard to keep good lookout during aerobatic sequences, and eyes on the ground are an essential help.





Tony's Russia AC-4C was a feature in this year's Black Diamond parade; it just fit the street width. Phil Stade is on the quad.

Promotional activities continued. We do not know which yield the most, but we can say that huge interest was generated when, on the occasion of the Heritage Museum Airfest, we towed the Puchacz into the City Centre Airport (for the purists, Blatchford Field) and after several hours of answering questions, towed it out again. Scott Crossfield, the first man to exceed Mach 2, was a guest speaker at the hugely successful event. Other promotional events included exhibiting at the annual Sportsmans show.

One member joined the towpilot group and also became an instructor. We control the number of towpilots in such a way that we can find someone during the week or at the weekends on short notice, but at the same time all towpilots can keep current. A difficult balancing act.

Overall, and despite our late start, we conducted some 1050 flights, of which almost half were student training. Not a bad year after all.

Henry Wyatt

Grande Prairie

Due to the fact that our Blanik is still grounded because of a delay in getting a service extension, our flying activities were restricted to two private sailplanes. And there again, due to work commitments, Lester, with his Phoebus C, had only limited time to spend with our club. As a result, the past season did not see many winch launches from the Beaverlodge airport.

We rented a hangar to put all our equipment in; however, the door is on the north side. During the winter someone was clearing snow in front of the tarmac and in so doing placed a nice windrow of snow against our hangar door — proving that the proverbial common sense is not very common any more. A chinook lasted

just long enough to turn this into a forty-foot long and two-foot thick block of ice. The sun did not reach that area until June and the result was a very late start.

Finally on the 27 June, Lester and I had our first flights of the year. From a 1400 foot winch launch I managed a 2.3 hour flight to the BC border and back. We didn't fly again from the Beaverlodge airport till September. In the meantime I spent a week at Chipman where I had four flights, including my cross-country into a canola field which I wrote about in this issue.

Then off to Cowley to find out how it is to fly without a horizon; everything was just a grey-brown mess due to the big forest fire. After that, we moved to Black Diamond where I had three flights including a four hour flight down to the Chain Lakes where I turned around because of the above mentioned conditions. In August I spent another week at Chipman exploring the neighbourhood of some 30–40 kilometres around the airport (without landing out).

Back to Beaverlodge. I had my best flight of the year on 1 September. From a 1500 foot winch launch (Lester was running the winch), I got a 4.6 hour flight in an almost cloudless sky with great visibility — it was a great photo opportunity. On 21 September Terry Hatfield, our secretary/treasurer, launched us both for a short cross-country flight to a private airstrip just outside Grande Prairie where the local RAA had a fly-in. The soaring conditions were marginal, Lester could not stay up, and on landing he had a flat tire which grounded him for the day. I was lucky to find enough lift for the 35 kilometre flight — some of the power pilots thought it was a great feat to fly "that far" without an engine. In October, Lester and I had a few more short flights each. After that we packed our equipment away, and that was it for 2003.

Walter Mueller

Cu Nim Gliding Club

We started flying very early in 2003 and eight flights were recorded 7 and 18 January. Unfortunately the thermals were not strong enough to sustain flight but any flying at that time of the year is a bonus and the photos show lots of smiles as a result. Freed from the expectation of finding lift I enjoyed about 15 minutes of continuous wing-overs after a high tow. What a way to start the new flying season.

The weekend of 1 February was warm and inviting but family obligations took precedence over flying and we missed the opportunity to fly every month during the previous twelve. Normal southern Alberta winter took hold and it wasn't until 22 March that spring check-flights began. By 19–20 April the operation was getting busy and lots of pilots were ready to go for the year.

Cross-country week was held 19–23 May and proved to be one of the best in many years. Rolf Siebert posted four flights of 336, 385, 578 and 641 kilometres for a total of 1940 km. Tony Burton posted four flights of 418, 402, 397 and 216 kilometres for a total of 1433 kilometres (the Russia may be small but it's mighty). Al Hoar posted four flights of 342, 312, 265 and 227 kilometres for a total of 1146 kilometres. Other great flights for the week were made by Dave Rolland 352 km, Al Stirling 339 km, Tim O'Hanlon 318 km, Guy Peasley 308 km, Mike Swendsen 279 km and Peter Neary 235 km. My one flight of the week took me to Cowley, Magrath, Frank Lake and back to Cu Nim for about 380 kilometres. My borrowed GPS ran out of memory (which cost me a Gold distance badge leg) but the view from 10,000 feet over Magrath won't soon leave my memory. The Canadian Online Contest lead belonged to Cu Nim for a brief time and all of us basked in the momentary glory! We enjoyed the weather so much that we've ordered even better for the 2004 week which we expect will be 15–24 May.

The club got a little local advertising when Tony's Russia appeared in the Black Diamond parade. That gave parade watchers a much closer look at a glider than the fly-past that we did in 2002, so much so that the wing holders were stepping over people's feet at the curbs on the western few blocks of the route.

During July, I rounded up tow pilots and students that were interested in being involved in two weeks of intensive training. Five students got a fair amount of concentrated flying in. It was very rewarding to see students progress when they were able to fly a number of 3000 foot flights each day and put in several days' training in a row. One benefit I had underestimated was the training this instructor got by having nine days instructing in two weeks. I highly recommend the ex-

perience to other instructors. A significant training change has been developed for next year for the purpose of encouraging students and helping them on in their progress. We aim to solo students sooner by letting them go on their own under strictly limited ideal training conditions. Going solo gives a great sense of achievement to a new pilot even if it is "early" with more skills and judgement training to follow.

Our long awaited L-33 Solo arrived in July. It was enthusiastically flown by numerous club pilots and we looked forward to having a single seater that would be available to less experienced pilots. Unfortunately the aircraft was damaged in an outlanding accident after less than 20 hours of flight and the repair labour costs wrote it off for insurance purposes. The pilot was able to walk away from it so we have to be thankful!

Summer Cowley presented participating clubs with several new challenges. The smoke from nearby forest fires forced the event to be moved back to Cu Nim and that gave us a chance to share our always improving club house with guests.

Fall Cowley weather gave many of the club pilots an opportunity to follow Vaughan Allan's lead in flying cross-country in wave. Rolf Siebert flew one particularly memorable flight with no 360 degree turns in over 700 kilometres! Dave Rolland completed his Diamond Goal flight which is the first distance badge leg to be flown in the Cowley wave. Flying out of Claresholm, Vaughan continued to rack up long distances and hours in his new DG-800. The story of wave flying is just beginning. Stay tuned for much more!

The season-end party on 1 November was a fine affair at the clubhouse with a great catered dinner. These were the awardees for our annual trophies:

<i>Karin Michel</i>	Member of the year
<i>Al Stirling</i>	Instructor of the year
<i>Rolf Siebert</i>	Best flight of the year
<i>Kara Ronellenfitch</i>	Student of the year
<i>Ab Fotheringham</i>	Towpilot of the year
<i>Tony Burton</i>	"I-wish-I-had-a-motorglider" award (for outlandings)

Snow came much earlier this year and although we had the field plowed to allow a towplane to be brought home it appears the next flights will be in 2004. In all, we had 734 flights for 409.2 hours in the club ships.

Planning is already underway for some big events next year, the first being the SAC AGM which Cu Nim is organizing for 20 March in Calgary. The best to all in the New Year.

Phil Stade, president



A dramatic view about ten years ago from the top of Centre Peak looking north past a pilot (Tony Burton) with his head *really* in the clouds. Below left – Walter Mueller, Grande Prairie CFI with his Open Cirrus at Cu Nim (see his XC story on page 20). Below right – another foot to the left of a tree on the approach to this outlanding and the L-33 would still be flying this season.



**Minutes
Annual General Meeting
8 February 2003
Leduc Inn**

The 2003 minutes below have been reprinted to satisfy the requirement that they be available to members for review each year prior to the AGM.

The meeting was called to order at 1305 hours by President John Broomhall (37 persons were present).

Trophy Presentation: Phil Stade
The following two trophies were presented:

Carling • best flight
McLaughlin • best 5 flights
both to **Vaughan Allan**

Phil stated that the means of collecting trophy applications and of awarding the trophies has become somewhat obsolete in the new age of GPS flight recorders and the immediate on-line posting of flight results. He is going to be working with David McAsey (SAC trophies chairman) on revamping the ASC and SAC trophies system.

The minutes of the 2002 AGM and 2002 executive and chairmen reports were distributed and presented by the Secretary. No errors or omissions were reported.

Motion by Al Sunley, seconded Mel Blackburn: "To adopt the minutes as recorded." Carried

Business arising from the minutes

Exec Director

Tony Burton stated that a parachute was purchased for use in PCK, and the Cu-Sonde was sold to Gliding New Zealand.

Committee reports

Treasurer Mel Blackburn

The balance sheet and 2002 financial statements were reviewed. The princi-

ple factor in the loss last year was the large expense of fuselage recovering and attendant repair and replacement of parts. As a result, the current assets of the ASC was below the base value of about \$45,000 to consider applying excess funds to clubs.

Towplane rates for 2003

Based on the increased costs of operating and insuring PCK, and to bring the rate into line with Cu Nim, the Executive decided on the following rates for 2003:

\$75/h dry flat rate for all club use incl. conversion training

\$23 tow ticket first 2000 feet

\$10 sticker one 1000 ft increment

Finance Board Gerald Ince

Investment income suffered a loss due to funds being withdrawn for the tow-plane at a lower price than their buying value.

Action: Gerald Ince

Motion by Hugh McColeman, seconded Larry Willis: "to adopt the financial reports as presented." Carried

Motion by Larry Willis, seconded Doug Lessard: "to approve the two examiners of the financial statements, Tony Burton and Gerald Ince." Carried

(They saw that the statements fairly reflected the activities of the ASC; they did not audit the statements).

2003 budget Tony Burton

Major change is the expected increase in SAC insurance premiums due to the withdrawal of Avemco from the Canadian market. Budget sheet does not show the modest increase in revenue from the increase in tow tickets and the PCK dry rental rate agreed to at the Friday Exec meeting.

Motion by Brian Davies, seconded Dave McAsey: "to adopt the 2003 budget as presented." Carried

SAC News:

Phil Stade reported that SAC is pursuing several issues on behalf of Canadian glider pilots that would be difficult to achieve without a large national body like SAC. He and Tony

Burton would be attending the SAC AGM on 8 March 2003, and any concerns should be brought to them before that.

Secretary Ron Cattaruzza apologized for not sending letters of congratulations to pilots with post-licence flight accomplishments. Since most were in attendance he thanked them personally for setting a high standard for others to emulate.

Motion by Larry Willis, seconded Tony Burton: "to adopt the reports as presented." Carried

Motion by Doug Lessard, seconded David McAsey: "to ratify the actions of the executive for 2002." Carried

New Business

Cowley

Al Hoar proposed that ASC begins planning to increase the amenities at Cowley, in particular to build a concrete enclosure to house a generator to supply power at the campsite and to house a fuel tank. Al agreed to work on the design for such a structure, power, and fuel storage and to price out the plan for future consideration.

Action: Al Hoar

The 5 year agreement with Nav Canada for the use of block airspace is up for renewal in March 2003 and will be signed by the new ASC president. The text was simplified by John Broomhall and agreed to by Nav Canada.

A proposal to NavCan and Transport Canada to extend the Livingstone Block airspace to a point south of the airway was drafted by Tony Burton after the Cowley Fall camp. The purpose is to allow for ease of transition out of the block above 18,000 feet to pursue wave cross-country flight to the south. The proposal is in hand with authorities and is expected to be approved by the start of the gliding season.

Action: ASC president

National soaring contest

For the record, the morning planning meeting discussed and **next page**

approved of the concept of holding a Nationals in the Alberta centenary year of 2005. The Foundation may have a plan for extra funding of national sport competitions then. In preparation for the 2005 Nationals (which Cu Nim is organizing), a flying weekend is planned for Taber or Vulcan by Cu Nim to test site suitability.

On-line contest registration (about \$10) was encouraged by Dave Mercer to support the viability of this exciting new aspect of soaring.

Adequate web space is available to clubs wishing to post a page on the ASC web site, provided they have the know how to do the installation.

Elections

Nominations for President –

John Mulder

by Jerry Mulder, seconded Al Sunley
Motion: that nominations cease.

by Doug Lessard, seconded Richard
Pougnet Carried

John Mulder elected by acclamation.

Appointed positions:

V-Pres As new SAC Alberta Zone Director, Phil Stade automatically replaces David McAssey as ASC vice president.

CTP Liam O'Connell had to withdraw as Chief Towpilot for 2003 since he is going to be out of the country on business. Todd Lemieux of CASA has agreed to replace him and was appointed by the executive.

Sporting Tony Burton will 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.

Carried

Ron Cattaruzza,
ASC Secretary

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 and 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 *fair market* value of the gift (critical for tax purposes) 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.



This classic mushroom-shaped cap over Mount Fuji in Japan is almost perfectly symmetrical due to a laminar flow of moist air across the isolated peak.

awards luncheon
&
**ASC Annual
General Meeting**

7 February 2004

Leduc Inn
50 Street & 50 Avenue
Leduc, AB

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

Accommodation
(make your own reservations)

1-800-661-6467
conference rate:
double \$73, single \$63

Menu

Planning meeting **1030 sharp**
Tying up any loose ends for 2004 activities: sorting out any final details for major activities like the Provincials, the Cowley camps, and preliminary discussion on new business for the afternoon AGM, etc.

Awards luncheon **1200**
soup / sandwiches / sweeties

Presentation of provincial honours **1315**

Annual General Meeting **1330**

- approval of minutes of 2003 AGM
(copy on page 21-22 as req'd by bylaws)
- 2003 executive & committee reports
- 2003 financial report
- 2004 budget presentation
- old & new business, motions
- election/confirmation of executive

2004 elections

- Treasurer

(President & Secretary remain through 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