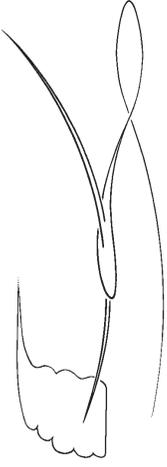


AScent



the journal of the Alberta Soaring Council



2004 Season

A note from John

John Mulder, ASC president

ANOTHER SEASON has come to an end for most of us, and the usual mix of great days for soaring when I'm at work and flat days when I'm at the field repeated itself. This experience may have more to do with my daydreaming abilities at work and my flying abilities at the field. I did manage a few personal bests, so I have begun compiling my reading list for the winter in preparation for next year.

I have been absent from many ASC events this year because I left the company I had worked with for fifteen years and am now closer to the bottom of a new pecking order. This change required some shifting of priorities for the season. I am happy to have arranged three weeks off for the Nationals next year.

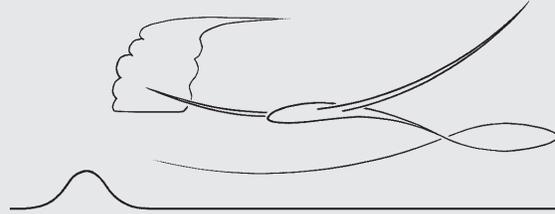
I regret not participating at summer Cowley because I strongly supported the move to early summer when the soaring conditions would allow for better flights. The reports in this issue indicate that the soaring weather was somewhat stronger than most pilots would sanely fly in! I am sure this will be reviewed at the planning meeting in November. I have heard suggestions of the Nationals finishing and summer Cowley following that event to allow pilots who have traveled from afar another opportunity to fly in beautiful Western Canada. Please express your preferences for dates so we can plan for a successful event.

The Provincials held at Claresholm after summer Cowley suffered a similar fate, with mid-day thunderstorms keeping most people under cover. "Part Deux" of the Provincials took place on the August long weekend in Innisfail. This weekend had been planned for all ASC members to attend a winch familiarization. The Friday prior to the weekend turned out to be the best soaring day, although a contest day was managed on Sunday, and many winch flights flown on a windy Monday of the long weekend. We enjoyed exposing CAGC members to a contest and other ASC members to winning. A repeat of the event will be added to the calendar for next year.

Speaking of 2005, if you have special events planned, please update the ASC Executive Director so that they can be distributed and published. ■■■ 19

ASCent

the 2004 season



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Cover

The day of the gorgeous lennies at the Cowley Fall Camp, Thursday 7 October.

photo: John Gruber

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www.soaring.ab.ca

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Historic bushplane visits Cu Nim

Al Hoar, Cu Nim

WHILE SEVERAL PEOPLE were rigging at Cu Nim on 15 May, the sound of a large radial engine grew in our ears from a question to a presence. I wondered right away, could this be the Fokker Super Universal approaching? Yes, it was. To our delight, Clark Seaborn, flying the 1929 Fokker Super Universal CF-AAM, turned and landed on runway 07.

Clark, with the help of other enthusiasts, particularly Don McLean, took over eighteen years to restore this historic aircraft. Eventually it will become part of the Western Canada Aviation Museum in Winnipeg. For now, Clark is flying CF-AAM around Alberta, the Yukon, and around the USA. Between 7 June and 13 June 2001, he retraced the routes she had traveled sixty-five years previously, visiting Whitehorse, Fort Selkirk, Dawson City, Mayo, Atlin and, of course, Carcross. This aircraft was flown out of Carcross by Northern Airways from 1934 until 1937. AAM was flown to Oshkosh in 1999 where it won the Judge's Choice Award.

This aircraft contains several hundred pounds of original parts from three Fokker Super Universals that were crashed or abandoned in the Canadian North. The rest of the aircraft, most of it in other words, was built from scratch by dedicated individuals.

Some statistics of interest are: The main spar is 24 inches deep at the root and the wing span is 51 feet. The wing is all wood, wood spar, wood ribs, plywood skin. There are 90,000 nails in the wing (how else to clamp all the parts together while the glue sets). The crew of two sits on a seat above the oil tank, up three

steps from the main cabin. The main cabin originally could seat six.

After all of the people at Cu Nim that morning had a good look around her, Clark took Tony Burton, Graeme Milne and me for a flight over his daughter's home in the hills north of the club and back to Cu Nim. The starting procedure for the Pratt & Whitney 420 HP Wasp involves running a flywheel up to speed, engaging a clutch, turning a hand cranked magneto booster, manipulating the throttle, and with the other hand ... , keeping two of us quite busy. I won't forget the experience of looking out over the top cylinders of the big radial while controlling the aircraft with the three foot long, yet light-to-the-touch stick. ■► 15



Al Hoar



Al Hoar

Dual Training? – not an option

Al Scott

from the Boundary Bay Flying Club “Prop Talk”

AT THIS TIME IN THE HISTORY of the development of aviation, the controls in place probably now prohibit what actually happened in this story. It’s interesting to note that no one was killed or even injured. The aeroplanes used, including gliders, were all properly registered and the people who flew them were licensed, although the students did not have student permits simply because none were required.

Eileen and I met a young man at a gliding exhibit which was part of an airshow. We began to talk about the glider on display and more generally about flying. I was a licensed pilot recently out of the RCAF and somewhere during that conversation the idea was born to start a gliding club. We knew little about it but we knew where to find out. A gliding club was being operated locally by a small group of Air Force people and because I was ex-airforce they agreed to help us. The necessary contact was made and I arranged a check-out in the club glider and permission to fly the required number of hours. After the proper tests and recommendations I obtained my glider pilot licence complete with an instructor’s rating.

While this was going on we formed a group of people together into the Cu Nim Gliding Club which is still active today and in fact not only owns their gliders and towplanes but also the hangar, and a club house all situated on their own airport at Black Diamond. However, this story took place in the 1950s. We purchased a used Schweizer 1-19 utility glider and arranged to use one of the member’s Ford as a towing machine. The only glider I had ever seen with two seats was a rather large war surplus aircraft with a wingspan of 55 feet and an all up weight of 1250 pounds. The only way to launch such a machine was with an aeroplane. This would not do for a group of people who knew very little about what they were getting into. We didn’t want to invest in a two place glider and a towplane; besides, we didn’t have enough licensed people to have somebody on both ends of the tow rope.

I was the instructor and it was my job to teach all of the members how to fly gliders. I didn’t even think that this was like a non-swimmer being tossed into the deep end of the pool for a swimming lesson. For the record, I feel certain that none of my students felt that way either. One of these trusting students was my wife,

Eileen. I will attempt to tell you how Eileen learned to fly by what I call “The Solo Basic Method”.

One couple, members of the club, donated their rum-pus room one night a week for ground school training and it was there the student learned the basics of effect of controls and the other necessary things. Occasionally we would have a party on a Saturday night to lighten up the proceedings.

At the first opportunity, when a fresh breeze was blowing from the west the nose of the glider was tied down and Eileen would climb in and practise keeping the wings level with the ailerons. This exercise was called “Aileron Balancing”. It didn’t take her long to learn about the ailerons and to satisfy herself that she could handle that part of flying. Following this exercise, we hooked her on behind the car and towed her along the runway. Once she caught up with the ailerons and managed to keep the wings level while in motion we towed her a little faster so she could also start learning about the effect of the elevators and now she was balancing the glider entirely on the one wheel which was situated just behind the cg of the loaded glider.

At this point we were starting to have trouble with the runway being too short because once you had her up to enough speed to make all of the controls work smoothly it was time to start stopping. I should point out that it took poor Eileen several weeks to get to this stage because she could only use the glider on Sundays and then only for a few minutes because there were several other students who also had to have a turn.

To solve the runway length problem we selected days when the wind was very light. The next exercise entailed a lot of briefing and also a demonstration because I had decided to drive the car around the triangle with the glider in tow (the field was an abandoned military field it had runways arranged in a triangle). This would require that Eileen learn to turn the glider and even though the wheel was still on the ground she had to bank the machine or it would not negotiate the turn. That is precisely how Eileen learned to do turns in a glider. It was a great day when she could be towed all of the way around the triangle without any of the nose skid, tail skid, or either of the wing tip bows touched the asphalt.

At this point Eileen's next task was to learn the proper effect of the rudder. She had been using it but only to steer with and now she had to learn how to control drift. To do this the glider wheel had to be off the ground which required a little more speed. We hoped for a day with a little more wind now so we could get the glider airborne quickly and give her time to make it drift, then stop it before the wheel touched again. This was really interesting; keep in mind the instructor was learning how to handle the car properly at the same time. It's a good job we were young and full of energy — I'm sure we wouldn't have made it all happen otherwise.

The next lesson entailed towing the glider along the runway, the car was accelerated quickly and because the glider sat with its nose skid on the ground with Eileen sitting in the seat she was required to rotate to takeoff attitude then level off once airborne. Of course she had to keep the wings level and then practise using the rudder so she would understand the effect of it and what it did for her. At this point the instructor in the car was still very much in control as to where the glider went and when it would land. He drove the car so he could make the glider become airborne and climb or descend and land. Time for the next step.

Every time Eileen climbed into the glider it was usually another day, so conditions had changed markedly. It was quite usual that the wind had changed and the runway sometimes had changed. The crew that helped her handle the glider to takeoff position might also be different. The trip along the runway behind the car, called a "ground slide", was started with a helper running along holding the wings level until the ailerons became effective enough to control them. The wing runner didn't usually have to run far but I am sure that a day at the glider field made everyone a hearty eater when they got home.

The next step was a "high hop" in which the glider became airborne and climbed as quickly as possible then she was to lower the nose and pull the red knob which would separate her from the tow rope. Depending on the wind the glider might reach an altitude of fifty feet before release and then glide back down to land. The high hop had variations in which Eileen practised shallow turns off the runway heading then back on before landing, etc. The student had not reached the training stage where one was considered to have gone solo because of the degree of supervision being exercised. Each hop followed a briefing taking into effect the current conditions of wind, etc. How-



A 1-19 in the early 1950s at Torrey Pines CA, a famous oceanside ridge soaring site near San Diego.
Photo: Vintage Sailplane Assn. Warren Watson Collection.

| | | |
|------------------------|----------|------------------|
| Technical Data: | Wt empty | 320 lbs (145 kg) |
| | Wt gross | 550 lbs (249 kg) |
| | Min sink | 3.5 fps (2.1kts) |
| L/D 16 @ 36 kts | Span | 36 ft (11m) |

ever it was at this time that Eileen would be "going solo" very soon.

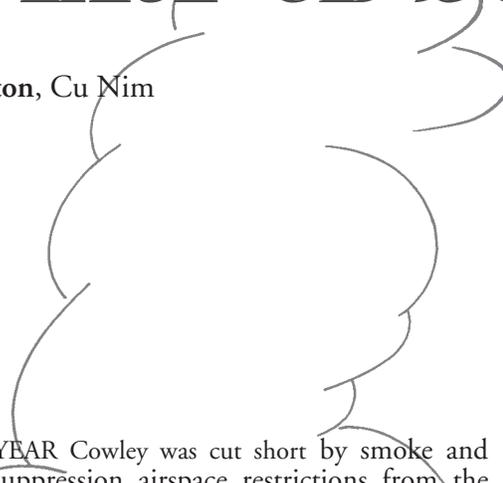
Now another machine entered — the winch. It had a Buick straight-8 engine with a cable drum attached to the drive shaft. On the drum was about 5000 feet of stainless steel wire which was drawn out by a little old 1929 Chevrolet truck we had acquired somewhere. The truck's only job was to tow the winch around and spot it where it was required and then it would lay the cable out to make it ready to launch a glider. It also doubled as a mule to tow the glider around if needed.

The next step in Eileen's training was large. She had to be prepared to climb high enough to make a circuit and come back and land on the airfield. She also had to be prepared for each and every eventuality such as a broken wire on the climb, an unlikely wind shift or any other eventuality. She was to become airborne at height for the first time by herself without the benefit of being there before. As I write this now I really wonder at all of this but we did just that with a few students and the remarkable thing is that we didn't hurt anyone nor did we damage any equipment. Conversely, I can remember a glider spinning in with a student and an instructor on board and while the aircraft was a write-off, the instructor was not injured and the student was taken to emergency where they found nothing wrong with him.

Meanwhile back at Airdrie airport where Eileen is sitting calmly in the 1-19 and I am briefing her, making sure she knows how to handle each and every eventuality she might face in the next five minutes. ■■■ 15

A VERY CB SUMMER

Tony Burton, Cu Nim



LAST YEAR Cowley was cut short by smoke and fire suppression airspace restrictions from the BIG Lost Creek fire in the Pass. This year it wasn't quite so dramatic but it ended two days early because everyone was tired of the showery weather every afternoon when what we were looking for was some decent climate! For the first time in decades, the camp had been moved from the end of July to mid-June to escape the overly stable July soaring conditions but we got way more instability than we bargained for. It was a small camp with only 30 pilots registered, mostly from Cu Nim but with our three regulars from Regina, Walter (GPSS), Karl Soellig (Vernon), Rod Morris (Invermere) and Frank Pilz (Hope).

The day before the camp opened, I arrived with E2 at noon from Claresholm and saw that Walter Mueller and wife Grace from Grande Prairie were the only ones already camping. Kerry Stevenson did arrive with the oxygen cart and set up a tent, but he left immediately and was never seen again. (It turned out that he was bitten by a dog in Calgary the next day.) The sky was a gorgeous cross-country picture — high flat cu and a light southeast wind. I left soon to go north to Cu Nim to collect my camper. Just on the road north out of the camp there was a great golden eagle parked on a fencepost with wings shrouding a lunch.

19 June ICO and PCK arrived in the morning with Blanik ISK in tow. There was some cu in the morning but it got progressively bluer during the day. Flights were generally an hour or less. Mostly Cu Nim pilots were arriving but Karl from Vernon showed up with his PW-5. Peter Neary drove in with the mighty IS-32 20m Lark. He has "CU" on the tail but everyone is calling it "Big Bird" which is fitting and the name has caught on.

A Vancouver Soaring Association pilot dropped in for a quick look at Cowley on his way along Highway 3.

20 June There was a cold front passage first thing in the morning. As the rain advanced down the valley from the north, we didn't even get the pilots meeting started as there was a rush to derig at 9 am. There was a good rain shower around noon also. No flying.

21 June The synoptic map presented a generally humid, cool, unstable airmass under a huge stationary loop of the jet stream which went up the BC coast into Alaska then straight down through Alberta. Winds: 30 knots at 8000 feet, 60 knots at 30,000, with all upper winds from the NNW. Surface winds stayed out of the SE all camp allowing ops on 11. This general weather pattern didn't change all week. The airmass kept on exploding over the high ground almost every day with afternoon warming.

Today there wasn't enough ground heating to give thermals until 1430 then only with a 3–4000 foot tow. It was the type of day that generates a lot of ASC tow ticket revenue! The best flights of the day were the later ones: L33 - 2.5 hours from 1630, and the PW6 - 2-3/4 hours from 1450.

With the two break-ins to the shack last year it was time to upgrade the door and Lee Coates with the help of Iain Colquhoun and Hal Werneburg started work on a metal door/jamb replacement — the work made more difficult by the rough brick opening being about a 1/2" narrower than the current standard door size.

22 June Sky covered in high overcast alto stratus in the morning. The morning forecast was for okay soaring with a chance (!#)\$ of towering cu and Cbs and showers in the afternoon.

First tow was at 1250 and John Gruber in the L33 Solo turned in the long flight of the day at almost two hours. By 1400 a large cell was growing up at the top end of the valley and moving south with the upper winds. It moved down the Porkies and was opposite the field at 1400 with rain, thunder and lightning. The easterly blowout crossed the field just after the last glider landed on 11. The operation was shut down and there was a pretty good rain shower at 1450.

23 June The morning produced some scraggly cu over the Livingstones. Same forecast of showers, this time with a frontal passage in the afternoon. At 1430 there was a very rapid increase in development to the north with a line of low cloud visible NE of the Porkies. There was a distinct difference in the cloudbases south of the Pass with Tim O'Hanlon reporting 13,000 feet there and it was less than 8000 at the field and north.

Even with the black approaching, some pilots were a little reluctant to cut their flights short until a radio call from Cowley Ground got persuasive (*"Get your ass on the ground — it's going to get ugly here soon"*). Everyone beat the weather to the ground but frantic derigging by some didn't beat a waterfall of rain and some marble-sized hail. There was more rain and hail later in the day also and the airfield became a lake for a while.

With barbequeing out of the question, a dozen of us went to Luigi's Pizza in Pincher Creek for dinner.

24 June Same humid airmass still. The afternoon saw raggedy cu on the Porkies and east/west to the south towards Lundbreck. They offered a couple of knots at the very best with the bases only reaching wimpy tow height at best. By far the best flight was made by Phil Stade with a 2-1/2 hour flight in Std. Cirrus *Jolly Miller* that started over the Porkies and proceeded west onto the Livingstones and he was able to ridge soar in tight and up to the cloud deck (it was below ridge height) until he started getting rained on, as well as being begged to come home so the field manager could make supper. Phil said it was neat and he hadn't done that since soaring at Hope.

Ted Sorensen was on hand getting retrained in the Blanik. He is a new/old student who was with Cu Nim then stopped gliding for twenty years. At 6'-7", he is so tall that he has to take his boots off to keep his shins off the bottom of the instrument panel. A WestJet pilot now, he is a quick study except for having to relearn the rudder pedals.

25 June Same old humid airmass and forecast for Cbs in the afternoon. At the morning pilots meeting, Ted, who had taken a severe weather/thunderstorm course at one time and flew with the hail project out of Red Deer, gave a very interesting talk on the nature and power of thunderstorms, giving us awesome stats like 100 knot upcurrents within Cbs that can dump thousands of tons of rain *a second*, and of dinner plate sized hail in the tropical storms.

We shut the operation down at 1440 when a Cb developed up to the northwest of the field over the Livingstones north of the Gap. The seven pilots got back down and derigged by 1520 — all behaving themselves very well after the close call of two days ago and reflections on Ted's talk. The storm tracked down the Livingstones and missed us with only a light shower at 1600. The air was very unstable and a gust front from the north and more rain appeared just before dark at 2230.

Saturday 26 June The breakfast sky was overcast to the north with cloud down on the Porkies — identical forecast but with promised sunnier conditions for Sunday and Monday. Enough was enough — the campers voted to move the operation to Claresholm asap. In quite a short time it was done, with the two Scouts and Phil Stade in ISK ferrying around the south end of the Porkies at 1030. I hauled Jolly Miller with Phil's car to Claresholm and then brought the pilots back.

At about 1145 at Claresholm airport, we looked at a black cloud about 6 kilometres to the north and there was a very narrow "cold core" funnel cloud snaking halfway to the ground which persisted for about 15 minutes.

Back at Cowley more gliders and campers got hauled away with me making two more trips to Claresholm. Big buildups with big rain underneath was scattered over the skyscape all day.

27 June Ahhh, it was a nice day at last, and pilots were getting used to operating on a public airport and setting up housekeeping in campers around the terminal building. Still a chance of afternoon showers as the airmass was not much changed, but 15 flights by eight pilots were had. Decent cu with 9000 bases to east. Phil did 200 kilometres in Jolly Miller — the only "real" cross-country of the entire camp.

28 June Mostly blue to the east as the daily heating wasn't going to be enough to break the nocturnal inversion up at a high 7000 feet or so. 30% PoP with possible Cbs forecast but they only developed over the north end of the Cowley valley due west. Lift was scratchy but hour-plus flights were made locally. Phil actually worked his way west into the Cowley valley and reported 4 knot lift to 10,000 feet under the much better looking cu over the higher ground there. Locally, after a 3000 foot tow, John Gruber didn't find a thing from release to the fake cu he flew towards and landed out at 1540 about 8 km south of the airfield.

So, another Cowley Summer Camp cut short. Now, at the same place with the same people, the event name changed to Provincial Championships ... ❁

we have a winner! the 2004 provincials

Tony Burton (E2)

FINALLY, AFTER THREE YEARS the Bruce trophy has been released from Al Hoar's mantelpiece and goes to a new winner. Not, as you know, because Al had won three years in a row, but we finally got an official contest completed. 2002, only one flying day; 2003 cancelled when the Lost Creek forest fire closed out Cowley midweek.

Now 2004, the Provincials moved to Claresholm and I advertised it as the 2005 Nats dress rehearsal. We had two practice days and four contest days scheduled from 29 June to 4 July. Surely more than enough time to get some decent soaring in the best average soaring weather of the year.

That turned out to be the trouble; instead of getting average weather (read climate) we got *actual* weather(!) — more of the humid and unstable airmass that be-devilled all of the Cowley camp.

The Town of Claresholm was completely on board as they wanted to see more airport activity, and they did extra work like doing a lot of delayed maintenance on the terminal building, chopped down the weeds on the inside runways, mowed the grass, excavated the tiedown cable on the 21/03 taxiway (years of disuse had it buried in the turf) and gave us the use of the terminal which is a great contest venue, and allowed camping on the field.

I wanted to exercise the airport to see what problems might arise from the larger number of sailplanes expected next year and what more might need to be done. I fully expect that fuel will be available on site next year and something might even get done to the tank trap called the airport infield, especially along the runway edges.

Mark and Orlan in VF, their DG400, stayed on hand from Cowley to fly for fun. Also on hand to help out, and who did a great job organizing the ropes and the flightline, were Ken Latam (who lives in Medicine Hat and flies with CAGC) and Lance Brown (a former Air Cadet who works in Claresholm).

Practice Day 1, 29 June Only a few of the signed-up pilots were here — the Calgary guys were probably spending a day or two at work to justify their paycheck

and see their wife and kids again — at least for those who had been at Cowley.

The tephigram showed that there was little likelihood for soaring as the temperature wasn't likely going to get high enough (26°C) to get around the elbow of the morning inversion. In any case, any better ground heating as was likely to occur on the higher ground to the west would go to Cbs with the 50% humidity of the airmass. The flat ground stayed mostly blue and by 5 pm the few small cu to the east were extending upwards in tall columns of tcu.

Only five flights were made, with John Gruber scratching for a surprising two hours in the club's Jantar, *Funny Girl*, and Phil Stade landed out eight kilometres south of the airfield in the Std. Cirrus, *Jolly Miller*, after going for some fake lift.

I suppose it was just as well that we didn't have a full operation going because just before noon the RCMP arrived and started setting up traffic cones on the X'ed runways to run a two day pursuit driving course! This was clearly a scheduling screw-up with the town but they couldn't stop their course as they had trainees coming in from several places. We coexisted for the time by lending them a hand-held radio and the circuit procedures we were likely to employ.

Practice Day 2, 30 June Forecast: showers and chance of severe thunderstorm. The morning had an extensive mid-level overcast from the night rain which did clear off. During the day there was some cu at 2500 agl until big anvils from Cbs over the mountains shadowed what little lift there was. Only five short flights, and Bruce Friesen landed out his Austria in a pasture just downwind of the sewage lagoon two miles west of the field.

1 July — actual scores produced!

The forecast was poor with a trough sitting between us and the Rockies, only a high of 22°C called for and thundershowers. However, it actually turned out to be soarable, with the build-ups staying away to the north and the high went to about 26° which provided an 8000+ cloudbase and good little thermals if you could find them. The cu were persistent in the vicinity of Claresholm but one needed legs to cross a blue patch to the east to go that way. A street led from north of

A Cb thundershower bears down from the northwest on the Claresholm airport.

Tony Burton



2 July Thunderstorm warnings (again), PoP 40%. Pilots meeting delayed to noon to see if any soaring possible. By 1130 a big Cb building to the northwest was moving south down the Porkies and its anvil was overhead at noon. Griding held to 1300. More anvils overhead at 1400, light rain and the area to the southeast got soaked. The day was cancelled; pilots who drove south to Head-Smashed-In Buffalo Jump said the sky was full of cu there.

A severe thunderstorm warning was issued in the early

evening. Some space was found in the town hangars to put the two Scouts under cover. All remaining gliders were derigged, the last one after 10 pm by headlights. At last light the huge Cb to the north evaporated.

Granum to the fire lookout on the Porkies that tempted a few pilots to try that turnpoint. A lot of cirrus and Cb blowoff made it risky to go too far afield because the conditions changed quickly and could shut down at any time.

A short 1.5 hour TDT task was called and Struan Vaughan was motored off in his DG-400 as sniffer as cu started to form at a useable height. With the second thermal found, the grid was launched at 1300. The start gate opened a few minutes before 1400 with quite a few pilots lurking in the start area near cloudbase. All ten got going asap given the uncertain looking sky.

Everyone got a score. Rolf Siebert and Vaughan Allan dared to go a long way downwind to the NW and both made the Bassano Dam turnpoint 114 km away. Vaughan got back as the latest landing after he timed out on the flight but Rolf landed out southwest of Vulcan, damaging his gear doors in the process. Bruce also landed out again, but nearby. With good looking cu lined up between Stavely and Granum I stayed close to home, flying slowly, and was surprised to find that the strategy had won me the day. (Actually, I was too chicken to try to get the Russia too far away!) The next morning I mentioned to the lads that the Blanik could have done exactly the same thing and ISK's handicap would have given it the day easily.

3 July More of the same old same old. By late morning there was a little cu development at 2000 agl and a little clearing of the mid-level overcast. By noon there was no change and the day was cancelled. By 1230 there was a massive line of black moving down from the northwest which gave heavy rain at 1330.

With the next day's forecast calling for general rain, some far away pilots packed up for the long drive home. We did finish the day with twenty gathered at a convivial dinner at Douros Pizza.

4 July was a final clean-up day at the airport. There



Bruce with his "pasturized" Austria.

Tony Burton

was some talk that we really should try to make the contest legal by having a "Provincials – Part 2" at Innisfail on the August long weekend. It would also add to the general festivities that CAGC was planning which included winch launch experience and BBQs, and I thought that a line of glass sailplanes there on the runway would give some added incentives to their members. Okay, back to work preparing a new contest map and set of turnpoints ...

Innisfail

30 July I arrived Friday at noon to find John Mulder and Blaine Moore getting ready to fly. Naturally this turned out to be the best day of the weekend with bases at 8500 (5500 agl) and moderate thermals.

John flew off north on a Silver distance attempt in his Jantar, *Jam Jar*, and landed 67 kilometres away at Ponoka airport. He'll have to do it again though; he stuck the barograph paper onto the drum with a much-used bit of tape which came free and the drum rotated all by itself. Blaine flew locally in his Dart, OAK, sporting a lovely new smoked canopy.

After tying down E2, I went off for dinner at 6 with Todd Benko. On leaving the restaurant 45 minutes later, the earlier quite benign-looking sky now was utterly evil, with low scud and a wall of rain bearing down from the north. We barely got outside of town on the way back to the airport when wind, big rain and pea-to-marble-sized hail descended. We had to pull off the road briefly, and all I could think of was my poor little glider. As we approached the airport, it was ap-

parent that the very edge of the cell had gone by as it stopped raining and was blue overhead again. The airfield was saturated and hail-covered, and E2's stab had many impact dimples. It was amazing how quickly a nothing sky had morphed into a hail-filled Cb.

31 July There was a cold airmass to the north, clear to the south but a lot of cloud at 10,000 where the wet and dry adiabats met. CAGC was winching their 2-22 in the morning but cloudbase was only 2000 agl until midafternoon. The Cu Nim fleet arrived and did some local soaring. There was no task.

1 August At 4:50 am I was awakened by a whole lot of noise from the tent as a cold front arrived with another mighty wind and downpour. This time E2 along with ten other gliders and a towplane were dry in the big hangar. John Gruber got out of bed to check on the L33 Solo he was flying and the other two birds tied down outside. The torrent eased off after a while but the rain persisted until 8 am with just over an inch having fallen.

As the morning progressed the classic nature of this cold front was seen, with the overcast progressively breaking up and blue sky followed by quickly forming low cu moving down from the northwest. The sun was shining by noon, low cu at 1300, high forecast as only 18-19°C. We had a chance to go flying and I called for gridding and be ready to go at 1430. Al Hoar went sniffing at 1445 in his motorglider and reported 1–2 knots with bases at 2200 feet, so I launched the fleet to get everyone up and ready for the task if the cloudbase rose to 3000 agl.

2004 Alberta Provincials - Claresholm & Innisfail

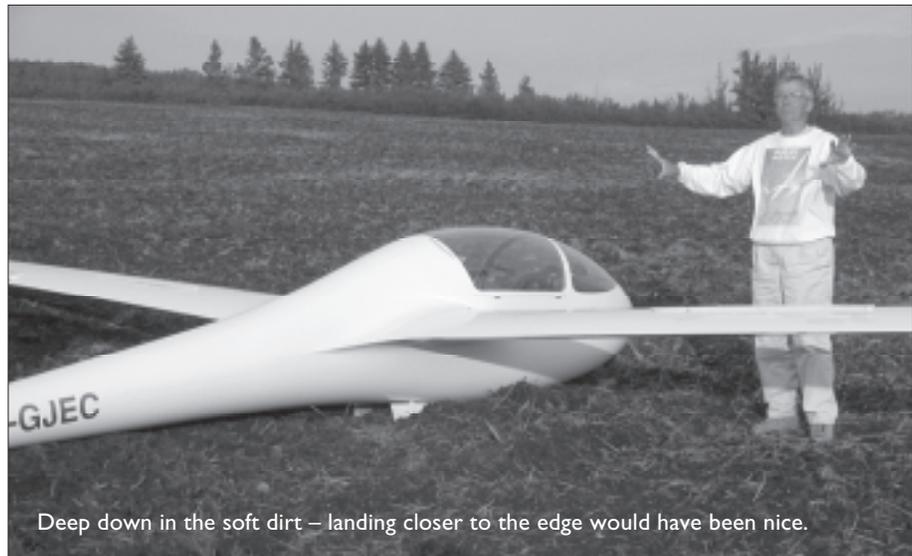
| Pos | Name | Glider | Hand | Day 1 – 1.5 hour TDT | | | | | Day 2 – 2 hour PST | | | | Total Pts | |
|-----|----------------|-------------|------|----------------------|------------|------------|---------|---------|--------------------|------------|---------|---------|-----------|-----|
| | | | | Dist | Bonus Dist | Score Dist | Day Pts | Day Pos | Score Speed | Score Dist | Day Pts | Day Pos | | |
| 1 | Tony Burton | AC4-C | 1.19 | E2 | 112.0 | 11.2 | 146.6 | 600 | 1 | 0.0 | 81.0 | 226 | 2 | 826 |
| 2 | Phil Stade | Cirrus | 1.00 | JM | 86.0 | 8.6 | 91.8 | 376 | 7 | 0.0 | 65.3 | 182 | 3 | 558 |
| 3 | Rolf Siebert | G304 | 0.95 | RS | 127.1 | 0.0 | 120.7 | 494 | 2 | dnc | – | 0 | 13 | 494 |
| 4 | Vaughan Allan | DG-800A | 0.85 | 91 | 126.2 | 12.6 | 118.0 | 483 | 3 | dnc | – | 0 | 13 | 483 |
| 5 | Tim O'Hanlon | SZD-55-1 | 0.94 | TJ | 112.9 | 11.3 | 116.7 | 478 | 4 | dnc | – | 0 | 13 | 478 |
| 6 | Bruce Friesen | Std Austria | 1.35 | DM | 19.3 | 0.0 | 26.0 | 106 | 10 | 46.8 | 93.6 | 366 | 1 | 472 |
| 7 | Struan Vaughan | DG-400 | 0.88 | F9 | 115.3 | 11.6 | 111.7 | 457 | 5 | dnc | – | 0 | 13 | 457 |
| 8 | Al Stirling | ASW-20B | 0.90 | 1 | 109.5 | 11.0 | 108.4 | 444 | 6 | dnc | – | 0 | 13 | 444 |
| 9 | John Gruber | L33 Solo | 1.26 | FO | 39.2 | 3.9 | 54.3 | 222 | 8 | 28.2 | 28.2 | 142 | 4 | 364 |
| 10 | Alan Hoar | PIK-20E | 0.92 | 9L | 45.9 | 0.0 | 42.2 | 173 | 9 | 3.8 | 7.6 | 30 | 8 | 203 |
| 11 | John Mulder | Jantar | 0.97 | JJ | dnc | – | – | 0 | 13 | 0.0 | 42.1 | *67 | 5 | 67 |
| 12 | Peter Neary | IS-32 Lark | 0.92 | CU | dnc | – | – | 0 | 13 | 9.8 | **9.8 | 49 | 6 | 49 |
| 13 | Dave Rolland | Jantar | 0.97 | FG | dnc | – | – | 0 | 13 | 0.0 | 15.0 | 42 | 7 | 42 |

Scoring distances and speeds include the handicap factor.

* 50 pt penalty (not within 0.5 km of TP). ** no credit for a TP (more than 1.0 km away).

Phil flew FG on day 1 and JM on day 2 - his score reflects the changed handicap.

The task was a two hour PST. Conditions were weak but it was a go and the start gate opened at 1520. The cu were soft, though there was the occasional 4 to 5 knots that couldn't be centred. There was some overdevelopment and you had to stay in the sunshine with only the better-drained fallow or swathed fields generating thermals. With the bases only at 6200 msl until late in the day when they got to 6800 to the north, it was get high and stay high and use everything you could find with less than 2000 feet of operating height.



Deep down in the soft dirt – landing closer to the edge would have been nice.

Al Hoar

By day's end it was a contest! No one got very far and half the field landed out. Day winner Bruce Friesen actually got to a turnpoint other than Dickson Dam (14 km away), going 37 km to Pine Lake *and* return, mostly to see the house of a relative that he was staying with, he said.

Phil Stade did well getting to Caroline 50 km away but he landed halfway back, and I got to the Hespero airfield, 39 km away, also landing about halfway back. Over Hespero at about 5 o'clock and higher than at anytime during the day, I saw a Jantar on the runway (it was JJ) – and a towplane landing to retrieve it.

The retrieve crew garnering the most honour and an solid gold IOU on dinners was John Gruber and Al Hoar who helped get E2 out of the middle of a very big, soft, well-plowed field. As soon as the wheel gained purchase at the flare, it was an abrupt carrier landing stop – the wheel mark was only about 30 feet long! At stop the fuselage was resting well down on its belly in the dirt and I initially thought that I had landed gear up until I remembered that there was the wheel mark. Assuming the wheel grabbed at about 45 knots, that was a 5g max arrest if my math is correct (I had a sore neck for the rest of the day).

After getting the trailer set up in the back yard abutting the field, it was a 500 foot return slog three times to manhandle the bits back to clean grass. Al had brought along a wide strap to help carry the wings and it was a great help, but even the lightest wings in the fleet required a couple of rest stops.

The really hard work was moving the fuselage. It turned out that the abrupt stop had bent the wheel downlock, and gear would retract every time the wheel hit a bump while rolling. Then the wheel got progressively harder to turn as it gathered up the moist soil until it wouldn't

rotate forward any more. Then we rolled it backwards for a while (that also solved the self-retracting problem) until the wheel jammed that way also with about 150 feet remaining to the "shoreline". The fuselage got carried the remaining distance to the house where it took considerable hosing down to get the belly and wheel well clean enough to fit on the cradle and to retract the gear.

The only really interesting contest stories are retrieves. Thanks Al and John, and thanks to the farmer too; it took all four of us.

2 August The forecast had been for warmer weather (23°C) on Monday with hopes that it would be a better soaring day with a drier countryside and higher bases. It wasn't there; it was humid, insipid cu gave an 80% cloud cover, and bases were only 2000 agl. So, no task, but we finally had a real contest. Scores had to wait until Al could get the official Nationals scoring program to work for him. It is a powerful program, but it's user-surly and eleveny-three files have to be arranged just so for it to be happy.

E2's fuselage spent the morning on its side, looking like a beached Beluga (about the right size, actually), outside the terminal building with the wheel off, with more hosing, and the downlock latch out and in a vise getting tweaked back into shape with a hammer.

About noon, the Cu Nim contingent was gathered around the button of 16 on the grass, sitting in chairs, telling lies and jokes while waiting for their introduction to the winch launch.

Thanks to all the CAGC folks who were around to make it a memorable weekend for the visiting warriors; we will come again. ❁

INDIAN SUMMER WAVE

Tony Burton, Cu Nim

John Gruber



OCTOBER more than made up for the pain of the pitiable, all-suffering glider pilots that went to the Summer Camp. After the odd and unuseable weather of the summer, the wave camp was a beautiful spring. As September progressed it stayed damp to the despair of harvesting farmers. Finally, the last week of the month turned consistently sunny and dry, which *really* had me worried as I thought it was bound to change for the worse again for the camp. It didn't — the whole first half of October was gorgeous; Indian summer, 20+ some afternoons, with enough wind aloft to produce seven days of wave!

But where was everybody; only 25 pilots registered. On the run-in to the camp, Phil Stade was resorting to extravagant promises of free meals, massages, and dancing girls to any towpilot in the province of Alberta that could make himself available mid-week. Henry Wyatt came to the rescue from ESC, filling in for Wednesday and Thursday, which turned out to be the two best wave days (Phil reneged on the dancing girls — senior though Henry is, it would have been a nice touch).

There were only a handful of flights on the opening Saturday after people and gear moved down from Black Diamond. On Sunday an upper cold front crossed the area in the morning. It stayed sunny and blue all day with a quite cool and moist surface layer with no convection whatever. Everyone on hand were from Cu Nim except for our Regina regulars, Mark Westphal and Orlan Dowdeswell with their DG400.

Monday had much the same airmass but it warmed up to a lovely 23°C so there was hope for a thermal or two in the afternoon. That's *exactly* what we got; with the assistance of some ridge lift when the wind picked up from the southwest — a trio of pilots found one thermal just after 2 pm over the knolls east of the runway up to an inversion at 8300 feet. After leaving that, it was pretty much a glide to the ground. The surprise of the day was Gord trying again right away, taking a 4000 foot tow west, and finding a little wave that kept him up for 2-1/2 hours.

Tuesday had early light and southerly upper winds and it looked like no wave would be possible, but it was going to be a lovely 24° afternoon. Henry Wyatt had arrived the previous evening with his Ka6E, and he spent the morning getting checked out by Lyn Michaud to tow with PCK. Then, at noon, the surface winds picked up from the west 15-20 knots and there was some wave in the blue. Being quite off-axis to the Livingstones, it was very patchy and changeable but anywhere from 4 to 10 knots up to 13,000 where the upper winds swung about 40 degrees more westward. There was noticeable shear turbulence in the wave at this altitude. Above, the lift was weak, but Gord reported getting to 17,200, Phil 16,800, and Dave Mercer reached 16,200 while exploring as far north as the Chain Lakes and south down to the Shell gas plant.

Wednesday was the best wave of the camp and there were only ten pilots on hand to enjoy it! Upper winds

were 40 to 50 knots above 12,000 feet at about 240°, and -25°C at 24,000 feet. Five pilots reported getting to the top of the block at 28,000 feet (I gave Gord hell for not carrying a barograph to prove a Diamond climb). I gave Kerry Stevenson my Winter to carry in ISK but he got stuck while transitioning from the secondary back to the primary and couldn't get above 15,000.

The big success of the day was Dave Mercer in his Genesis 2. Amidst a rat's nest trace on his flight recorder file was a 100 kilometre triangle which was flown at an average speed of 141.5 km/h, a new Canadian record in both Open and Club class. This topped the old record of 131.1 km/h set by Kevin Bennett out of Cu Nim in 1989. On landing after 6+ hours at altitude, he just sat for a while next to the cockpit, boots off, working some blood back into his feet. That night the whole camp was sitting around one picnic table with beer and leftover spaghetti and steak.

The next day the upper winds were lighter, only 20 knots at 12,000 but more westerly. It was mostly blue with a high of 18°. Vaughan Allan flew in from Claresholm in the morning in his DG800 and wasn't too impressed with the wave at the time. It did turn out useable though: Phil took off at 11 am for a 7 hour cruise, Gord got another 28,000 (this time with a barograph), and Dave got a *second* record flight.

Gord's Diamond was the only one for this year, and he also picked up his Silver duration with just three minutes to spare. He lost the wave off tow and was back entering the circuit at 1 pm when he got some lift which he worked back into the wave via thermal and rotor for an eventual gain of height of 23,100 feet (7040m). Excellent.

Dave's record flight today was the 100 km speed-to-goal, starting near the Gap and heading south and east, bouncing off secondary waves south of the Pass, and finishing near Cardston where he landed at the airport. The achieved speed was 167.0 km/h (156.9 km/h Club), blowing away the existing Open and Club class marks of 136.1 and 119.8 km/h. The last half of the afternoon saw lennies forming along the whole front range; classically long, high, and slender, beautiful to behold in the lowering sun!

Friday — This was a day that looked like it ought to have been good with big fat waves aloft, particularly to the north where a well-formed secondary and tertiary extended back over the Porcupine Hills. However, it was difficult to transition from rotor to the wave in the 8–9000 foot area. It was very rough on tow. Ron Cattaruzza connected in his SZD-59 Acro and happily radioed to all around 4 pm what a great cross-country flight he was experiencing. That was a mistake — he

got into trouble soon after and landed out at the north end of the Chain Lakes.

Saturday — Today a cold front was due to slide south and east through Alberta with low level turbulence but not get as far south as Cowley. It did, however, make local wave flying “interesting”.

It looked totally unsoarable in the morning with a mish-mash of cloud at several levels. But after lunch the clouds aligned along the Livingstones and all six pilots who flew got into wave. It was spotty and up to 10 knots in the lower levels but there was nowhere to go. The airmass was relatively moist giving a lot of cloud, a thick lennie overriding at 17,000, haze in the primary down with, as the afternoon progressed, more and more frontal cloud intruding from the north. One got boxed into a small area in the primary south of the Gap. It got claustrophobic for awhile with 100% cloud cover just to the north of Cowley, but by late afternoon it did dry out a little and open up.

Today the perfect intro arrived on the field — Jean Claude, a dead keen low time power pilot from Canmore who tracked us down, got a flight, could barely believe the kind of aviating he was experiencing, and then spent the whole weekend camped in his car, flying more and integrating into the camp like a regular member. We need more like him and Cu Nim sure hopes to see Jean again in the spring!

Now it's Sunday; sunny, blue, upper winds northwesterly for a change and forecast to be only in the teens at 12,000 and below. There was a bit of scrappy rotor cloud on occasion to point the way to wave (which was poor), and some pilots tried 5000 foot tows. Perhaps because of low level instability, it got very rough as the afternoon progressed, and the tows became the main topic of conversation. Rod Morris, giving his significant other a flight in his PW-6, lost sight of the towplane and wisely released asap.

With few pilots on hand and lots to move back to Cu Nim tomorrow, Dave Rolland went back with ... the Blanik trailer. The thirteen bodies remaining closed the day with a Thanksgiving feed at Luigi's.

The last Monday, and the morning was really nice. There was some wave and six pilots got early and lunchtime launches for flights up to four hours while the camp was being shut down. On the last flight of the camp at 1330, Phil took Jeff Bilodeau up on a student flight ... and ... it was dark before ISK got derigged at the Hutterite colony. With that and his landout with one of his bank customers at Black Diamond, Phil probably has a lock on the Cu Nim landout trophy for 2004. ❁

Old methods & new perspectives

Graeme Milne, Cu Nim

DEVELOPING the right organizational structure within a gliding club is a cornerstone for the maintenance of a safe flying environment. Cu Nim is working to find that right structure for our members.

Tried and true old methods dictate that a club should have a Chief Flying Instructor, a Safety Officer and a Field Manager. As a new member of the Cu Nim executive, I observed that the CFI sets out the student pilot schedule and maintains the training standards required of instructors. Transport Canada looks to the CFI as the person responsible for all club flight activities. Newly-licensed pilots test the limits of their cross-country skills under the watchful eye of the CFI. Discipline for senior club members (though rarely needed) falls within the CFI's sphere. There are more duties, but these listed serve to demonstrate that the workload is heavy!

We have a Safety Officer at Cu Nim. It is my understanding that the hidden agenda for this position is that of CFI-in-training. While I firmly believe in safety and the need for a person to reinforce safe practices, I find it difficult to identify any hard results produced by safety officers. I think the position is under-utilized.

We abandoned the field manager position at Cu Nim several years ago due to the difficulty in finding enough

members from day to day to serve in the position. The self-dispatch system and ground management activities seemed to get done in an uncontrolled manner. Thorough logbook entries were developing into a problem. Without the watchful eye of a field manager, flightline duties seemed to fall onto the instructors of the day and the CFI.

Our flying season is short — April through October — and most of our activity takes place on the weekends. Saturday and Sunday morning at Cu Nim in the Alberta sunshine is a sight to enjoy. Everybody wants to fly. Where was that organizational structure to make it flow safely? In my opinion, the support structure was growing weak.

This year we set out to strengthen the operational structure by rebalancing the workload of the CFI and the Safety Officer and re-introducing a formal Field Manager. Our CFI manages the Flight Training Unit (the unlicensed pilots and the instructors). The Safety Officer manages the transition of licensed pilots to our single seat gliders and that heavily shrouded area of licensed pilot discipline. The balance of duties between the two positions is a work in progress. Late in the season we discovered the need to provide the group of newly licensed pilots with cross-country training. Other overlapping duties between the CFI and the Safety Officer will occur as we move forward. I believe the sharing of duties between the two positions will ebb and flow to match the strengths of the personalities that fill the positions. It will be a continual work in progress.

The re-introduction of the field manager position has had some success. On busy days (there have not been many due to the cool summer season we have had this year) it has been a pleasure to participate in the well controlled flow of the operation from morning to dusk. The majority of our members understand the benefits derived from having a well-managed flightline and have dedicated their valuable flying time to service on the flightline.

This article was not intended to cover the details of each club position, but rather to pique your interest in such a manner that you review your own club's flightline organization and tailor it to your members' current needs.

Buried somewhere in a well-run organization lies the key to avoiding that serious accident. ❁



John Broomhall

Dual training ...

from page 5

The old Buick is snorting away down at the other end of the runway and the wire is in place. The most important thing for Eileen to know is how to handle the glider in the event of a broken wire which will leave her nose up and with no means of propulsion. The climb she is about to make will take her to an altitude of between 500 and 800 feet in a matter of 40–50 seconds where she will lower the nose, pull the big red release knob and, after making sure she is clear of the cable, start a left turn. If she does not release, the hook is fail safe and release the cable anyway when she overflies the winch. The release system was checked every time the wire was connected to the glider.

The wings are levelled by the wing tip runner and the winch engine engaged to take the slack out of the wire. When the glider moves slowly forward the wing tip person lowers the tip almost to the ground then raises it as high as he can reach then back to level — the signal for the winch operator to proceed with the launch. The glider with Eileen at the controls moves quickly forward, and is launched into the air where Eileen raises the nose and the climb is started fast and true. Everything works exactly as it should and she climbs to circuit height, releases the wire and turns left. It is a cool day and the air is smooth, a perfect day for just what we are doing. The wind is very light so she doesn't have to allow for drift anywhere and her circuit is flawless. As she sails by inches off the ground in a good landing everyone is calling out congratulations to her.

historic bush plane ...

from page 3

In the cockpit, one can look into the inside of the wing, following the wires out to the ailerons. There is a small mirror on the panel in which one sees reflected a compass mounted behind our heads (away from the engine). All the numbers on the compass are reversed so that they look correct in the mirror! The instruments are vintage – the old tachometer even works. A small panel of modern instruments used for flying today will be removed when she goes to the museum.

And the sound ... unforgettable! Clark summed it up “You will not likely ever fly in an older aircraft!”

For more information on this amazing restoration, check out these links:

<www.explorenorth.com/library/weekly/aa062101a.htm>
 <www.airminded.net/foksulfoksu>
 <www.nationalairtour.org/pilotplanespeople/aircraft_info.cfm?aircraft_id=15>
 <www.filcomm.com/ensign/planes/airshows/Sask2004/output/pages/017.jpeg> ❁

After several more flights using winch launches, Eileen went on to airtow but not before dual on this more difficult and exacting kind of glider formation flying. It has always been my contention that Eileen was the first lady to receive a glider pilot licence in Western Canada and because I have never heard of anyone else I still believe that. I know of one lady who flew gliders out of Calgary before Eileen but that was in the days before the DoT issued glider pilot licences. ❁

Editor's note: Regarding the lady who soloed earlier – her name is Evelyn Fletcher, a member of an all-women glider club in Medicine Hat, Alberta in the 1930s called the “Skylarks”. DoT issued her licence #1 retroactively when they began issuing them. You can read that story by downloading the 1/95 issue of “free flight” from the magazine's archive page at <www.sac.ca>.

Al (Scotty) Scott was born and raised in Tisdale, SK. At 16, he moved to Calgary with his family in 1941. He was in the RCAF from Dec 42 to Feb 45 and was awarded his wings flying Tiger Moths and Harvards. He got his Private Pilot Licence in 1946 and along with his wife Eileen purchased a new Cessna 120, CF-ELU. In 1950 he, along with his wife and friends Al Foster, Ernest (Red) Ockwell, and Red's wife Joy started the Cu Nim Gliding Club. Al received his glider pilot licence in 1951, complete with instructor endorsement and, as the first CFI, started teaching members of Cu Nim to fly a Schweizer 1-19 glider (CF-ZBS) at Airdrie.

Al rejoined the RCAF in 1952 with the rank of Flying Officer. His primary job was flying instructor on Harvards. While stationed at Penhold, he helped form the Cu Nim Gliding Club of Red Deer, instructing as well as flying the touplane in his off-duty time. He also took part in some airshows flying the Fauvel AV-36, a flying wing.

(Indeed there was another Cu Nim club in Red Deer. Al wrote to me, “Al Foster used to call them the ‘splinter group’. I had so much fun starting the Cu Nims in Calgary and teaching them and all that I started another one when the RCAF in their wisdom moved #4FTS to Penhold. We had a good bunch but after a couple of deaths, one in a glider and the other a great friend during an airshow, then a couple of other things, the Cu Nim Club of Red Deer seemed to dwindle”. I moved on before that ...)

Released in 1956, he worked at various commercial flying jobs and then started an insurance agency specializing in aviation, and was a member of several aviation organizations. In 1970 Al decided to satisfy his entrepreneurial instincts so he moved his family to Vancouver where he started and operated a successful business not related to aviation until his retirement. He is presently an active member of the Boundary Bay Flying Club and the editor of the club newsletter “Prop Talk” although he no longer flies. ❁

Clubs

Edmonton

What a year! Hardly any soaring weather, and we were rained or blown out several weekends. As a result we achieved only about three quarters of the number of flights compared with last year. On top of all that, membership was down a bit.

Nevertheless, we achieved something. We had sixteen student members, of whom nine are pre-solo, six have soloed (two this year) and are now working on filling the requirements for licence, and one achieved his licence. With a small nucleus of instructors this keeps us busy enough.

During the year we ran three flying weeks, aimed especially at the students, but with all members welcome to come flying. The first was from 15–24 May, the second 19–23 July, and the last from 9–13 August. We were delighted when, during the July week, members of the Grande Prairie club joined us. Steve Swallow, Lloyd Shirk and his son, and of course, Walter Mueller all came down. Since Steve and Lloyd were piling on time in the circuit the lack of soaring weather was no problem. They then took their flight tests and achieved licensing. Walter would set off into a nothing day and come back two or three hours later. No canola field outlandings this year!

We were able to send our Puchacz to the SAC Western Instructors course at Innisfail where it seems to have been much appreciated. Bob Hagen went with it, and joined in the course as an assistant instructor. To his surprise, and to our delight, he found he had enough experience to meet standards for promotion to Category 1. He came back a convert to the idea that all instructors should from time to time take an upgrade course, in particular to make sure that all are teaching from the same syllabus. When Dan Cook eventually settles in BC we may be able to persuade him to bring upgrade courses to the clubs. We think Bob is right, and that regular, though not necessarily frequent, revision courses for instructors are an important safety thrust.

We have at last moved on the matter of upgrading our two place fleet by buying a Blanik L23 from Rudy at Pemberton. A three man expedition over three days braved the wilds of central BC dragging the Puchacz trailer, and having completed the purchase spent some hours with rope, wood, nails, and padding settling the Blanik onto a need-to-be-modified trailer for its journey home. We had heard of the road into Pemberton via Merritt. It is magnificent, but certainly not fast, at least for our type of promenade.

The test flights at Pemberton opened our eyes. Flatlanders find sloping terrain novel, if not intimidating; we shall be easily persuaded to visit Invermere to learn more. Many are now checked out in the new machine; all are more than happy with the change. Fancy, no longer doubled up in the back of the 2-33!

The PW-5 continues to prove its mettle as a replacement for the old 1-23. Many are now converted into it, including solo students, and, when flying is possible it's rarely on the ground. Some of those who converted last year, and some from this year, have moved on to the ASW-15. Can we turn their attention to cross-country? We shall try.

Bruce Friesen, peripatetic as usual, joined the Provincial contest and placed sixth out of thirteen, unaware that wood is not the same as fibreglass. Ron Cattaruzza continued his pursuit of wider skills, wandering over the countryside, surprising himself sometimes with an outlanding. Those of us who have not yet landed out are not trying hard enough!

Now the snow has come early and looks as though it will stay. There's always next year!

Henry Wyatt, president

Grande Prairie

There was a little more activity at GPSS this year. As we still do not have a two seater yet, some of us went down to Chipman to get a few check flights. I spent a couple of days there and had a great time. Not just flying, but the camaraderie that comes with the sport of soaring.

We were able to get our K8 up into the air this year. It had been a few years since it was last flown. Walter did the first few test flights and after a little bit of adjustment on our launching, everything began to look up. We found out that we needed to be ever so gentle on the amount of power on a winch launch as it is very light and is ready to fly quickly.

Once the K8 was flying, one of our club members, Lloyd Sherk, took it and his son Logan to Chipman. They spent a week flying with ESC, and Lloyd was able to finish up his licence. Logan (an Air Cadet) got in a few good flights himself.

We added a new member to our club *and* a new private glider. Steve Swallow bought a Pilatus B4 from the retired Smithers club and he secured his licence this year as well.

Walter Mueller and Les Oilund had several flights over an hour long this year out of our local field. The highlight of the year, at least for me, was in mid-August when we had

three gliders in the air at the same time. I thought this was a good accomplishment for one day launching off a winch.

Things are mothballed for the winter, but we look forward to an even better year in 2005.

Terry Hatfield

Central Alberta

At CAGC this year our flying season started on the 10th of April, which is earlier than it ever has. We took this as a sign of great things to come for the year. As it turned out, it was a year of both ups and downs. First the bad news — a few of our long term members elected not to join the club this year due to other commitments. This left us with fewer members this year, as we weren't able to attract many new members. We are now in the market for new students, as most of our students have graduated to licence.

Now the good news — CAGC hosted two significant events this year. The first was the SAC Western Instructors Course and the second was an August long weekend fly-in, which turned into Part 2 of the Provincials.

The SAC Western Instructors Course was run by Dan Cook from SAC, and there were students from Vancouver to Winnipeg. The weather wasn't all that cooperative as many of the days were rained out. Despite the weather, they managed to get enough flights to qualify. We also were able to get most of the student fam flights on the winch. Extra thanks go to Brian Davies for instructing, Tom Schollie for being the workhorse towpilot, and Ken Latam for working as ground crew all week. Members from CAGC participating in the course were Cuyler Green (Instructor, pending additional flight time), Brian Davies (Instructor II), and Roman Budzis (Instructor, pending medical).

The August long weekend event was originally conceived to be a fun flying event and winch familiarization weekend for interested pilots from all over Alberta. The August long weekend was chosen as Cowley had moved to June. When the Provincials were not able to be completed at Claresholm, we volunteered our weekend and facilities to host Part 2 of the contest. As it turned out, Friday was the best day of the weekend, but only a handful of pilots were around to enjoy it. John Mulder flew from Innisfail to Ponoka and was hoping to claim his Silver distance, but poorly attached paper on the barograph gave a bad trace. On Saturday, the conditions weren't quite up to contest standards, so only local flights were accomplished. On Sunday, although in the morning it was raining, in the afternoon the sky cleared, and the contest was able to go ahead. Monday saw low cloud and we used that day to do winch familiarization flights for pilots from other clubs. Most agreed that the winch was a lot of fun.

In other club news Rob Riege started flying his L33 after purchasing it damaged and completing the repairs this summer. Our club Lark is still not flying, although we now have all the parts required. Hopefully this winter we will be able to complete the work. John Mulder completed his Silver duration and C badge with a 5 hour and 11 minute flight on 26 June.

We are optimistic for the 2005 season, but as mentioned above we are in the market for new students, so if you know of any please steer them in our direction.

Carol Mulder, president

Cold Lake

Early in the 2004 season, our club executive chose to focus our limited resources toward the "fun" aspects of soaring.

Consequently, most of this year's activity consisted of individual members working on improving their soaring skills, while we minimized the resource intensive instructional and fam flights. Unfortunately, (as in 2003), the combination of intense military flying, poor weather and low membership levels conspired to keep our activity level low. Despite this, several members made local flights of 2-hour duration and a few cross-country attempts. Scott MacCulloch even tried to send one of his shoes soaring when it tangled with a towrope during a launch.

The most significant soaring flights by one of our members occurred at the Cow-



Part of the contest grid at Innisfail on Sunday – right to left, Bruce Friesen's Standard Austria (ESC), the Cu Nim L33 Solo flown by John Gruber, Tony Burton's Russia E2 (Cu Nim), and John Mulder (CAGC) in his Jantar, *Jam Jar*. It's a great looking sky but the ground was wet and the thermals weak (see the Provincials story).

ley Wave camp. Flying his Genesis 2, Dave Mercer blew away some existing records by as much as 30%, setting four new Canadian speed records in the Open and Club class 100 km speed-to-goal and 100 km FAI triangle categories. Notably, most of Dave's flights occurred in the wave at altitudes up to 28,000 feet, temperatures as low as -30°C, and speeds averaging as much as 167 km/h!

On 26 September we conducted autotow operations for the first time in two years. This activity provided the attending members with some fun and a good insight into this inexpensive launch method. As our shortest runway at Cold Lake is 8300 feet long, autotow may be a viable alternative launch option for our club providing we can make the modifications necessary to improve turn-around efficiency.

Looking ahead to 2005, we will continue to try to keep the costs down while grappling with outrageous aircraft insurance rates. Mostly we will be looking for ways to continue keeping the fun levels high. Happy soaring!

Randy Blackwell, president

Cu Nim

Cu Nim has been spending some time on fleet planning this year. Changes to a club's fleet are often driven by the need to replace a wrecked glider. However, the dynamics of trying to make proactive changes to an existing fleet can be quite a bit different. When nothing obvious is broken, it is more difficult to determine what (if any) action is required.

This was the situation facing a group of Cu Nim members who decided to focus on Cu Nim's fleet in 2002. Recognizing that it is difficult to make significant decisions in a vacuum, this group decided to form a Fleet Planning Committee (FPC) and invited all interested members to participate. The objective was to outline a long term vision of the optimum fleet for Cu Nim, and move forward to achieve it.

The Fleet Plan was completed in February 2003 and presented to the club. The plan reviewed the existing aircraft and proposed an optimized fleet based on the roles required by the club. The comparison of these three factors (roles, existing and optimized fleet) resulted in the recommendation that the club immediately purchase a "transition" ship. Its primary role would be to make it easier and safer to move newly-licensed pilots from two seat trainers to single seat ships. The existing fleet required pilots to jump from a Blanik L13 to a Jantar 2 – quite a lonely leap!

After much discussion, the club passed a motion to purchase a Blanik L33. We soon discovered another issue — how to best integrate the new ship into the club. Needless to say

there were some difficulties but it now appears that the move was a positive one for the club. A number of newly licensed pilots have been introduced to the joys of a small responsive ship via the L33 and then progressed to Cu Nim's Jantar and Standard Cirrus.

The next step in the fleet plan was to look at a higher performance (compared to the current Blanik) two-seater for the role of advanced training. When the topic came up for discussion, it became clear that there were many conflicting views and concerns regarding this next step that had not been addressed in the original Fleet Plan.

Cu Nim is a large club consisting of experienced, thoughtful pilots. Everyone has their own strongly held view and reasons to support it, and in total these positions appear to cover the entire range of possible action. It appeared that it was going to be difficult for the club to make a decision in such an environment. So this next proposed step was referred back to the FPC for more detailed study.

The FPC members are a reasonable representation of the club as a whole — from students to pilots with decades of experience. What we needed was a method of reaching a consensus, a way of determining a recommendation for the



Karin Michel

Mark Bowman gets his wildflower bouquet and the bucket of water on soloing at Black Diamond.

club that would have unanimous FPC approval. The approach we decided to take is as follows:

Limit deliberations to the issue of the optimum fleet.

There are many issues facing any gliding club at any given time – declining membership, safety, training, finance, facilities etc, and the club fleet can impact them all. However, rather try to address impact of the fleet on club issues; we have agreed only to look at the fleet itself. It will be up to the club to integrate the FPC recommendations into the context of the club operation. As bizarre as this may sound, it is possible for the FPC to make a perfect recommendation, and then to have the FPC members vote against implementing it at this time.

Keep our own positions off the table for now.

We each have a position based on our own knowledge, experience and biases – that is inevitable. We also are aware that none of us has all the information which needs to be taken into account. We need to educate ourselves first.

Get all the information on the table.

The optimum fleet for Cu Nim is based on many factors. These include the size, nature, and objectives of the club membership, the intended roles of the ship (major and minor), the characteristics and costs of the idealized ship versus available ships, etc.

Build a consensus.

With all the information on the table (and keeping our own preconceived positions in the background), we expect to produce a unanimous recommendation for the club's next step to upgrade our fleet, supported with solid reasoning.

Present the recommendation to the club and address any questions and concerns.

We intend to deliver a well-researched, objective proposal backed by representatives of the various interests within the club. We should then be able to obtain general club support for the plan itself.

Let the club decide when to proceed.

The decision regarding the best use of club resources (time and money) is beyond the scope of the FPC, and rightfully belongs with the club as a whole. We can now change hats and participate in the club discussion regarding the best way to proceed with future operations, with a constructive change to the fleet being one option.

Will this work? The only thing we can count on is, like any soaring flight, there will be surprises. How well we deal with them, and how close we come to reaching our goal remains to be seen. But careful preparation gives us the best chance of success.

Barry Ronellenfitch

a note from John

from page 2

Communication between our clubs makes our sport stronger through increased participation and a greater opportunity to experience different club cultures. Regular reminders of the events posted on the ASC and SAC Events webpages and other forms of electronic media will allow people to plan for the events as they approach (it all starts with a good approach...).

2005 will see the return of the Canadian Nationals to Alberta. This event will allow us to market the sport of soaring in Alberta – we may enjoy increased awareness, and hopefully increased membership as a result of the event. However, it will need the support and resources of all the clubs in Alberta to ensure maximum exposure and potential associated benefit. I believe we can do more than launch the competitors and await their return. A few club two-seaters and some instructors available for introductory flights after the competitors launch would be one opportunity to expose interested observers in our sport. Advertising the event through the clubs in Alberta and providing an open invitation to all Albertans may also bolster our standing in the Province. Volunteers would be needed to introduce these bystanders to the sport, but it may give the retrieve crews something to do while awaiting the return of their pilots.

Do you have marketing ideas? Try some new things, maybe try some old ones again. What's there to lose?

As part of the changes in 2005, Tony Burton is stepping down from the position of Executive Director of ASC in March. Tony has held the position ever since 1986 when the Alberta Sports, Recreation, Parks and Wildlife Foundation first made funding available for sports associations to support a staff position. Tony felt that he was nearing his "best-before" date, and since he was going to be an official senior citizen in April (with all the government wealth that entails) it was a good time to hand over to some new blood.

I believe every member of ASC can provide an example of how Tony has given of his time and experience to benefit individuals, the sport, and the Association. I know that words are inadequate to express the thanks he deserves for his hard work, organization and perseverance over the years, but I am sure we will each find ways to thank him (maybe in the form of a retrieve from a muddy farmer's field?).

Phil Stade has accepted the position of Executive Director of ASC starting 1 April. Tony and Phil have been working together this year to provide a smooth transition. Thanks again Tony, and good luck with your new part-time job, Phil. ❁

Alberta pilot achievements of 2004

Solo!

Vitalijs Babans (ESC)
Mark Bowman (Cu Nim)
Gerrard MacLellan (ESC)
Ted Sorensen (Cu Nim)

Licence

Richard Pougnet (ESC)
Guy Blood (ESC)
Lloyd Sherk (GPSS)
Steve Swallow (GPSS)

Badges

Guy Blood, Bronze (ESC)
John Mulder, Silver Duration (CAGC)
Gord Taciuk, C badge, Silver Duration (Cu Nim)
Gord Taciuk, Silver, Gold, and Diamond Altitude (Cu Nim)

New instructors & instructor upgrades

Roman Budzis (CAGC)
Brian Davies (CAGC)
Cuyler Green (CAGC)
Ken Latam (ESC)
Bob Hagen (ESC)

Canadian record flights

| | |
|-------------------------|--|
| Tony Burton (Cu Nim) | Triangle distance – Club 515.7 km Free triangle distance – Open 433.4 km and Club 515.7 km |
| Dave Mercer (Cold Lake) | 100 km speed to goal – Open 167.0 km/h and Club 156.9 km/h 100 km triangle speed – Open 141.5 km/h and Club 133.0 km/h |
| Rolf Siebert (Cu Nim) | 100 km speed to goal (citizen) – Open 183.7 km/h and Club 169.0 km/h 400 k m triangle speed (citizen) – Open 140.1 km/h and Club 128.9 km/h |
| Rolf Siebert (Cu Nim) | Canadian OLC Champion for 2004 (3556 points for best 6 flights) |

Hans König

*Congratulations to all on these steps along the way.
What's your goal for 2005 – you do have one, don't you?*

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, 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 the first \$200, it's worth a serious thought. Here is what you do:

- write a cheque to the **Alberta Sport, Recreation, Parks and Wildlife Foundation** (*the minimum is \$250*),
- attach it to the donation form letter (available on the ASC website) and mail it to the Foundation,
- send Tony Burton an info 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 your donation from the Foundation,
- 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 this donation to back your club when the Foundation sends it to ASC.

Kerry Bissell new ESC life member

In September 2004 at its monthly meeting the Edmonton Soaring Club presented a life membership to Kerry Bissell in recognition of his long service to soaring for our club and for the province. His gliding biography is as follows:

- 1957 First flights in a TG-2 towed by a Tiger Moth at Blackfalds, AB
- 1960 Soloed in a Kirby Cadet, Netook, AB
- 1960 Glider Pilot Licence
- 1962 Glider Pilot Instructor rating
- 1966 Silver and Gold badges issued on 26 October with the Diamond height flown at Cowley in the Viking 104, a 1962 homebuilt glider that made extensive use of fibreglass (see *ASCent 91/2* on website).

- He was a founding member of ASC in 1966 and also served as Vice-President of SAC in 1969.
- 1976 Joined the ESC at Chipman.
- 1986 Diamond Badges completed 12 June (it was his long-sought for Diamond distance – 608 kilometres from Chipman to near Moose Jaw in his Libelle 201).
- Kerry has flown gliders at Innisfail, Netook, Penhold, Black Diamond, Airdrie, Pincher Creek, Cowley, Camrose, Stettler, St. Paul, Lacombe, Vegreville, Westlock, and Kootenay Flats in Alberta, and in the United States at Elsinore, Seattle, Calistoga, Black Forest, Hidden Hills, Turf Soaring, Minden and Estrella.
- 1500 hours in gliders with 500 as an instructor, and he has flown more than 1500 air tows with the Club Supercub and more than 75 with the Pawnee.
- Kerry served the ESC in a number of administrative positions, most notably as Treasurer, at a time when the membership exceeded 90.



Things you can do with a Blanik – #253



ICO on ferry from Cu Nim to the camp.

**Minutes
Annual General Meeting
7 February 2004
Leduc Inn**

The 2004 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 1:03 pm by John Mulder

2003 minutes

The minutes of the 2003 AGM reviewed by the Secretary. No errors or omissions were reported.

Motion Tom Schollie, second Dale Brown
"to adopt the minutes as recorded."
Carried

Business arising from the minutes

Al Hoar agreed to work on the design for a Cowley fuel storage structure, power, and to price out the plan for future consideration. Action: Al Hoar

The on-going five year agreement with Nav Canada for the use of block airspace was renewed in March 2003. Nav Can and Transport Canada approved our proposal to extend the Livingstone Block airspace to a point south of the airway. The added airspace was used effectively at the Cowley fall camp in cross-country wave flights.

Committee reports

Treasurer Mel Blackburn

The balance sheet and 2003 financial statements were reviewed. 2003 had a cash surplus as opposed to 2002 where the overhaul of PCK caused a deficit. ASC assets did not reach the required \$45,000 to trigger disbursement to the clubs in 2003.

Finance Board Gerald Ince

2003 saw ASC investments gain in value as opposed to the losses in 2002 from the low market. The difference in dollar value in Gerald's statement as opposed to Mel's, is the difference between market value & cash value.

Motion Al Hoar, second Carol Gould
"to adopt the financial reports as presented."
Carried

Motion Jerry Mulder, second Dale Brown
"to approve the two examiners of the financial statements, Tony Burton and Gerald Ince."
Carried

2004 budget Tony Burton
PCK makes money for ASC. The budget is based on all ASC plans taking place. This never occurs, which adds to the increase in cash assets from year to year. Fleet insurance is the biggest expense increase for 2004. Cowley maintenance runs around \$1000 annually, although \$11,000 is reserved in ASC funds for major Cowley expenses (ex. runway surface improvements).

Motion Tony Burton, second Al Sunley
"to adopt the 2004 budget as presented."
Carried

SAC News Phil Stade

SAC continues to work behind the scenes for all glider pilots. SAC supports young pilots. Retaining new members is probably a big issue facing all SAC clubs.

Secretary Ron Cattaruzza

His report was a philosophical one and required no commentary. Everyone was reminded that Tony Burton would be retiring as executive director of ASC in 2005 and anyone interested in taking over the position should step forward as soon as possible.

Safety Henry Wyatt

Human factors should be a key issue for all clubs and pilots. Human factors effects on safety needs regular review.

Motion Jerry Mulder, second Al Sunley
"to adopt the reports as presented."
Carried

Motion Dave Mercer, second Randy Blackwell
"to ratify the actions of the executive for 2003."
Carried

New Business

Tony Burton reminded all clubs to be persistent at registering and submitting daily members lists to him, and also encouraged everyone to consider donating to ASC.

PCK rental and ASC ticket rates will remain the same for 2004 at \$75 per hour dry and \$24.

2004 Provincial contest (1-4 July at Claresholm) will be a practice run for the 2005 nationals.

ASC Executive structure

The ASC vice-president has been filled in the past by acclaiming the person holding the SAC Alberta Zone Director position to ensure good communication between the two organizations. Phil Stade noted that this practice has the risk of giving poor continuity to the ASC vice-president and president's positions. Discussion suggested that the Zone Director might be an additional member of the ASC Board as well as having a vice-president. Tony Burton said this is not allowed in the ASC bylaws as written, but the Exec could add additional members for purposes of input and continuity as long as they had no vote.

Motion John Mulder, second Phil Stade
"To have the SAC Alberta Zone director & ASC past-president be ex-officio members of the ASC executive."
Carried

Elections

Nomination for Vice-President –
Bruce Friesen
by Tony Burton, seconded Al Sunley.

Motion Jerry Mulder, second Keith Hay
"To close nominations for Vice-President"
Carried

Bruce Friesen elected by acclamation.

Nomination for Treasurer –
Mel Blackburn

by Al Hoar, seconded Gerald Ince
Motion by Dave Mercer, second Shane Cockriel
"To close nominations for Treasurer"
Carried

Mel Blackburn elected by acclamation.

Appointed Positions:

Liam O'Connell replaces Todd Lemieux as Chief Towpilot.

Call for adjournment
by Al Sunley at 2:37 pm Carried

Ron Cattaruzza,
ASC Secretary

awards luncheon
&
**ASC Annual
General Meeting**

5 February 2005

Leduc Inn

5705 – 50 Street
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 2005 activities: sorting out any details for major activities like the Nationals, the Cowley camps, and preliminary discussion on new business for the afternoon AGM, etc.

Awards luncheon **1200**

soup / sandwiches / sweets

Presentation of provincial honours **1315**

Annual General Meeting **1330**

- approval of minutes of 2004 AGM
(see copy on page 22 as req'd by bylaws)
- 2004 executive & committee reports
- 2004 financial report
- 2005 budget presentation
- old & new business, motions
- election/confirmation of executive

2005 elections

- President
- Treasurer: Mel is retiring
- Secretary

*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