

ASCent

the journal of the Alberta Soaring Council



2005 Season

A note from John

Another year has passed, and each one certainly seems to pass quicker than the last! It was a busy year for the ASC, the big event being the Nationals in Claresholm along with the two camps at Cowley. The usual planning and paperwork that needs to be completed is now being done by the familiar and friendly face of Phil Stade who has taken on the role of Executive Director. I would like to thank Phil for tackling the responsibilities with genuine enthusiasm! And once again I would like to congratulate Tony Burton on his retirement from the position of Executive Director of ASC which he had held since its creation in 1987. We still saw him in many of the familiar places, and my thanks to him for continuing to provide the same great insight and support.

The success of the Nationals resulted from the two years of planning by Tony and his ability to recruit some excellent volunteers in the key positions: Dan Cook from Vernon, BC as the Contest Director, John Broomhall (ESC) as scorer, Brian Davies (CAGC) as Line Boss, Todd Benko (CAGC) in the unenviable position of weatherman, Barry Bradley (Cu Nim) as chief tow-pilot, and Henry Wyatt (ESC) helping out wherever needed. A personal thanks to the skilled towpilots for always leaving me in lift! Several other people helped out with all the small items that creep up during the contest. A big thanks to Tony and his group of volunteers for a well planned and executed contest.

The results from the contest had Alberta pilots placing 6 and 11 in the Racing class and 1, 2, 4, 5, 6, 7, 10, 12, and 13 in the Club class (*see final results on page 7*). A very impressive turnout of Alberta pilots. Congratulations to Tim O'Hanlon for first place in the Club class, and Ron Cattaruzza as best Novice pilot! The top Alberta pilot in the Racing class was Dave Mercer. I'd like to congratulate every participant — it was a safe week of flying due in part to the focus of all participants on safety, providing tips and reminders to fellow pilots and groundcrew of safe practices and culture.

There were several pilots including myself who were competing for the first time in a contest of this magnitude and I appreciated all the advice and support of those more experienced. The presentation by Dave Mercer at the ASC safety seminar last spring, and some interesting advice and observations from Justin Wills



John Mulder, ASC president

at the contest were very valuable and appreciated. You can view the detailed scoring, some entertaining pictures and a diary prepared by John Broomhall on the ASC website <www.soaring.ab.ca> then click the Nationals link. While you are on the ASC website, take a few minutes to look at all the other information available there.

Following the contest in Claresholm, a caravan of equipment, travel trailers and motorhomes with gliders attached moved to Cowley for the annual summer camp. I believe Phil made three round trips! We experienced some thermal flying, some wave, and a few interesting stories by the campfire of great climbs and scenic flights along the Livingstone Range west of the field. Phil did well to manage the camp and organize the small number of participants and volunteers to prepare and clean the camp, staff the flightline and towplanes, while getting in some good flying himself. I was not able to attend fall Cowley, but understand it was also successful.

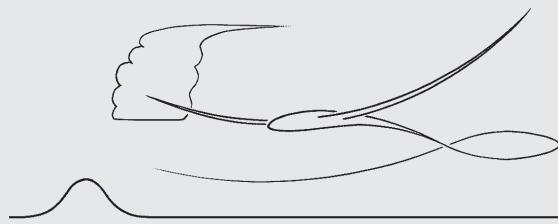
The turnout for both Cowley camps this year was less than I had hoped. If I may borrow the words of a participant from Cu Nim, "As a soaring resource, Cowley is unsurpassed by any other site in the world but is unfortunately also becoming very under-utilized." I urge all the glider pilots in Alberta to come out to the Cowley camps, meet enthusiastic pilots from the other clubs in Alberta (as well as locales farther away), and enjoy flying in fantastic thermal and wave conditions. Then sit back, relax and share those stories with us around the campfire and when you get home, record them for *ASCent*.

The annual planning meeting for the 2006 calendar will be held at the Percy Page Centre in Edmonton on November 19. If you did not have the opportunity to participate, watch the ASC website for dates and events, particularly the ASC AGM which will be held in February in Leduc (*see details on page 19*). This is also the time when the dates for the ASC events are finalized.

I hope to see everyone at the 2006 awards presentation and AGM in Leduc, if not before then at the planning meeting in Edmonton. Merry Christmas, Happy New Year, and strong thermals and wave for 2006!

ASCent

the 2005 season



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Cover

An awesome "fisheye" picture taken over Cu Nim on the Labour Day weekend by Brian Brunning, an avid young photographer taking an intro flight with Gerald Ince. The weather was really cooperating, and making it one of the best soaring days since it began raining in June.

The Alberta Soaring Council is the alliance of Alberta soaring clubs supporting the Soaring Association of Canada. ASC Executive Director, Phil Stade, Box 13, Black Diamond, T0L 0H0, (403) 668-7757, <asc@platinum.ca>.

www.soaring.ab.ca

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Hugh McColeman , ESC

THESE ARE THE EVENTS which led to the sale of our beloved CG-WHT. In early June I posted our ad on the *Wings & Wheels* website, asking US\$11,000, and indicating we would deliver it to Sweetgrass, Montana. Over the next few weeks I exchanged interesting e-mails with two separate individuals, neither of which was very serious.

Then, in early September, I got a phone call from Joe Sheble in Kingman, AZ where Joe and his wife Valerie operate a flight training and examiner business <www.shebleaviation.com>. Joe is a high time power pilot but obtained his glider licence only recently. He is interested in building glider time and possibly adding gliding to his operation.

It was clear that at one point we were close to a deal and Joe decided to come to Chipman to inspect and test fly the glider. However while enroute around 22 September he advised me that he could come only to Sweetgrass, and could we deliver the glider there as indicated in our ad, on Saturday 24 September. This was *really* short notice but I realized that time was costly to Joe and we should make every effort to oblige. Thus my quick call to ESC members to derig and load the glider that Friday. My sincere thanks to all you guys that made it happen.

Meanwhile I was busy here arranging for a broker in Sweet-grass to process the paperwork. This involved some critical e-mails for which I had the able assistance of Martin Mason. On Saturday morning 24 September, Bob Hagen, Doug Lessard and I went to Chipman and, with generous help, completed loading and securing the glider. At 10 am we headed south, the same team that moved the winch some five years earlier. The road and weather were both good and we were in Sweetgrass around 6:30. Our broker had done her work and we crossed the border without difficulty. Joe was pleased with his inspection and he advised me that "we had done what we had promised and that he would pay our asking price". When all the bills are paid, the net return on the transaction will be about \$11,900.

Special thanks to Bob for his vehicle, and to Doug for his cheery presence throughout. This venture was only possible with the active participation of all those involved. *

a Nationals thanks

Tony Burton, Cu Nim

THE NATIONALS came back to Alberta this summer, the first time since Red Deer in 1996, and the last time it was at the Claresholm airport was twenty years ago in 1983 (there was also the Western Inter-provincial Contest there in 1989).

There used to be a sad character in the old "L'il Abner" comic strip that had a permanent rain cloud following

pressed with the cross-country over the Cowley valley. The critical point was that we got the needed minimum of four scoring days (and I didn't spend all that money on trophies for nought).

The contest story has been extensively written up in the 4/05 issue of *free flight*, but it's appropriate to expand a bit on the volunteers and clubs who worked



Ron Cattaruzza, ESC, new to national competition, was flying his SZD-59 Acro. Surprising many, he led in the Club class results until the last day, flew the best flight in his class for the Dow trophy, and won the Novice trophy.

Todd Benko was a first rate contest weatherman, a skill of some importance this year, and he filled in everywhere on the line. Below, he briefly delays a competitor's launch in order to maintain a good spacing in the towing sequence. His prior experience in doing these jobs at the Red Deer Nationals was a great benefit. Todd flies with Central Alberta.

him over his head. As contest organizer, I was feeling a kinship with him in the soggy weeks leading up to the contest. The record precipitation in June killed the great western soaring conditions that I had promised all those eastern pilots.

The Porcupine Hills to the west proved to be the saviour as they became the driest (or least wet) part of the contest area and the best, and sometimes only, useful thermal sources. We sure did enjoy those hills, and the Ontario pilots were quite im-





wonderfully despite the weather pains. My job of pulling together the people to run a big contest was made a lot easier by the willingness of so many to be pulled.

I particularly want to highlight the people from the Alberta clubs. Todd I've mentioned in the left photo caption. The other skilled ground position is scoring, very ably filled by John Broomhall, who also doubled as a towpilot. He got the results computed quickly and had them posted the same day, along with great notes and photos, on the Nats web page (it's still there on the ASC website). Usually you get people on the SAC Roundtable crying, "where are the contest scores!" This year the first complainer wrote that it was taking too long to download all the material that John was posting.

Nobody flies without a tow. (The chief, Barry Bradley from Cu Nim, has been doing it for 50 years!) He

- *John Gruber, right, has his game face on prior to launch. He flew "Jolly Miller", Cu Nim's Std. Cirrus.*
- *Tim O'Hanlon, the Club class winner from Cu Nim, flies an SZD-55. He is holding the keeper Club class trophy and the ASC Bruce Trophy as the winner of the Provincial contest, being the highest placed Alberta pilot at the contest.*
- *Below, Dave Mercer (CAGC) readies himself in his Genesis 2 "Batplane".*





Messing around with gliders – JS is Jörg Stieber's from SOSA with Dave Mercer's Genesis 2 on the right. The WWII hangars down the taxiway steadily erode away.

had a clockwork operation going with Hal Werneburg, Ted Mani and Simon Youens from Cu Nim, John Broomhall and Henry Wyatt from ESC, and Rob Riege from CAGC.

Brian Davies from CAGC, line boss, had the morning job of organizing the grid and the tow ropes, and the sometimes-afternoon work of launching the fleet. New to a job which can become chaos if not reined in tightly, Brian was a quick study. He said he had lots of help from many people to do the grunt work day-to-day. He especially appreciated the steady efforts of people who had other responsibilities (like the aforementioned Todd, and Henry the towpilot) who pitched in when their time was otherwise unoccupied. Honourable mention also goes to the two young people who were on hand with their competitor fathers: Sonia Hildesheim for keeping actually legible flight sheets, and Alan Grant for running the “contest start” radio.

Ursula Wiese stayed busy on the office desk and ran the outlanding phone along with Christine Timm from Pemberton BC. Leo Deschamps of CAGC happens to own a consumer electronics store in his real life. He set up a satellite Internet link in the air terminal and supplied a DVD player and big monitor for evening entertainment. The Internet link was vital for met data, and I thank him for the loan of all that gear.

John Mulder tried hard and spent a lot of time prior to the contest in an effort to squeeze some system passes out of WestJet for the contest winners but it got lost in the company bureaucracy – too bad about that – I was hoping to give the winners a real surprise at the closing banquet at the golf club.

2005 NATIONAL SOARING CHAMPIONSHIPS

RACING CLASS			hand.	score
1	Justin Wills	Discus 2b	DD	.916
2	Ian Grant	Discus 2b	IN	.916
3	Dave Springfield	LS-8	F1	.915
4	Ed Hollestelle	LS-8	A1	.915
5	Jörg Stieber	LS-8	JS	.915
6	Dave Mercer	Genesis-2	DM	.929
7	Walter Weir	ASW-27B	2W	.880
8	Roger Hildesheim	SZD-55	AT	.931
9	Jerzy Szemplinski	SZD-55-I	XG	.931
10	Willem Langelaan	DG-800	OX	.890
11	Peasley/Stirling	ASW-20B	1	.900
CLUB CLASS			hand.	score
1	Tim O'Hanlon	SZD-55-I	TJ	.931
2	Ron Cattaruzza	SZD-59	KM	.975
3	Larry Springfield	ASW-20	S1	.900
4	Phil Stade	Std Jantar	FG	.970
5	Struan Vaughan	DG-400	F9	.883
6	John Mulder	Std Jantar	JJ	.970
7	Rolf Siebert	DG-800A	UO	.850
8	Burgess/Holt	ASW-19	D2	.970
9	Peter Timm	304CZ	CZ	.950
10	John Gruber	Std Cirrus	JM	1.000
11	Orlan Dowdeswell	DG-400	DG	.883
12	Tony Burton	AC-4C	E2	1.185
13	Alan Hoar	Pik-20E	9L	.925

I wish that the weather had cooperated, but in spite of that I didn't hear any complaint from the pilots about the contest – that's a good and rare thing (I think that the conditions were so obviously poor that pilots became sort of resigned and laid-back about the situation). For the record, the final results are posted above. I don't think I'm going to organize a Nats any more, it affects my score too much! *

Landing out Jam Jar

John Mulder, CAGC



Carol Mulder

WELL, I had two landouts at the Nationals. The first was a whole 11 km from Claresholm by Granum on the first practice day. I was fortunate that it was "Nats pizza night", so my crew dinner was subsidized. The second was in a field along Hwy 22 just south of the Chain Lakes Provincial Park campground.

Field #1 was an easy choice as it was large, had a nice crest to land on to keep the aircraft and me out of the mud that was so prominent around Claresholm, no wires, and only a fence bordering it.

That second field was more of a challenge. From 1500 feet agl, I started looking for suitable landing fields. I could see a path through the hills from the pipeline construction several years ago. I expected the ground would be somewhat smoother having been worked after the pipeline had been buried. Another plus was that any wires over the path of the pipeline would be (and were) marked by large red and white balls.

The field I selected had the pipeline path through the middle, wires crossing the south edge, and a fence surrounding it. In considering the wind (which I felt was more from the north), and with no discernible slope, landing over the wires seemed the best option. There was a road coming in from Highway 22 that also crossed the south edge of the field below the wires to help

with the retrieve. Fortunately, as I continued descending for this field, and continued to evaluate its suitability, I then saw that it had a significant slope, but 180 degrees opposite to my intended landing! The slope only became visible below 600 agl. Changing the direction of landing was easy as I circled abeam the field so that I could join a downwind in either direction when I was committed to my circuit. From there, the landing was uneventful.

I was surprised that the slope only became visible below 600 feet. A landing from the south would have had me flying down the slope and running out of field before touching down.

The retrieves from both fields were easy as access provided few challenges. I did manage to get the truck and trailer stuck in the first field as its entrance was still soft from all the rain. Disconnecting the trailer and moving the truck to higher ground, then re-attaching the trailer solved the problem with the approach to the glider. Once the glider was loaded, exiting the field at high speed kept the truck and trailer floating above the mud and I didn't slow down until well onto the gravel road beside the entrance to the field.

All the mosquitoes were very motivating for a speedy retrieve. *

The flight I'd rather forget

Tony Burton

EARLY ON in my soaring life, with just a couple of seasons flying EE in Ottawa, I was at the Gatineau Gliding Club's wave camp at Sugarbush, Vermont. One flight there gave me more excitement than I ever want to have again in a glider; it was the closest I have ever come to making a statistic of myself. Given that this issue had space to fill, I thought I'd resurrect the tale for your edification ...

... SUNDAY NIGHT gave the promise of a good wave for the next day as the moon lit up the edges of two lenticulars over the valley. However, as cold pilots wandered around the airfield Monday morning, the usual low cloud was back again, scudding across the valley and hiding tops of the back ridge to the east in snow flurries. However, the wave was working, as an occasional gap in the cloud to the west showed that an enormous cap was sitting on Mt. Ellen. The sky closed over completely for some time but by 11 am, a wave window opened over the airfield which promised to be fairly consistent.

A 2-33 towed off, and by using ridge lift, was able to contact the wave directly from the ridge. It was obvious that the low cumulus-type cloud blowing through was showing some lenticular smoothness as it got to the ridge line.

Taking a 3000 feet tow to the same area, I released and found 200 fpm lift. At first, it was difficult to get established in the wave because flying at the release altitude meant winding around much broken cloud which got in the way and cut visibility, and the glinting light from snow particles in the air made the ground invisible when looking towards the south. As I got a little higher however, I was able to see the general features of the lenticulars above me to get better oriented in the wave and also see down into the valley through a larger area of gaps.

The sight was spectacular. To the west stood a smooth wall of cloud extending up to 20,000 feet — a gigantic cap to Mt. Ellen and the other mountains hidden underneath. Above and behind me were three sets of stacked lenticulars. The low one I was now climbing in front of at 6000 feet was rather ragged, the middle one was thin and smooth at about 10,000 feet, and the highest at about 16-20,000 feet was very large and extended a bit more forward of the others.

The lift varied as I explored around, but I climbed steadily and enjoyed the expanding view. I passed the middle lennie and the lift improved. However, the view below to the ground became steadily poorer because of the increasing altitude, and the brightness of the surroundings compared to the gloomy fragments of valley floor, visible through the clouds and snow clogging the window. At around 14,000 feet, EE was climbing steadily at 4–500 feet per minute, and the lift continued to be strong as I flew along the front of the top lenticular. I broke off the climb at 18,000 to ask for further clearance. Eventually, the radio answered with an approval to 22,000, but before it came I had decided that I better get down and began the descent.

With full flap and a hard steady push on the stick, the glider dropped smoothly in a stable turn at 60 knots at well over 1000 feet per minute down. I was to be thankful for that characteristic of the RS-15.

The strong nose-down attitude prevented the compass from turning, a detail I had never really noticed before but became acutely aware of as the window continued to close beneath me. In retrospect, I should have broken off the descent at about 10,000 feet and stayed at that height in the wave until conditions improved. I got myself in trouble and committed to a descent through the cloud in what seemed to be an amazingly short period of time. As I approached the lower cloud level around 8000 feet, its “levelness” quickly turned into canyons and bowls of murk on all sides, and the last shred of hole filled in below.

Feeling quite apprehensive, I continued the descending turn. I knew that any changes in flap setting or control motion would affect the stable attitude of the glider and assure me of an instant case of vertigo once cloud was entered. At about 5500 feet, in I went near the bottom of my bowl. In the greyness of the cloud I had no sensation of motion at all, I just put all my effort into “freezing” the control position, making only tiny corrections in my push on the stick to hold the air speed steady. I was worried — scared, I didn’t know where I was, and I knew that cloudbase was on the ridge top to the east.

After unremembered seconds, a short flash of trees appeared rotating below with a dusting of snow on them. I was close to the ridge, but which side? More

mist, then I was clear. Rolling the flaps up and getting straight and level, I was presented with the most awful sight of my gliding career. I was downwind of the ridge in the next valley east of the airport. The ridge crest was above me, the ground was only about three hundred feet below, and all I could see—anywhere—were trees. Banking around, I saw that the forest sloped away gradually to the northeast, and I followed, gaining a little “freeboard” as I went. At this point, my state-of-mind was in a shocking condition, and I swore, “Burton, you’ve really gone and done it to yourself this time”, (or words to that general effect.)

I fled towards the lowering ground for a full minute without sighting one sign of civilization, before rounding a small spur of the ridge and seeing an abandoned barn on a tiny hillside, grown-over pasture. While approaching this last resort landing spot, I finally got a glimpse of the narrow valley bottom; hidden down within many small humps, and holding a stream, a railroad track, and a road. Turning towards this final hope of improvement, I saw a few houses around another corner and, a mile along the road, salvation at last in the form of a long grassy north-south field down between two roadside ridges. There were tall trees at either end. By now my head was racing along on pure adrenalin, not cool reason.

The circuit was low and rough, and I was quickly changing airspeed and flap setting to set up the approach over the trees. As I passed over them on final, I realized that I was going very fast along the ground—I was too high, too fast, and flying downwind! That long, easy field was disappearing under the wings at an alarming rate. The glider would not settle and with three quarters of the field behind, it was still flying. I flew it onto the ground and held on, while the barbed wire fence grew rapidly closer.

The only way I was going to get stopped was to groundloop. At some 200 feet from the fence, I was still moving at about 30 miles per hour when I forced the left wing onto the ground. Nothing happened for a second—then everything. As the tip plate dug into the dirt, the glider slewed sideways, banging the right wingtip into the dirt. Amidst all the banging and crashing, the tailwheel fairing flew past the canopy. The glider continued rotating and then stopped with one last lurch pointing back towards the direction it had come.

After all that had just passed, the silence was deafening, and as I unstrapped myself and climbed out, I fully expected to see a broken tail. Joyfully, it appeared to be all right and, by no skill of timing on my part, the

glider had come to rest with the tail just four inches from the barbed wire! I have the photo to prove it. Looking back at the signs of my ground loop, the wing tip plate had cut a groove in the dirt for about 40 feet before it caught, and other gouges indicated that the glider had skidded sideways and backwards for over 100 feet. On closely inspecting the RS-15, the tailwheel fork was badly bent along with both wing tip plates, and the tail attachment points had been over-stressed from the large side loads the tail had experienced. That the glider was intact at all was a great testimony to Dick Schreder’s design.

Going back to the cockpit, I radioed that I was safe and would find out where I was. So I was left to finally calm down and contemplate my sins. The first person to arrive on the field fed me hot coffee out of a paper cup with a big shot of whiskey in it. Thanks.

A guardian angel worked overtime for me. I relived the flight over and over that very sleepless night ... *

.....

In the years that have passed since I first wrote this story (a generation ago now, in 1980!), I was always puzzled why the glider was so reluctant to get down onto that field on final. In retrospect, I think it's possible that I was so rattled that when I put the flaps down, I was a full turn short of lowering them all the way. The last thing I was thinking about was wind direction. Where did the flight really go wrong? A lot earlier than the circuit—I waited far too long to make the decision that visibility conditions were getting far too poor and to break off the climb.

What I did not include in the original text was that while I was waiting for my trailer to arrive, another glider appeared overhead through a light snow shower, flying downwind along the top of the low ridge on the other side of the road. (It turned out to be from the gliding club at MIT.) The pilot had been caught out just as I had. I watched, expecting him to turn base and land, properly, in my field, but he didn't—he kept on flying downwind until he was too far away and low to land anywhere. I watched as he turned, finally, slowly, then suddenly pitched down and disappeared behind a farmhouse!

Sprinting down the road, and fearing the worst, I ran to the farmyard and found him standing, somewhat stunned, next to the smashed wooden glider where it had impacted on the soft muddy slope of the streamside. It saved him.

I ran down and hugged him, crying, “Why didn't you turn?!” He mumbled something about trying to ridge soar, his state of mind no better than mine had been.



Cowley – 2005

Phil Stade, Cu Nim

Summer Soaring Weather Improvement Plan: Take 2

THOSE OF YOU who participated in the Nationals at Claresholm know that the weather didn't fully meet our expectations. By the time the contest ended we would have given our eye teeth for an honest thermal.

Therefore, it was with great hope that the move to Cowley on July 8 might ring in some improvements. Jörg Stieber from SOSA, one of the Nationals competitors, was driving through to Invermere but pulled in to Cowley to take on the challenge of flying from Cowley to Invermere if the soaring conditions allowed. He didn't get away after a couple of tows, so his road trip continued. As was experienced at Claresholm for the last few days, the thermals were wave-influenced. Translated to English, that can be read to say that flying conditions were generally difficult.

The first Saturday of camp is usually spent moving aircraft and equipment to the field. This year, that was mostly accomplished on Friday since the operation only had to be moved from Claresholm. Twelve flights were made Saturday. Walter Weir, noted eastern pilot and SAC's FAI Badge chairman, made the best of the weak conditions, returning after 2:33 hours. Ron Cattaruzza had the honour of making the camp's one landout after just about two hours in the air.

Norman Fortin was another long distance visitor who flies at the Gatineau club east of Ottawa. His partner Ian Grant was flying their Discus at the Nationals and it was left behind so that Norm could experience some western soaring and then drive it back home.

Day 2 started off with cumulus and little indication that wave flying would be possible. After a band of moisture passed through, wave became evident and

higher altitudes were recorded with lift in the 4–6 knot range. Norm flew to 14,000 feet, Paul Chalifour and Martin Purvis to 12,500, and I reached 27,000. John Gruber, on his first flight in EE, got to 13,000.

Day 3 was a wave day with thermals. Flights by Walter, Norm, and Paul exceeded four hours. Allen Wood achieved 5:22 in Cu Nim's L-33 Solo to earn his Silver C duration leg. Walter posted over 400 kilometres to the OLC — remarkable given the difficult thermals.

Day 4 started out with light winds and Walter was away by 11:40 am for a 4:36 hour flight. The thermals were broken up by a strong westerly flow and the shear layer at 6–7000 feet created problems for some pilots. In spite of that, there were seven flights of about an hour or more including two of 4:51 and 3:23.

Day 5 got off to a good start but operations shut down mid-afternoon due to gusty high winds. Gord Taciu and I found a strong band of lift aligned east and west with the Pass and posted fine flights of 2:38 and 3:48 respectively.

The trend of strong upper southwesterly winds continued on Day 6, and thermals in the lower levels were ragged and a challenge. Norm and I got as far north as the Hwy 22/Nanton junction and we posted good flight times, with mine the longest at 5:59. Gord stayed aloft for 3:55 and four others had flights exceeding one hour. Henry Wyatt took a high tow in his Ka6 and connected for his first ever wave flight.

Friday, July 15 was our last day of soaring. True to the week's pattern, the wind was calm at the beginning of the day and the cu looked good. Unfortunately the wind picked up later and disrupted the thermals, making it hard to stay aloft.

With the Nationals absorbing a lot of holiday time for the regulars, it was a smallish camp with only 22 pilots registered. The attempt to improve soaring conditions by moving the camp to an earlier date has not proven to be successful in 2004 and 2005. Scheduling the event for the traditional end of July time will be considered for 2006.

October

Our sport is truly dependent on weather. Demonstrating that point, our towplane, PCK, was delayed for two days getting to Cowley by poor flying conditions out of Red Deer. It was finally ferried in on Sunday afternoon by Melanie Erkvaara — even then she found low cloudbases and marginal VFR conditions flying south to Black Diamond in the morning, after which she shared the last leg down with Lyn Michaud, who rode shotgun.

As luck would have it, wave conditions had been good all day Sunday of course, and Orlan Dowdeswell in his DG-400 motorglider was able to get to 22,000 feet. A single tow in the Blanik late that afternoon proved the wave had died out.

It was another small camp with only a dozen pilots at most on hand on any given day. Most were from Cu Nim, along with our two DG-400 regulars (and a new Regina drop-in, Martin Argerami) and Invermere pilots Mel Blackburn and Martin Jones (who both live in Calgary).

Monday was grey and miserable with rain turning to heavy snow, and by Tuesday morning there was 6–8 inches of it on the ground. Chinook winds did their job though, and by Thursday afternoon we were back in the air. All eleven pilots that flew connected with wave and flights from 13,500 to 28,000 feet were recorded. Martin Argerami got his Diamond altitude in Regina's Jantar. Six flights exceeded 20,000. The wave conditions were only exceeded by the beauty of the

cloud formations. A wonderful Chinook Arch cloud developed over the Porcupines. It was truly a day worthy of superlatives.

Friday was flying-day-three and although the morning started out mild, the wind increased dramatically and the growing crosswind on 21 made launching difficult. I took off at 16:11 followed shortly by Orlan in the DG-400. Wave conditions picked up just then and I climbed to 28,000 feet alongside a magnificent Chinook Arch wall. No other flights were attempted as the strong crosswind component and increasing gustiness made towplane handling too chancey.

Day 4, Saturday, was a beautiful, warm day. It was a bit stable so convection didn't get going until about 2 in the afternoon. Scattered blue thermals to 9000 feet, strongest over the Porcupine Hills where convection was assisted by the wind up the slope, gave most pilots flights of an hour or more. Tony Burton posted a 3:04 and Tim O'Hanlon 2:45 — both sharing a thermal with a bald eagle at one point. I took a 4000 foot tow to the south end of the Livingstones and ridge soared to north of Centre Peak where I connected with a very local wave a mile east of the ridge and climbed to 12,700. That evening most of us gathered at Luigi's in Pincher Creek to share Thanksgiving dinner and more flying stories.

Sunday dawned warm and bright. Although there were only ten flights, three of them exceeded two hours with Martin Jones staying up the longest at 2:46. Sunday had been planned as the last flying day; however, Monday morning's clear skies and evidence of wave was too much to resist. The six pilots still remaining hustled to get ready, with the first getting airborne at 10 am. All had good flights with the best exceeding three hours and altitudes to about 12,500 feet.

The snow and rain was a bit hard to take but by the end of the week many great flights had been flown. *



ESC questions its insurance costs

INSURANCE IS EXPENSIVE – take the cost of insuring our 2-33 for the last year we owned it. The initial cost was \$2767, which included a claims surcharge of \$252 and a trailer charge of \$165. After the sale we received a policy credit of about \$1000. According to the log book, we flew the 2-33 for a total of twenty flights in 2005 on five separate days. \$1767 for twenty flights comes to over \$80 per flight, just for insurance. It boggles the mind! Here's the 2005 data for the rest of the fleet (to end of October):

	L-23	Puchacz	PW-5	ASW-15	Tugs (approx)
Hours	148.9	94.5	44.0	30.8	175
Flts	458	260	70	33	900
Insur.	\$3168	\$3350	\$2107	\$1907	\$5786
\$/hour	21.28	35.45	47.89	61.92	33.06
\$/flight	6.92	12.88	30.10	57.79	6.43

The club got a motion that, as of next year, it purchase insurance for liability only on all towplanes and club-owned gliders, and that the savings of about \$10,000 per year be accumulated in a self-insurance reserve fund, dedicated to accidental aircraft hull damage repair only.

If the above is passed, it was further suggested that this fund be built up to a maximum of \$100,000, after which the insurance savings were to be used in the operating budget, and to maintain the level of \$100,000 in the reserve fund.

The following positive factors were listed:

- The club suffered damage losses of \$33,292 since 1997: in 1997 (\$3,183), 1998 (\$15,000), 1999 (\$2,950), and 2002 (\$12,159).

- The SAC plan does not mandate hull insurance.
- Since 1997, the club collected \$28,295 in hull insurance and paid out ~\$70,000 in hull premiums.
- None of our private owners buy hull insurance.
- Insurance is for the big costs, not for expenses that we can handle ourselves.

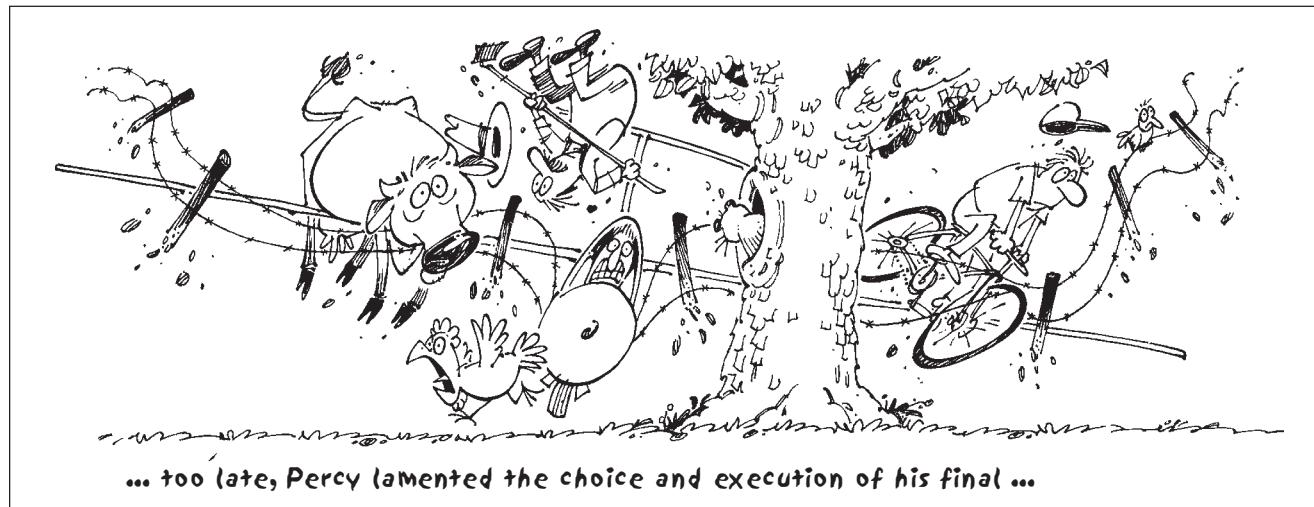
On the downside, the following:

- Liability premiums may go higher to compensate the insurance company's revenue loss.
- Future club executive and members will be tempted to raid the reserve fund.
- There is a short term risk, until the fund is built up.
- Hull coverage may not be available in the future.
- Other clubs with fewer members may be disadvantaged if the total of insured gliders decreases. That is to say, we may want to consider the larger community of SAC clubs in making such a decision.
- The club would be exposed to a potential loss of disastrous proportions due to fire, tornado, etc.

The specifics of a decision are under club discussion as of early November. The main concern is our exposure to a catastrophic loss, but I think that this risk is minimal, and should be accepted by the club, or we could take out not-in-motion insurance, which would probably cost about 1/3 of our current insurance bill.

My personal belief is that we should not buy insurance for something that we can afford to ignore or pay for ourselves if it is lost, stolen, damaged, or destroyed. Every loss in the last nine years could have been covered by the club, especially if a self-insurance fund had been in place. Fear of the future is the only thing that keeps us paying out premiums.

Guy Blood, ESC



Paul Coker, Jr.

Clubs

Cu Nim

The cooperation of Mother Nature allowed us to begin operation in early April this year. She continued to bless us during May, when there was some excellent soaring that peaked on the Victoria Day weekend. This cooperation halted for almost three weeks in June when southern Alberta suffered heavy rain and flooding. So, the bulk of the soaring season was disappointing, but operations continue as this is being written, with the possibility of flying into November.

Cu Nim is fortunate to have a large number of CFI calibre senior pilots. However, the task of finding someone willing to take on the onerous job of CFI was further complicated this year by personal and business demands. This led to four different temporary CFI's at one point or another during the year until Ted Sorensen stepped up to the plate for the foreseeable future (thanks Ted!).

For several years Cu Nim has operated under split responsibility for flying, with the CFI focusing on the Flight Training Unit, and general club flying monitored by the Safety Officer. Our experience under this arrangement, combined with a new interpretation of the CARS, resulted in the club deciding to revert authority back to the CFI for all flying.

As a further evolution of the thoughts Graeme Milne expressed in last year's *ASCent* ("Old Methods, New Perspectives"), we decided to dust off and update our operations manual in order to bring continuity and consistency to our operation. This has turned out to require a substantial amount of work, but progress is being made.

We had fewer instructors this year, so special thanks to those who helped keep our thirteen students in the air. Ted Sorensen, our CFI, renewed his instructor rating. Two students soloed: Jean Claude and Stephen Perry. And Karin Michel shephered a group (Graeme Milne, Alan Wood, and Barry Ronellenfitch) through the Bronze badge requirements for going cross-country.

Eleven pilots recorded flights in the Online Contest during the year. As a club, Cu Nim finished in ninth place in Canada with a total of 12,528 kilometres flown. After a very promising April and May, not much cross-country was done from Black Diamond for the rest of the season — only two flights from Cu Nim were recorded after 29 May! It is interesting to note that three of the top four cross-country pilots in the club are flying motorgliders.

Of these, Rolf Siebert was once again Cu Nim's overall distance leader, with four flights over 400 kilometres during the year. Rolf's most interesting flight was a nine hour out-and-return to the Alberta/Saskatchewan/US border during which he had to restart the engine in his DG-800 six times in order to get home against a strong headwind. As a result, only the first five hours of the flight counted for the OLC!

Other notable cross-country flights were Tony Burton's 445 kilometre effort in his Russia on 23 May, and Peter Neary/Dave Rolland's two day inter-club adventure in Peter's IS-32 Lark. Peter and Dave flew from Black Diamond to Innisfail on 22 May. They enjoyed the hospitality of the Central Alberta Gliding Club overnight, then launched and flew home the next day, as if to show that there was not much to the idea of cross-country touring in a glider.

Peter and Dave's flight demonstrated the benefits of having a transponder, which allowed them to fly through Calgary's controlled airspace while educating controllers on what a glider can and cannot do!

As the Nationals were held in Claresholm this year, Cu Nim members and assets played a significant supporting role. Nine Cu Nim pilots entered the contest, with Tim O'Hanlon winning the Club class and taking the Bruce trophy for the provincial championship (being the highest scoring Alberta pilot). Equipment and members continued southwest to Cowley right afterwards, so operations at Black Diamond were minimal for over a month.

Al Hoar organized an open house on 17 September that resulted in our busiest day of the year; our entire fleet was operating. We had about thirty flights including ten paid intro rides, and many members stayed for dinner.

Our first club meeting this year looked at the ongoing issue of declining membership and the resulting impact on our finances. Despite a projected deficit, the club decided against mothballing part of the fleet and hoped that the revenues would be higher than projected; unfortunately they were not. In retrospect, perhaps we were not active enough this year in attracting new members.

At a recent meeting, members agreed to work on a number of ideas for increasing intro ride revenues and membership next year: approaching the media, contacting past members, a spring open house, displaying a glider in a mall, accepting the offer of college students to look into the issue for us, and putting a moveable sign up on the highway to solicit visitors when the day can handle drop-ins.

A number of our aircraft were caught in hail at Summer Cowley. One towplane (ICO) was damaged and a claim

was submitted. Much to our dismay, two of our gliders have just recently started to show hail damage also after we assured our insurance company there had been none. (Investigation has shown that due to its impact nature, hail damage can start below the surface. Only after time and flexing will the damage appear at the surface.). As our insurance will no longer cover this damage, we decided to turn this into a good thing by doing as much of the repairs as possible ourselves — something that is standard practice at many other clubs.

In conclusion — another event-filled year where our successful operation was due to many unsung heroes quietly pitching in to make flight possible.

Barry Ronellenfitch and Gerald Ince

Central Alberta

With good spring weather this year, we managed to get an early start on the season, and get most of the checkouts done in early April. This allowed everyone to enjoy the high quality spring thermal flying.

We had two pilots competing in the Nationals in Claresholm this summer. Dave Mercer was competing in the Racing class, and John Mulder in the Club class. Both pilots placed respectably and hopefully they will encourage others to attempt some competition flying. We also dominated the volunteers at the Nationals with several key positions being staffed by CAGC members.

Our winch launch weekend went well this year. There were fewer participants from other clubs this year, however I think those who attended were very happy with the number of flights this allowed them to get in. Two students from other clubs were able to solo on the winch during the weekend.

In the quest to find some new members, we decided to try something new this year. We advertised a program called "Gliding Experience". This was a day-long introduction to gliding. Our target audience was people who wanted a little more than just a fam flight, or who were interested in becoming members, but wanted to try it out before spending the money. Included in the cost was a two hour introductory ground school, two winch flights, and two aerotow flights. If the person chose to join the club afterwards, it also included \$100 discount on membership. Our intent in setting the price was that if they joined the club, the cost of the flights would be approximately at member rates. This way, if they joined, we would break even, and if they didn't, the club would be ahead about \$100. We set two dates — one in May and one in June. The day in May went very well, with three people signed up. Unfortunately the June date was rained out, so we had to work to reschedule the participants.

They were moved over to two other days, and we finally got everyone through by mid-August. Out of the six participants, we gained one new member, and some others who caught the bug will likely come back to fly again. One thing we found was that with the club focussed on an activity for the day, we actually had more people coming to the field, and more flights were completed as a result. The feedback we received was very positive, and we will be scheduling this again in 2006.

We also had a booth in the Red Deer Chamber of Commerce *Den for Men Show* (held in conjunction with the *World of Women Show*). They offered us a free booth to try to get more groups involved. We talked to many people over the weekend, and likely generate a few more members from that event. This was a great opportunity to get our name out there, and one that other clubs may want to consider. One of the biggest obstacles to getting new members is that people have no idea we exist! This year we've tried to let people know we are here, so I hope we will see the benefit in the next few seasons.

Late in the year, we had a couple of students still working on their licences. This was great for the club, as they were gung ho to come out and fly. Sometimes at that time of year, all it takes to get people out to fly is someone else saying they would like to fly. Congratulations to Nicole Kattler for finishing her licence, and to Tim Radder for reaching solo standard.

The Bergfalke needs new fabric on the fuselage and a good inspection of the wings to pass its annual inspection next year. The damaged Lark we acquired is a major on-going repair project.

I will be stepping down from the position of president this year, and I hope you all will welcome Shane Cockriell as the new CAGC President. I will still be flying and out on the field, and hope to participate in as many ASC events as possible, so hope to see you there!

Carol Mulder, president

Grande Prairie

We started the soaring year with great excitement as we were able to lease a Blanik L13 from the Saskatoon Soaring Club. With great assistance from John Toles in Saskatoon and Phil Stade, we were able to get the glider to Chipman where Walter Mueller picked it up and brought it to Grande Prairie. Unfortunately, the L13 was destroyed during test flying after the annual was completed. On a positive note there was only one scraped elbow and no other injuries. This took the wind out of our sails, and we spent a month re-evaluating our procedures. This, combined with the weather, made for a rather short flying season.

We did add a new member to our club, Erle Lowen. As we were without a two-seater, Erle spent some time at Chipman flying with ESC.

A few wet weekends were spent trimming back the aspens on the northeast corner of our field as they were encroaching on the approach to 25. As soon as the snow comes we can burn the remaining branches and finish the clean-up. Steve Swallow now has his Zenair equipped with a tow hook so next summer we'll be able to launch by winch or air tow.

ZIV, our timed-out Blanik, was resurrected by Steve, Erle and Jordie Carlson. They were able to get ZIV registered under Owner Maintenance and were flying it out of the Grande Prairie airport towing with Steve's Zenair.

Les Oilund and Steve Swallow had their sailplanes on static display at the Grande Prairie Air Show in July so the club received some publicity thanks to their effort.

Walter Mueller had a very busy season. He built a new covered trailer for his Cirrus, then spent time in Chipman and Valemount. But, while he did get some flights in, the weather didn't co-operate as he had hoped it would. On 29 October we celebrated Walter's 85th birthday. A great achievement for our most experienced pilot. I, for one, want to be like Walter when I grow up. I want to have the best equipped workshop in town, a high performance sailplane and to be able to spend my summers travelling to great soaring locations to meet friends and go flying.

GPSS is very optimistic for the 2006 season, we have a line on another L13, we have a lot of local interest in the club and all the club members are looking forward to next summer's soaring.

Lloyd Sherk

Edmonton

The new Board, elected in January, was faced with many of the old challenges plus a number of new ones. For many years the club has had the good services of farmer Wayne Effa and some members of his family to service our runway and farm the remainder of our quarter section. His untimely death in 2004 was a shock to us all and a really great loss to the club. Fortunately his son Jordan helped us by doing the season's first grass cutting, which permitted us to start early flying.

Perhaps more by good luck than good management we succeeded in finding a new farmer, Mr. Terry Eleniak, with whom we have established a ten year agreement.

After much debate in 2003/4 the club decided to progressively sell our two venerable 2-33s and replace them with new-to-us L-23 Blaniks. One 2-33 was sold to the

Air Cadets in 2004. This was a simple operation involving only the inspection by the cadets, agreement on the price, and assistance in loading it onto a cadet vehicle.

At the season start we had three two-place gliders, a Puchacz, a 2-33, and a new-to-us L-23 Blanik. We also had a single place ASW-15 and a single place PW-5. To get these birds into the air we had two Pawnee towplanes. Early inspections on the towplanes revealed extensive and expensive maintenance work which was a major blow to our finances. Through fee increases and a continuing active membership we are well on our way to emerging from this black hole.

Our new farm agreement does not include grass cutting, so we had to develop a new approach to the problem. After some field demonstrations and considerable debate it was decided to purchase a Kubota ZD28 diesel powered riding mower. This, along with some repairs to our ancient Ford tractor/mower, we expect to be in good shape for 2006.

Early in 2005 it was decided to market the second 2-33. Ads were placed in various places including *American Wings & Wheels* in early June. Little happened until early September when a contact emerged which resulted in a sale (reported elsewhere).

Meanwhile, negotiations proceeded with Pemberton Soaring Centre in BC for the purchase of a second L-23. This concluded in the purchase and delivery of such in late October. This was a much simpler operation than that required in 2004 to deliver our first L-23. That required the use of our specialized Puchacz trailer which was incensed to have mounted on it a much inferior L-23. The application of ample quantities of duct tape and rope forced it into submission.

Early in the new year a team of experts, including Bob Hagen, Doug Lessard, and Dave Puckrin attacked our intransigent Puchacz trailer and converted it to a bilingual unit, fluent in both Polish and Czech. It was now quite happy to accept the newer L-23 glider and carry it to its new home.

At the beginning of 2006 we will have three two-place, relatively modern gliders, two single place gliders, and two healthy towplanes.

For some years we have had an arrangement with the Edmonton Aviation Heritage Society to use space in its hangar for doing maintenance on our gliders, at a nominal charge. This has been most helpful and we hope to continue it in 2006.

Part of the Society's role is to give aviation related courses to classes of school students. Early in the year

Alberta pilot achievements of 2005

Solo!

Tim Radder (CAGC)
Jean Claude (Cu Nim)
Stephen Perry (Cu Nim)

Licence

Nicole Kattler (CAGC)

Badges & badge legs

Barry Ronellenfitch, Bronze badge (Cu Nim)
Gord Taciuk, Bronze badge (Cu Nim)
Graeme Milne, Bronze badge (Cu Nim)
Allan Wood, Bronze badge, Silver duration (Cu Nim)

New instructors & instructor upgrades

Ted Sorensen (Cu Nim)

Canadian record flights

None in 2005

2005 Canadian Nationals

Tim O'Hanlon Winner – Club class
Ron Cattaruzza Best Novice

A note to CFIs

It seems there hasn't been too much club emphasis this year on FAI badge work (Cu Nim excepted). A formal club effort and encouragement on moving pilots up the badge ladder is one of the best things you can do to maintain enthusiasm (hence reduce drop-out), and build their flying skills. For example, even if your freshly-licensed pilot never, ever intends to do a cross-country, a club-mandated Bronze badge program will vaccinate him against the day he finds himself too far downwind to get back! Believe me – it will happen! Increased club safety and flying activity is a valuable by-product. Do it!

Tony Burton, ASC Sporting chairman

Hans König

*Congratulations to all on these steps along the way.
What's your goal for 2006 – you do have one, don't you?*

CLUB News*from page 15*

ESC was able to extend this service to include our full Ground School Course, ably managed by our Henry Wyatt, who arranged for it to be open to the public.

Our membership has remained at 47, the same as for 2004. With eight active instructors and some 15 students ranging from ab initio to early solo, we have had a good training season. We seem to have had an adequate supply of tow pilots as smoothly arranged by Guy Blood. We know that much of the success has been due to the upgrading of our fleet. The L-23 Blanik has become very attractive to the students and flew well over 100 hours during the season.

A new challenge for 2006 is to host the SAC Western Instructors Course in July, which our CFI Bob Hagen has arranged with Dan Cook.

A disappointing feature of the season has been our inability to attract the interest of contractors. We have a number of field projects still requiring attention as we leave 2005.

Hugh McColeman, president

Charitable tax donations to 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 is done through the Alberta Lottery Foundation Donation Fund set up for this purpose. When you consider that you get a 43% tax writeoff, it's worth a serious thought. Here is what you do:

- a. write a cheque to the **Alberta Sport, Recreation, Parks & Wildlife Foundation** (*the minimum amount is \$250*),
- b. attach it to the donation form letter (available on the ASC website) and mail it to the Foundation,
- c. send Phil Stade an info e-mail as to the amount you donated and if any of it is to be redirected to your club or for a specific arm's-length purpose after ASC gets your 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. First, you come to an agreement with your club on the *fair market* value of the gift (required by Revenue Canada) and the club then pays you for it. After that, donate this money to the Foundation (following steps a, b, and c above) and inform Phil to redirect this donation to back your club when the Foundation sends it to ASC.

2005 ASC AGM minutes*from page 18*

Motion by Guy Blood: "to close nominations for Secretary" carried
Ron Cattaruzza elected by acclamation.

Appointed Positions (by ASC Exec):

Phil Stade appointed by the Executive as ASC Executive Director as of 1 April.

Finance Board

The new Board will consist of **Gerald Ince** (chairman & ASC Treasurer), **Guy Blood** (ESC Treasurer), **Iebling Kaastra** (Cu Nim), and **John Mulder** (ASC President).

Phil Stade replaces Ursula Wiese as ASC Archivist (with Ursula assisting).

Rob Riege replaces Todd Lemieux as Chief Towpilot. A reminder to have all legal documents and ferry kit on board PCK when visiting other sites.

Bruce Friesen replaces Phil Stade as ASC Awards chairman.

Cowley Development

Committee disbanded with policy actions going to the Executive. Lee Coates and others will continue to be asked to help out with specific projects on site.

Executive decisions

Tow ticket prices will follow Cu Nim ticket price changes. The dry rate for PCK rental is increased to \$80/hour.

New Business

GPSS has the Exec Director looking into possible grants to fund a replacement 2-seat trainer for their two Blanik L-13's that are no longer serviceable. A brainstorming session gave ideas like:

- NAIT or SAIT to rebuild their planes into a serviceable unit (*note: when NAIT approached, found not possible due to liability concerns*),
- private owners funding a replacement plane with debentures,
- ASC purchasing a glider & leasing back to them,
- the 2-33 ESC is being disposed of, may be used by or sold to GPSS. Bruce Friesen noted that ESC is discussing philosophical use of casino funds to support soaring.

GPSS will follow up on these ideas.

Call for adjournment by Tom Schollie at 1428.

carried

Ron Cattaruzza, ASC Secretary

cc: Executive, ASCent, website

**Minutes
Annual General Meeting
5 February 2005
Leduc Inn**

The 2005 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 1241 by John Mulder and began with **ASC 2004 Trophies & Awards** presented by Phil Stade (details of awards are in his 2004 ASC annual report).

Carling Trophy	Vaughan Allan
Bruce Trophy	Tony Burton
McLaughlin Trophy	Vaughan Allan
Boomerang	Vaughan Allan
XC-100	not awarded

Special presentation

A letter of recognition (with a promise of a more aesthetic memento to be unveiled at the Nationals), was made to Tony Burton on the occasion of his stepping down as Executive Director after 19 years of service to ASC. Well received by a standing ovation from all present, Tony responded with a brief speech on his history in ASC, on "standing on the shoulders" of Mike Apps (the ASC past-president who spearheaded the current planning process), and his obvious satisfaction in serving the sport he so loves.

2004 minutes

The minutes of the 2004 AGM reviewed. No errors or omissions were reported.

Motion by Tony Burton, seconded Gerald Ince: "to adopt the minutes as recorded." carried

Business arising from the minutes
None

2004 Committee Reports

Treasurer Mel Blackburn

The balance sheet and 2004 financial statements were reviewed. Reference was made to a reduction of \$2500 to the amount of unredeemed tow tickets made as a one time only adjustment for

2004 to more realistically represent ASC ticket liability. In future the amount will be lowered by a more modest 10% annually. \$19,700 was accounts receivable due to a delay in ASRP&W paying the 2nd installment of the 2004 grant caused by the provincial election and questions on our 2003 financial statement. Payment is expected soon. 2004 had a small cash surplus due to the spar repair of PCK. ASC assets did not reach the required \$45,000 to trigger excess funds disbursement to the clubs in 2004.

Tony Burton presented the numbers for the Cowley camps and the Provincials. The Summer camp and the Provincials had low revenue due to poor soaring conditions. The Fall camp had above average revenues due to great soaring conditions.

Finance Board Gerald Ince
2004 saw ASC investments gain \$1540 in value, a turn around from the past few years.

Motion by Al Sunley, seconded Tom Schollie: "to adopt the financial reports as presented." carried

Motion by Dale Brown, seconded Shane Cockriell: "to approve the two examiners of the financial statements, Tony Burton and Gerald Ince." carried

2005 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 2005. The budget is lower mainly because SAC insurance premiums went down due to a reduction in coverage from \$3M liability to \$2M.

Motion by Walter Mueller, seconded Don Bais: "to adopt the 2005 budget as presented." carried

SAC Zone Director Phil Stade
Phil will have served his term as of 2006. Anyone interested in filling the position should contact him.

Executive Director Tony Burton
As part of a course project, a NAIT student will work on a design make-over of the ASC website.

Equipment Tony Burton

Tony had asked Jim Parker (Cowley farmer) to assess value of the ASC roller. At about \$1500 (equivalent to 10 years of renting one) there was no benefit to selling the roller.

Darwin Roberts will design a new flight-line shade for Cowley to consist of easily assembled tarp frames.

Safety Henry Wyatt

Tony stated that the safe fuel drum handling procedures outlined by Henry have been incorporated into the Towpilot Manual.

Sporting Tony Burton

Tony encouraged all clubs to actively support badge flying and to put no impediments to soaring training in the way of post-solo pilots. If nothing else, having bored new pilots quit a club a year later is a huge waste of instructional effort. He spoke briefly on the Nationals organizational effort and asked for volunteers to help run the show.

Pilots pursuing badge flights should become OO's themselves; not only to better understand the requirements, but to help others in doing the same.

Motion by Dale Brown, seconded Tom Schollie: "to adopt the reports as presented." carried

Motion by Al Sunley, seconded Hugh McColeman: "to ratify the actions of the executive for 2004." carried

Election of Officers

Nominations for President

John Mulder – by Dale Brown, seconded Leo Deschamps.

Motion by Tom Schollie "to close nominations for President" carried
John Mulder elected by acclamation.

Nominations for Treasurer

Gerald Ince – by Mel Blackburn, seconded Tony Burton

Motion by Al Sunley: "to close nominations for Treasurer" carried
Gerald Ince elected by acclamation.

Nominations for Secretary

Ron Cattaruzza – by Shane Cockriell, seconded Hugh McColeman.

awards luncheon
&
**ASC Annual
General Meeting**

4 February 2006

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: \$73

Menu

Planning meeting 1030 sharp
Tying up any loose ends for 2006 activities: sorting out any details for major activities, 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 2005 AGM
(see copy on page 18 as req'd by bylaws)
- 2005 executive & committee reports
- 2005 financial report
- 2006 budget presentation
- old & new business, motions
- election/confirmation of executive

2006 elections

- President
- Treasurer
- Secretary

*Contact Phil Stade to confirm
your presence for the luncheon.
new phone no. (403) 668-7757
We need to know the numbers
ahead of time. DO IT NOW!*

return address

Box 13, Black Diamond, AB T0L 0H0