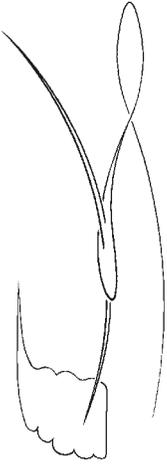
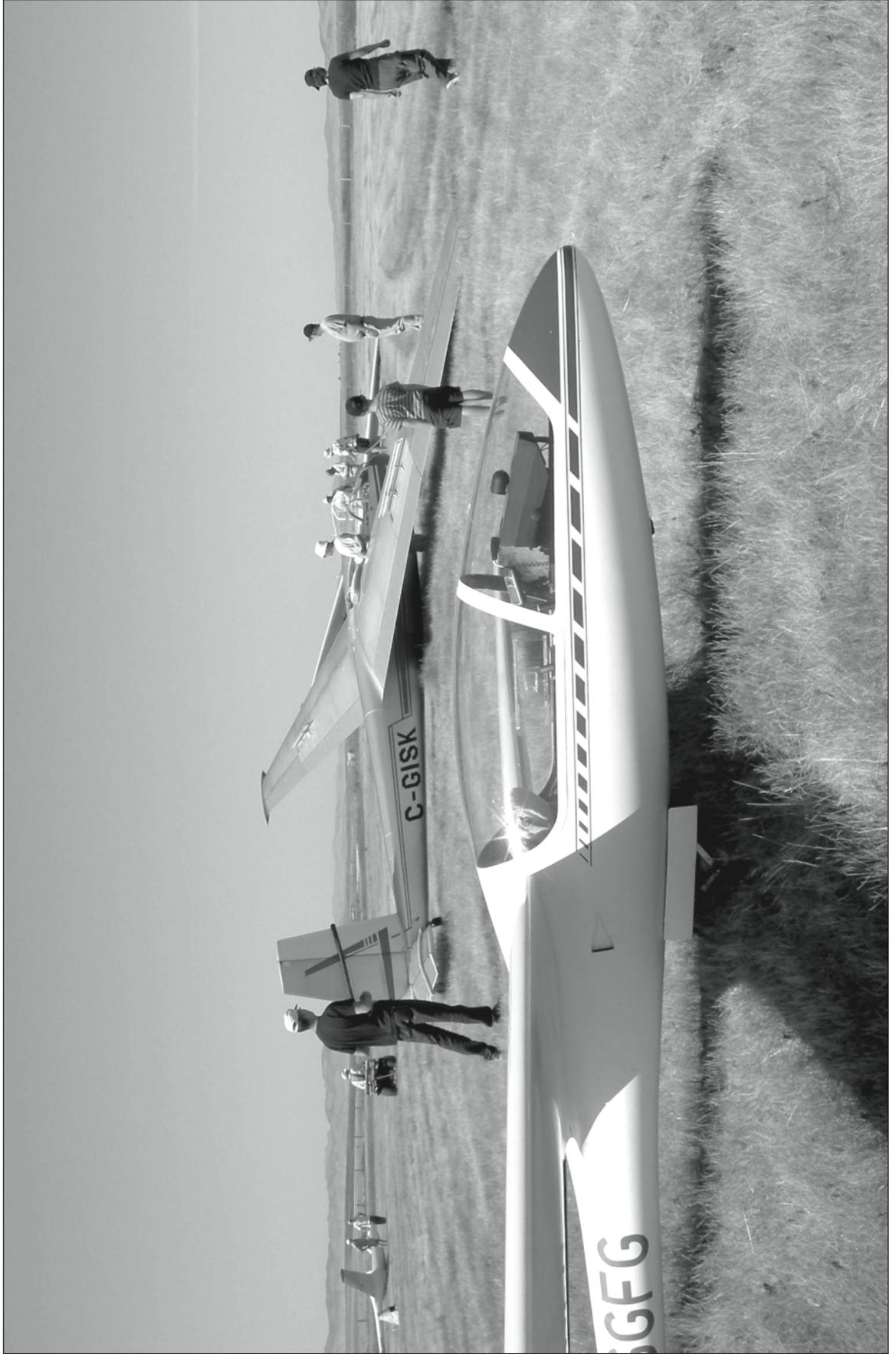


# Ascent



*the journal of the Alberta Soaring Council*



2006 Season

# Letters

## The Glider Experience

I started my student experience in April 2004 at CAGC. I had 130 hours on my private pilot licence, 20 hours ultralight time and 500 hours in a hang glider. The natural progression was to learn to fly sailplanes. My first flight was as a passenger and it didn't look to be hard as the instructor easily followed the towplane ... I had a rude awakening when I tried the first time. I could not understand how casual the instructor could be behind the plane. After figuring it out a bit and releasing, I found two funny pedals on the floor. We don't really use these in a Cessna 172. It took me quite a while to figure it out. I was amazed at how fast the learning progression was though. It took years in the hang glider.

My first solo was on 29 August 2004 after eleven flights. It was the same as all other solos — I was really nervous (does this ever change?). I did four more that day thanks to Blaine Moore. I continued to take more instruction and solos over the next two years with the help of all of the people at CAGC (thanks guys). I also took a trip to Turf Soaring in Phoenix and spent 5 hours in a Grob 103 and about 5 hours in a 2-33. It will become a yearly trip.

I finally flew my flight test with Brian Davies on my 50th flight and realized I did not have the number of solo flights required to get the licence. John and Jerry Mulder were great about sticking around the field and towing me up to get my last 4 flights to make the required flights.

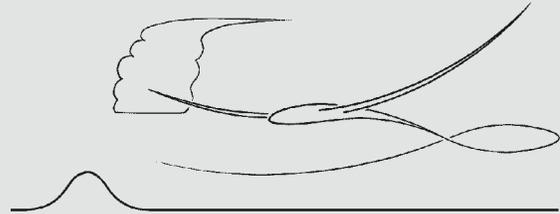
The experience has been exciting, challenging and above all very safe. I currently have 32 hours and know that I will continue to fly. I am looking forward to my first X-C flight, flying in Invermere, and continuing to fly at Innisfail. I am also looking forward to competing hopefully using my XC experience from hang gliding. Thanks for all of the support and encouragement from all of the members of the CAGC.

**Jeff Runciman**

## Great happenings at Chipman

It was on Sunday, 2 July, and with a skeleton crew! After a bit of a hasty briefing to Guy Blood again (two in two weekends — he landed out at Two Hills the previous weekend), he and the ASW-15 were towed by Dick Parker in SFL from Chipman out to the west and dropped a shade under 2000 agl directly over the Vinca bridge (road to Redwater over the river) for a remote start. This was about 16:20 and under the last of cu forming upwind of the site. The tow had to descend in the run-in to  21

## ASCent *the 2006 season*



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Flightline action at the Cowley summer camp.

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For info on soaring and links to gliding clubs in Alberta, go to:

**[www.soaring.ab.ca](http://www.soaring.ab.ca)**

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## A note from John

John Mulder, SAC Alberta Zone Director

So here it is, Sunday night and I'm flying home on my favourite airline...Westjet. Might have something to do with who signs my paycheck and that, yes, I'm an owner. I'm returning from my first SAC meeting as the Alberta Zone director. There are two new members to the SAC board this year, Ernst Schneider from BC and myself. Ernst and I had spoken at the SAC AGM in March and both of us felt we had identified areas in SAC that we wanted to try and change. Communication with members was the most pressing issue in our minds, with active and effective committees coming next. Ernst also reviewed the Policy and Procedure manual and found several areas in that document that require revision.

Prior to my departure for Ottawa, I was provided with a lengthy agenda, minutes from the last meeting, and some background info. I expected to be busy for two days in Ottawa, and was not disappointed. You will find that the SAC board will be very active this year as well as several committees who will have fresh direction and more direct communication to help them with their mandates.

The meeting started with a committee review: what they had been doing and who is on them. The objective was to ensure the committees are ones we still require, and assign a board member to liaise with each committee. We also streamlined some committees by getting rid of duplication or amalgamating committees with similar objectives or responsibilities. An example is putting the contest letters job back under the Sporting committee. Some committees were stagnant and their chairs no longer current. If you are interested in participating with any of these committees let me know and I will put you in contact with the appropriate committee chair, or look on the SAC website for information.

Nationally there was little change in membership numbers and active clubs — the usual slight downward trend has continued. SAC had 30-35 fewer members this year, although a few more memberships were yet to come into the office. This caused more discussion on the importance of maintaining our current membership. We realize that clubs lose several returning members in the second and third year. To try and mitigate this problem, emphasis was placed on creating an effective membership committee to find some new ways to help retain our first and second year members. Watch for more info and requests for help in the near future. And please forward your thoughts and ideas to help this committee be effective in determining your needs.

Another area related to membership is the Air Cadet liaison committee. We have a captive and interested

group in Canada, and we need to take full advantage of this. An idea presented was to increase our visibility nationwide by having SAC volunteers across the nation visit the local squadrons and flying zones in their area, maybe taking a glider along for the visit. Gatineau had an interesting program for the Air Cadets that allowed licensed cadet pilots who had been checked out by the club to fly their I-26 free of charge. Does your club have a single-seater that spends more time in the hangar than the rest of the fleet? If you have connections with your local Air Cadet Squadron, would you be willing to represent SAC at one of their events?

The Airspace committee has been very active lately dealing with an airspace grab around Toronto and Hamilton. The proposed changes were made without any consultation with the users and have created several issues that concern both the access to the airspace and safety by forcing all VFR traffic to fly in less airspace. There may also be changes to other areas once NavCan finishes in southern Ontario. More information and comment has been posted on the SAC website.

The Safety Management System (SMS) program continues to be the focus of the Flight Training & Safety committee (FT&SC). Chairman Ian Oldaker provided an update on club progress with the SMS process. A few clubs have reported back to the FT&SC with completed documentation, others indicated they were making progress, with little or no feedback from several others. If you are involved in your club's implementation of the SMS program, let Ian know how you're doing and also request any assistance you may need.

The training documents continue to be updated. The newly-revised instructor manual is available on the SAC website and will be followed by an update to "Soar and Learn to Fly Gliders".

We all need to do a better job of filing incident reports to the FT&SC. This will help them improve their database and identify recurring areas that may impact our safety. This will also help us learn from the mistakes of others, as we won't live long enough to make them all ourselves. Assist your club Safety Officer by preparing the reports and forwarding them to the FT&SC.

As most of you are aware, the business and challenges of SAC don't seem to change much year to year. We continue to try and find ways to increase safety, maintain membership, while trying to do a better job of communicating. The SAC board is optimistic we can have a positive impact on all of these areas for the coming year. ✨

# the Bergfalke rebuild

the value of club volunteers

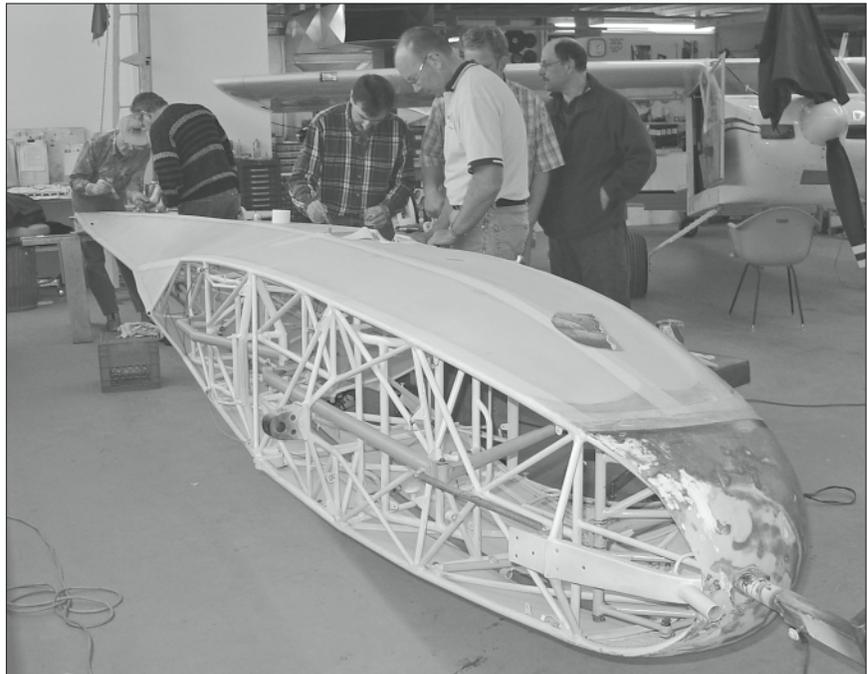
John Mulder, CAGC

**A**T THE START of the 2005 season, while completing the annual on our 1965 vintage Bergfalke III, #5544, we saw the need for some maintenance on the fuselage. At the end of the season, we derigged the aircraft, stacked the wings in Innisfail, and moved the fuselage to the hangar in Red Deer.

First, a little history. When we got the aircraft, it came with the original documents from the factory, and correspondence between the Cold Lake Soaring Club and Club Der Segelfliegerinnen concerning the purchase of the Bergfalke III and a Rhönlerche II dated in April of 1971. The documents also include airworthiness inspection reports from the Lahr Gliding Club dated April of 1971 which leads me to believe they acted as an agent for the Cold Lake Soaring Club for the importation to Canada and shipping. Included in the documents was a Certificate of Registration titled Canadian Armed Forces, CFB Europe, Registration of Aircraft/Glider. This document indicates the Cold Lake Soaring Club temporarily operated in Lahr! The aircraft held the registration LHR 03. The next historical document is a Temporary Admission Permit issued by Canada Customs in Trenton, Ontario on 6 Jan 1972. A flight permit was issued to fly the aircraft in Cold Lake on 24 April 1972.

When we got the Berge from Cold Lake, it was a big step for a club of mainly ex-Air Cadets with only 2-22 and 2-33 experience. On 4 February 1995, my dad (Jerry), a family friend and I travelled to Cold Lake to fly the Berge, complete a pre-purchase inspection, derig and trailer the aircraft to Innisfail. A little clean up, put our name on the side, and we were flying.

We started on 12 November 2005 with the removal of the fabric. Pieces were saved for relocation of static



*Many hands ... etc. Here, a winter weekend work party was busy adding reinforcing tape to the new fabric over structure contact areas.*



*The Berge with its pretty new fuselage. Brian Davies introduces visiting Lufthansa pilot, Lothar Schröder, to flying a glider in his 65th country!*

ports, access panels and some of the decals for historical purposes. Disassembly of all the parts and pieces continued until the basic frame was all that remained. We then began hours and hours and hours of sanding to remove the paint and glue from the tubes to allow for visual and magnetic particle inspection.

The frame was in good shape. The next step was to prepare it for painting. It was cleaned and wiped down. We transported the fuselage frame to a paint shop in Red Deer where primer was applied to the entire frame. The fuselage area tubing was painted white for appearance.

Concurrently with this work was cleaning, inspection, painting and greasing the flight control components in the fuselage, the flight control sticks and pushrods were cleaned up, repainted and greased, then reinstalled. The instrument panels were removed and new ones made to clean up the holes of long-removed instruments, radios and several years of placards. The fuselage skid was stripped, revarnished, and a new stainless steel plate was manufactured. The tire and brake assembly were also cleaned up, inspected, lubricated and prepared for re-installation.

The fuselage was given a final good look, then the fabric installation began. The fabric was laid out and the seam under the wing attach points was sewn. Then the fabric was attached to the fuselage and preshrunk. Application of *Polybrush*, *Polyspray* and more ironing, then tapes were applied with more ironing and *Polyspray* applications. Finally it was time to apply the final coats of white paint and the red accent.



*Many hands – Part 2. Dicky Mulder is busy putting her sewing machine to work in preparation for the fuselage refabric job.*

Then the final installation of all the removed parts began, application of the lettering and registration, the new skirt panel was attached, and the instrument panels were installed along with the wiring for the panels and electrics. An intercom was installed with push-to-talk switches in the control sticks. New pitot-static tubing was installed. Some touch-up paint, and the other little details were completed. The aircraft was reassembled in Red Deer and flight control rigging was completed.

A final inspection of the aircraft and then it was time for the test flight to Innisfail. The aircraft flew very well, and everything checked out normally. The new white skirt on the belly was much more transparent than the old red skirt and the cockpit is now much brighter. We have had some wiring issues concerning the compatibility of the radio and the intercom, but the intercom itself and the vario tone through the headsets work very nicely.

Over 700 manhours were logged on the project, although the number can be increased by at least 20% for all the unrecorded time. At \$20/hour that's \$14,000! The leaders in manhours were Jerry Mulder and Tom Schollie. Almost every member of the club had a hand in the project, and we also had some material donated by people who had leftovers from their own projects.

As an incentive, and to reward the volunteers who put in so much effort, we decided to credit an hour of flying time for each two hours spent working on the aircraft. Log pages were completed each day with the time spent by everyone working on the project. We used the experience and skills of our club members to complete the overhaul work. In our club there are experts in fabric covering, tube construction, radio and instrumentation, painting, etc. as several people in our club have built their own aircraft, and others also own powered aircraft.

Material cost for this project came to approximately \$1500, not including the new radio equipment. Have a look on <[www.cagcsoaring.ca](http://www.cagcsoaring.ca)> for more photos of the crew and the work done. Next year it's the wings!

We brought the Berge to Cowley this summer, and several people had the opportunity to take a ride in our almost new Berge. Our club is proud of this aircraft, and we enjoy flying it so much that we looked into buying a second one for the club. Unfortunately, though the price was right, the condition of the aircraft we found looked like another project requiring 1000+ volunteer hours to bring it up to our high standards. We derigged our Berge on 14 October to prepare for the wing recover during the cold break in soaring between seasons.

I think after doing the wings this coming winter, we may take a well-deserved break! ❁

# a Cowley anthology

**Phil Stade, Barry Ronellenfitch, Carol & John Mulder, Walter Mueller and Tony Burton**

**Phil** The Cowley camps have attracted many pilots to southwestern Alberta over the last 40 years. Pilots with a variety of flying experience arrive with a broad range of expectations and perspectives. This is especially true of the Cowley Summer Camp. The mix of experience ranges from students with only a few training flights to internationally acclaimed pilots. Their goals extend from getting ab-initio instruction in a new environment to qualifying for badges to attempting new altitude records. There is something at Cowley for everyone.

**John** Carol and I arrived on Friday evening to find Walter and Grace from Grande Prairie all set up and ready to go. My parents, Jerry and Dicky, had arrived just before us and we began to stake out the area for CAGC campsite to be known in the future as the “hood”.

Getting all the club equipment down was complicated. The plan was that I would be picked up Saturday morning by Trent Leinenweber in his BD-4 for a quick flight to Innisfail so I could ferry PCK and the 2-22 to Cowley. Saturday morning I opened the east-facing window on our tent to clear sunny skies, but about an hour later we watched in amazement as a cloud layer wrapped around the southernmost knob of the Porkies and began to fill in the valley with cloud. The Calgary forecast confirmed my suspicions — upslope weather and low overcast for southern Alberta. Since the club Bergfalke was waiting at Cu Nim, we decided to meet Trent there. When we arrived, Cu Nim club members had several trailers hooked up for the trek to Cowley, and the Blanik and ICO were waiting for better weather for the ferry to Cowley. Trent arrived from Innisfail just after the departure of the Blanik and ICO. Saturday evening finally had all the club equipment in Cowley, and several single seaters.

**Phil** The 2006 summer camp had more than the usual wave and weather on offer! For the first time in years the jet stream was south of us in August and we were having days of a more spring-like airmass to fly in — it was the best since May. Thanks to the effort of many of the Central Alberta Gliding Club members, their winch was available for rides, training and conversion to winch launch. The winds in the first half of the week were too strong

and gusty for the winch operation but the second half had calmer winds and winching was done in earnest then. About 30 launches took place and the Bergfalke, 2-22, Jantar, Open Cirrus, and L-33 all had a chance to climb on the wire.

Although statistics are rather dry they do tell a story. There were 164 aerotow launches and 29 recorded winch launches (several others that didn't get on the record sheet). The daily average for the seven full days of flying was 25.4 launches — steady activity for our hard working towpilots and winch drivers. The tow ticket record shows that our towpilots climbed 83.3 vertical miles with gliders tagging along for the ride. Our sincere thanks to our towpilots: Paul Chalifour, Dave Morgan, Lyn Michaud, Peter Vesely, John Mulder, Jerry Mulder, John Gruber, Ab Fotheringham, Norm Goodsir, and Rob Riege our ASC Chief Towpilot. We couldn't have done it without you.

**John** Sunday started out clear but the winds picked up as forecast and prevented flying. Monday was less windy and we started the first official full day of flying. Carol was first up and completed her first Jantar flight in Cowley. After her landing I launched, found good lift and a steady climb to 9000. I went north along the edge of the Porkies until I was east of Centre Peak. A call from Phil in EE of strong lift along the Livingstone Range had me headed west across the valley for my first up-close look in a glider. Arriving at Centre Peak at 8500, a 7-knotter quickly got me to cloudbase at 12,000.

When I finally found the bright yellow glider, I circled with Phil and we then headed further west. Phil suggested that we go to Crowsnest Mountain, but I heard “Crowsnest Pass” and headed south. He asked which mountain I was headed for. Lost again! I continued to the Frank Slide while Phil went to our original destination. We met again at Centre Peak and Phil suggested a flight east to Claresholm. As we crossed the valley, we hooked up with Bruce Friesen in DM and the three of us headed east. Just short of Claresholm the lift seemed to be decreasing so we turned west back to the Porkies to pick up some lift for the glide home. A few turns in some



weak lift and the race began. We all arrived back over the airfield with plenty of altitude to explore a little more before landing.

I had been coming to Cowley for six years, and was still trying for one of those memorable flights. My goals for this camp was to get close to the Livingstone Range (I had only been there in the towplane before), fly over Centre Peak, and see the Frank Slide from the air. My first flight at summer camp 2006 and I had completed all my goals with a trip to Claresholm flying with EE and DM as a bonus! What a great start with even more to be accomplished . . . .

**Phil** Wave and thermal conditions were reasonably good on occasion but the booming conditions of some years didn't develop so the cross-country and altitudes that were achieved were well-deserved. Flights of over 3 hours were recorded by Bruce Friesen, Tony Burton, John Gruber, Carol Mulder, John Mulder, Walter Mueller, Paul Chalifour, Phil Stade, Allan Wood, Barry Ronellenfitch and Danny Russell.

Two individuals with over 60 years difference in their experience levels were Barry Ronellenfitch and Walter Mueller. Their stories represent some of the diversity pilots bring to Cowley. Barry had only a few days available for flying at Cowley but here's the story of his success . . . and Walter has been attending Cowley for 24 years, and he had the distinction of being the pilot with the most time in the air for the 2006 camp. Not bad for a pilot with 69 years of flying experience.

#### **Barry — distance at last!**

I began my glider training in 2001. In the fall of 2002 I purchased a magnificent RS-15 (EE), built by Tony Burton, in anticipation of licensing the following season. In 2003 I licensed as hoped and then proceeded to transition through the club L-33 and into my own ship. After a rude introduction to PIOs on my first takeoff in EE, I looked forward to many long and rewarding flights.

I remain the sole owner of EE, but have been fortunate in finding experienced people to share it with me each season. Although my partners have enjoyed a number of memorable flights in EE, the opportunity always seemed to elude me. Throughout the 2004 and 2005 seasons my limited time at Cu Nim or at Cowley never seemed to correspond to those flying conditions new pilots read and dream about. My flights in EE varied from 15 minute sled rides to an hour of scratching in iffy conditions. This camp, my luck changed. I was only able to attend on Tuesday and Wednesday, and both of those turned out to be wonderful thermal days. The cu were lined up in neat NE-SW streets the entire length of the valley, and

extending out over the prairies. For the first time I was able to "go somewhere". I had two 3-hour flights that ranged from Frank Slide to Pincher Creek, along the mountains to Centre Peak and north up the valley to just south of the compressor station. With thermals up to 12,500, I actually used the O<sub>2</sub> system for the first time.

I was neither logistically nor mentally prepared for true cross-country. These flights just fell into my lap and so I stayed within comfortable gliding distance from the field. However, 8000 feet agl gives great range as well as wonderful opportunities for pictures. The experience and confidence I gained from these flights (combined with a bit of weather luck) should finally put me into the category of cross-country pilot next season.

**Walter** My wife Grace and I arrived a day early to have time to relax after a thousand kilometre drive before the flying activities started. It was not very long before a strong contingent from the Central Alberta club moved in to "circle the wagons". On Saturday with the arrival of the people from Cu Nim and the towplanes, the flying activities got started. Taking off well after five o'clock, I managed a flight of 1:26 hours. Sunday was a non-flying day, the only one of this year's camp. All in all I had 11 flights totalling 25 hours. It was my most successful Cowley summer camp since I started to come to Cowley in 1982. My longest flight was 5:02 and my shortest flight was 0:02:02; yes, two minutes and two seconds (more about *that* later).

However, there is much more to soaring than the statistics of air time and distance flown and that is what keeps me going. When I sit in my "winged rocking chair" (the hammock seat of my Open Cirrus) at ten or twelve thousand feet and see the beautiful world below me, I feel such an elation that is hard to describe. It is this indescribable something that brings the true soaring addict back time and time again to climb into the cockpit of my "bird" to challenge nature for yet another soaring flight. Someone once said: "If flying were man's language, soaring would be his poetry".

Coming down from my philosophical cumulus I'd like to describe a few of my flights. The conditions looked good on Tuesday so I tried for a little cross-country. I got almost to the Chain Lakes when I heard on the radio of two pilots having landed at Claresholm. I wasn't interested in a derigging job just yet so I made my way closer to home. A few interesting looking clouds to the east of the Porkies made me venture towards Fort Macleod where by now Al Stirling was sitting on the runway waiting for his retrieve crew. I felt quite smug sitting at 10,000 feet, and another cumulus several miles to the south beckoned me in the direction Cardston. However,

this cloud was further away than it appeared and when I finally arrived under it after the loss of considerable altitude, there was no more lift. Disappointed I turned back towards Fort Macleod and I did not feel smug at all any more considering that I probably would have to join Al on the runway. I had enough spare altitude left to try an inviting looking cloudstreet several kilometres to the north of Fort Macleod; luck was in my favour and I was able to climb to cloudbase (almost — one has to stay 500 feet below it, of course). It couldn't have been more ideal, this street went straight back to Cowley and beyond. With the vario indicating zero sink or even some lift at times I slowly made my way back to Cowley against a headwind without circling and then further to the Gap, 22 km to the northwest of the airfield. I landed after a very enjoyable five hour flight.

**Tony** Tuesday did present good prospects for cross-country. I helped plan a 300 Diamond Goal task for John Gruber that took him up past the Chain Lakes for his first turnpoint. Unfortunately, the day suffered some cloud spread-out to the north and east, and pilots who went that way suffered and three landed out. Me, I chose to go south as the cu looked really good that way when I launched. I had a great time bashing along and got close to the border south of Cardston and back for an OLC distance of 266 km (313 km handicapped) while listening to the pilots near Claresholm crying into their microphones. I did have a few tense minutes west of Fort Macleod where the cu wasn't working and I had turned towards the airport there before contacting that lovely cloudstreet that Walter mentioned above.

**John** Tuesday's forecast looked like a perfect soaring day and Tony suggested getting out those cross-country tasks. After my flight on Monday, today the first flight was Carol's. Her objective was Silver duration of 5 hours. Off she went and completed the flight with ease (she describes her flight in the recent 5/2006 issue of *free flight*).

Wednesday, 2 August, was another good day for soaring. I headed back to Frank Slide and decided to explore further west along Hwy 3 in the Crowsnest Pass. I went west finding weak lift and lots of sink. This was not a place for a landout so I turned back towards the towns of Blairmore and Coleman looking for lift along the way. I saw the west side of Frank Slide soaking up the sun and decided there must be lift along that face. I arrived there at 7500 feet and flew along the ridge picking up 3-5 knots. I turned back north to fly along the ridge again and found a thermal greater than 10 knots. This is the strongest lift I have experienced and quickly climbed back to cloudbase of 12,500. I then visited Centre Peak for the second time as I continued toward the Gap.

I noticed the radio chatter had diminished and wondered where everyone was and found that my radio had failed. I turned east and headed toward Claresholm. I tried contacting my crew on the cell phone, "Please leave a message". I finally reached my sister and told her I would call again if I landed out (I hoped I wouldn't need to). Within 10 km of Claresholm it started to look blue, so I went northwest toward the intersection of Hwy 22 and the road from Stavely. I wanted to look down at the field I landed in during the Nationals (that story was in the 2005 ASCent — *Landing out Jam Jar*). I then turned south back to Cowley, and with a good thermal marked by Walter east of the field, I topped up and continued east, then south to Brocket and back to Cowley and a landing. Total OLC distance was 245 km.

**Walter** On Wednesday there was poor visibility due to forest fires across the border, so I didn't take off until about four o'clock after the visibility improved. At this time of day I stayed within reasonable distance of the field and as the afternoon turned into evening the radio chatter got quieter and finally there was silence. After a period of silence, I heard Tony's voice asking if anyone is still flying. I acknowledged and now we exchanged info about the still-available lift; mostly it was Tony with his superior knowledge of the local area who was advising me where the lift was. The evening was just beautiful, the air was smooth and even the little thermals were barely a ripple. It was going towards nine o'clock in the evening when we both landed within minutes of each other after having taken advantage of the last available lift before the evening dew literally put a damper on our flights. Tony concluded his flight with a graceful show of wingovers in the Russia.

**John** Thursday looked like another good day but the lift never really showed up. I tried to duplicate the late evening flying of Walter and Tony and managed an hour in 1/2 knot thermals landing just before 8 pm. There were several flights each day that arrived back at the field just prior to sundown, and they were flying (not on trailers)! I think Phil had the greatest number of evening returns to the field. This was probably due to his hard work organizing each day causing later afternoon launches for him. Thanks Phil!

Friday was windy again and there were signs of wave. I started the day giving a site check in the Berge for Shane Cockriell. We found some thermals and some wave also. After a short break to prepare the Jantar, I took a 4000 foot tow and released in lift by Hwy 22 west of the field. I scratched along in strong lift and sink, getting minimal gain in altitude. I moved north and contacted wave that began a smooth climb to 16,000. I worked along the

leading edge of the cloud as the wave lift decreased to a steady 1 knot.

I wanted to ensure the block was open and tried calling the ground for confirmation. My radio was weak and I had trouble communicating, but Phil finally responded with an affirmative. I had a hand-held but remembered a story Todd Benko told about removing his mask to use the radio and decided I would leave mine on. (This and many other valuable lessons learned can be found in the book “*Stalking The Mountain Wave*”, available from Tony and Ursula.) The lift weakened more as I approached 18,000 and I worked slowly to 20,000 while carefully watching my oxygen. I had switched to 100% through 16,000 and was using it faster than I had expected.

On reaching 20,000 I had enough oxygen left for the descent and opened the spoilers, diving east to get below 13,000. I don’t know if there was more lift available to climb above 20,000 as it was very weak where I was, and my oxygen level reduced the option to continue. On the descent I realized another unplanned goal was achieved ... GOLD Altitude! What a great camp!

Descending to the northeast, I went to Chain Lakes, then southwest toward the Gap. I found strong sink and turned toward Cowley for a final glide. Strong sink often means strong lift nearby, and I found it shortly after that, providing another climb to cloudbase and back to the Livingstone Range and Centre Peak for the third time in three flights! I followed the range south to Frank Slide and more 10 knot lift there. I continued southwest into the Waterton Park ranges and some spectacular scenery. I finally decided that I should head back to Cowley and turned north, only to find the field was actually northwest as I had travelled farther east than I realized. The final glide back to Cowley was relaxing knowing I had enough altitude passing over the giant glider-eating wind turbines.

**Walter** My real claim to fame for this year’s camp was having the shortest flight on Saturday, perhaps the shortest flight ever from this field. The CAGC’s introductory and check flights on winch launching were well received. I intended to show that one can get away to a thermal flight from a winch launch, something I have done many times with the GPSS winch at Beaverlodge. I was sitting ready for launch in my Cirrus, waiting for the cable retrieve vehicle to bring the cable back. While I was waiting, the wind changed direction and we now had a light tailwind.



*John Mulder in Jam Jar winches off 11 on Saturday, 5 August.*

Mistake number one: I decided to take off anyway, something I have done on several occasions on our winch at Beaverlodge. The winch operator just uses more speed to compensate for a light tailwind. Mistake number two was that after an exceedingly long ground roll I did not release. On the lower end of flying speed, I was able to gain only about 300 feet. The winch operator was unable to comply with my calls for more speed as he was already at full throttle — I released. To land straight ahead would have meant a tailwind landing on rough ground, so I opted to make a sort of keyhole turn and landed back into the wind towards the takeoff point; flying time two minutes and two seconds according to my Colibri. This maneuver looked dangerous from the ground at this low altitude, especially since I used plenty of banking to make the turn, but it was much safer than a shallow-banked one with slower speed and too much rudder. I read somewhere the definition of an “expert pilot” is one who avoids situations where he needs all of his expertise to get himself safely out of it. By this definition I have a lot to learn to become an “expert pilot”; so, as long as I can learn something I keep on flying.

While I was in the air searching for lift and generally having a good time, Grace would find a shady spot at our campsite and kept busy painting dozens of greeting cards which she generously gave away. It was a challenge for her to have supper ready when I got back, because she never knew when I would be down on terra firma again. She had to endure the heat while I was up in the cooler regions of the atmosphere.

The camp was great for me so thanks to Phil for organizing it and thanks to the towpilots for making our soaring

flights possible and to all the volunteers who helped make it again, as in the past, a success story.

**Phil** A particularly notable flight was made off the winch in the 2-22 with Drew Hammond and Gerald Ince at the controls. Gerald had just arrived at the field to see how things were going. An opportunity to go for a winch ride opened up and off they went. The average flight time for the 2-22 from a winch launch was about four minutes but Drew and Gerald contacted a thermal and were away for about an hour and also climbed to a good altitude. Other aircraft winch launched were the Jantar flown by John, Walter's Cirrus and the Cu Nim L-33. One result of having the winch available was that more pilots were able to try it for the first time and see the potential for winch launching. ASC is now looking for ways that it can assist with expanding the use of this launch method in Alberta.

**John** Saturday looked like another good soaring day. We started winching while people waited for the lift to develop. After two winch launches in the Jantar, I was given the opportunity to fly Rob Riege's L-33. Just as I launched on airtow, the wind changed from east to west and finally generated what little lift we saw for the day. The 2-22 winch launch just after mine found the lift though, and climbed to over 9000! While thermalling over the Porkies I looked, and then looked again. Didn't the 2-22 winch launch just after my takeoff? Here it is ... above me! I also saw the Berge up there.

Another Cowley first! The two vintage CAGC two seaters were flying together in lift at Cowley. I managed a two-hour flight and some short cross-country to the yellow bridge, the town of Cowley and Lundbreck and back to the airport. I found some wave over the town of Cowley at 7000 that provided a quick boost to 9000 before dissipating (at least I couldn't find it again).

We had an enjoyable camp BBQ tonight with some stories, some catching up, and even a puppet show by Kerry Stevenson using beer bottles as characters and a cooler as a stage. This could become a regular feature at Cowley. The unique recreation of Bruce Hea's record altitude flight was particularly entertaining.

Sunday we winched some more. There was very little lift available, but after last night's BBQ, people seemed a little tired and ready for a more laid back day. We derigged the Jantar and Berge that evening and prepared for the return to Innisfail.

Monday we helped with cleaning and packing up the camp, our club equipment, and prepared to ferry the 2-22 behind PCK back to Innisfail. The Blanik and Lark were on the line for tows as we left. Walter also planned to fly the Open Cirrus today.

In conclusion, I came to Cowley with a list of goals and got them — I went to Centre Peak and beyond several times, used the lift at Frank Slide for some fantastic climbs, went north to Chain Lakes, south to Waterton Park, completing a few kilometres of cross-country, and a Gold climb. This was the best week of gliding I have had, and I can't wait to do it again next year! If you weren't there, you should plan to attend. Great flying, renewed friendships, some new friendships, and a story I will tell several times over.

#### **Phil – in conclusion**

There were numerous others that could have written about their Cowley flights and experiences. Some students could have told of the opportunity to fly in a very different environment and how that helped them grow as pilots. Several experienced pilots flew different types of aircraft and could have told how that broadened their abilities. All of us could have related how we learned from other pilots during our daily meetings, informally on the flightline or around a camp fire in the evening.

As the camp drew to a close it became clear to many of us that the Central Alberta Gliding Club crowd's attendance, enthusiasm, and expertise had greatly enhanced our enjoyment of summer Cowley 2006. Now we look forward to the 2007 summer camp when we hope other clubs will bring what they have to offer and make the event even more memorable for all. See you there. ✨





## The Heiligenschein and

### Shadows

Have you ever noticed that there is often two parts to a shadow? The dark inner area is the *umbra* and the surrounding grey area is the *penumbra*. These regions exist because of the size and position relationship between the object producing the light and the object blocking the light. To illustrate this fact, go into some darkened room with a ceiling mounted light and hold your hand directly below the light and about an inch off the floor. Under your hand you will notice a very dark shadow with crisply defined edges. Raise your hand up a few inches and you will see the edges start to lose some of their definition and a greyish band starts to form around the dark, inner shadow. As you raise your hand further the grey area will expand and the dark, centre shadow will decrease in size. As you move your hand even higher the umbra will eventually disappear and the penumbra will increase in size.

### The HEILIGENSCHHEIN

Stand with your back to the sun and observe your shadow on the grass. You'll probably notice the umbra and penumbra but there is something else that you may not notice unless the conditions are just right. If you're lucky, you might notice that immediately around the shadow of your head the grass is *brighter* than the grass in the general vicinity. It looks something like an aura and hence the name 'Heiligenschein' or 'holy light' in German. This aura is controlled by three factors: the shadow effect, the glory effect, and various magnifying effects.

The shadow effect is the primary cause and is quite simple to explain. Any observer looking at the blades of grass near the shadow of his head will have a line of sight roughly parallel to the rays of light coming from the sun, and the observer will not see the shadow created by some blades because the shadow is behind the blade and hence blocked from view. As a result, for the grass immediately around the shadow of your head, you do not see any shadows. The patch of grass around the shadow of your head is perceived to be brighter than the rest of the grass although the intensity of light falling on the ground is the same everywhere. The last two mechanisms require water in some form to be present on the ground.

For the glory effect, dew drops simply act as mirrors and reflect the light back in the direction the light came from. This sends more light back than dry grass would, thus the halo seems brighter. The magnifying effect is just an extension of the glory effect. Here, dew drops act as a magnifier and the light is reflected off the back of the drop instead of the front as in the glory effect.



Now for the flying content of all this! I am sure that every pilot has searched for his shadow on the ground at some time while flying. If you looked while at low altitude you probably found it and if you were observant you may have noticed that immediately around the shadow, the ground was brighter than anywhere else! This too is called a Heiligenschein.

You will not find the shadow of the plane at higher altitudes as a result of the relationship between the object producing the light and the object blocking the light. (There are other causes too. Light is diffused by the moisture in the air and as a result, this diffusion reduces the contrast the shadow would otherwise provide. It is for this reason that on overcast days the shadows are quite faint.)

### The GLORY

The glory is an optical phenomenon produced by light backscattered (a combination of diffraction, reflection and refraction) towards its source by a cloud of uniformly-sized water droplets.

A glory has multiple coloured rings. The angular size is much smaller than a rainbow, about 5–20°, depending on the size of the droplets. Since it is seen in the direction opposite the sun, it is commonly observed while airborne, with the glory surrounding the airplane's shadow on clouds. The phenomenon is also known as an *antheion*, from late Greek, meaning "opposite the sun"). If the bumps and rolls in the cloud don't distract you from examining the rainbow carefully, you will also see a Heiligenschein in the centre of the rings. ❄

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*Photo caption opposite* Astronomer Franz Kerschbaum saw this 'glory' on a flight between Vienna and Brussels. It is centred at his eyes in a seat position just forward of the wing.

Four rings are visible to this glory, signifying that the cloud droplets were almost mono-sized (although in this photograph they are not too obvious in grey). The bright centre area is the Heiligenschein.

Image © Franz Kerschbaum, shown with permission.

# 2006 Fall Cowley



## Phil Stade, ASC Exec Director

**T**HE MORNING FOR MOVING AIRCRAFT to Cowley dawned cool and calm at Cu Nim. It looked like a great day to be airborne! Aerotowing two Blaniks to Cowley ensured we had enough training aircraft and so Dave Morgan, Josef Fiala, Kerry Stevenson and Derek Jones headed south about 10:30 towed by John Gruber and Peter Vesely. The tow got a bit rough but the turbulence was a promise that the day would be good... and it was. Walter Mueller enjoyed a 3:32 flight, John Gruber a 2:50 flight to 22,000 feet, Ab Fotheringham a 1:50 flight and only 2 of the remaining 8 launches weren't 50 minutes or longer. We were ready for more!

Sunday wasn't quite what we hoped for and the few flights were basically up and down with the exception of an early evening exploratory flight that I took in the Jantar to check out why some interesting clouds were forming at the entrance to the Pass. On the tow we passed through several bands of lift that had me thinking 'Wave' but after release I was thinking more along the

lines of 'Turbulence'. Puffs of lift generated climb rates in the order of 20 ft/min so by tip-toeing from puff to puff I moved into the Pass without much loss or gain of altitude. I quickly retreated to south of Lundbreck when sink was encountered just east of Frank Slide. The conditions gradually improved during the 1:37 flight to about 100 feet/minute and by about 7 pm I finally reached 9400 feet! I had found wave but a bit more vertical velocity would have made the flight less of a struggle!

By Monday morning several pilots had left to avoid the predicted rain, and those who stayed over were derigging and packing up. Cloudbase had descended to about 1500 feet and a bitter wind reminded us that fall had definitely arrived. Lonnie Wasik, a Missionary Aviation Fellowship pilot, had mentioned that he might drive down to see the operation but given the conditions I was surprised to see him. An hour later we were in the air and pulling the release at about 1300 feet. No records were set but another pilot was introduced to the sport and thrilled by a twelve minute flight!



The next few days in the rain and wind proved that weather forecasters sometimes do get it right. Thursday morning brought back the sun and Dave Morgan and I in PCK headed for Black Diamond to aerotow CU, Peter Neary's 20m IS32 Lark, to Cowley. By the time Jean Claude and I were on tow over the Chain Lakes it was clear that wave conditions were developing and Dave was able to throttle back PCK in the lift. After releasing near the Gap at about 11,000 we enjoyed over an hour of magical conditions climbing up and over rotor clouds and then pulling full spoilers to fly back down to do it all over again. It was a great thrill to see our shadow moving across the face of the cloud surrounded by a rainbow!

We weren't the only ones to enjoy these conditions. Tony Burton reached 21,500 feet in his Russia in the 1-2 knot lift and Jean took ISK to a Gold Altitude climb and a nearly three hour flight. Unfortunately his lack of an OO's verification means the badge claim will have to wait for another attempt. The Lark carried Cu Nim student Diego Fernandes and I to about 16,000 feet and after two hours of flying we landed under a brilliant full moon at 7:15 pm; cold but smiling.

Friday, 6 October presented a fine mix of wave cloud and a lot of underlying cumulus that provided very scenic flights. (The photo on the previous page by Tony illustrates the beautiful day.) The cu had a random look that made one wonder where the wave was lower down. It was again weak, 1-2 knots, and one had to get above the convective cloudbase of about 9000 feet msl. Tony took a 3000 foot 'wimpy' tow and spent some time climbing the needed extra 2000 feet in rotor/thermal lift before connecting, eventually reaching 23,000 feet.

It turned out to be a very special day for one long time Cowley camp attendee. Soaring conditions, aircraft and preparation came together to give Walter his Gold Altitude climb to 21,500 feet which completed his Gold badge 23 years after flying the Gold distance from Cowley to Medicine Hat in a K6E. Congratulations for this achievement are extended to Walter in this, his 69th year(!) as a glider pilot.

The honour of having the camp's "duty" Blanik landout went to Jean in ISK. On tow toward Centre Peak, Jean encountered turbulence and released when the towplane disappeared from under his nose. He found only strong sink in the foothills on the run to eastwards, but an excellent field was chosen just east of Highway 22 and a safe landing made. Once the aircraft was retrieved and rigged Jean headed back up to redeem the day.

Dave Puckrin and Bob Hagen had arrived from Edmonton earlier in ZNM, a restored and much-improved motorized Ogar. Dave and Tony then took the opportunity to check out the wave in side-by-side comfort reach-

ing 16,000 in a nearly two hour flight. It was a slow climb as the normal sink rate of the Ogar almost matched the strength of the wave much of the time.

Dave Rolland had invited me to fly with him on his 300 kilometre triangle attempt in CU, but I joined a number of others to assist with the Blanik retrieve and so the second seat was offered to Val Deschamps (she had come from Red Deer to Cowley with her husband Leo who was flying his 1-26). Her expectation of a short flight was significantly exceeded! A trip nearly to the US border and north to Chain Lakes provided Dave with his 300 kilometre triangle and Val with a 3:35 flight.

Saturday's launches started on runway 29 accompanied by a cool breeze under overcast skies but conditions improved for the second flight when a new Cu Nim student, Krzysztof Dzwonek, and I took a 1000 foot tow so he could practise his circuits. An hour later we cut the flight short so others could have an opportunity to fly! There certainly is something about that kind of flight that keeps pilots smiling. Jean had the flight of the day with 2:07 in one of the Cu Nim Blaniks and Ab Fotheringham had an enjoyable 1:20 in YES1.

Our Thanksgiving dinner was waiting so flying was shut down before 6 pm even though the desire to continue launching was strong. We weren't disappointed by the decision since *The Outpost* restaurant in Lundbreck put on a great dinner and provided a relaxed setting for about 24 pilots and family members.

Northeasterly winds greeted us Sunday morning and without wave or much thermal activity the flights were kept to a maximum of 43 minutes until after 5:30 pm. Al Poldas and I had flown CU earlier in the day and since tow tickets were burning a hole in Al's pocket we decided to put them to use and blow them on a late tow. We released at 4000 agl and flew gently around in zero lift and diminished sink. The clouds began to move into the valley from over the Porkies and it gradually dawned on us that lift was present under the easterly edge of the north/south cloud bands. We flew to north of the yellow bridge in steadily increasing lift and encountered rotor clouds with up to 4 knot lift on their EAST side! The lift took us to about 8400 feet in this very rare wave formed by a northeasterly wind over the Porkies. We were very glad to be down from the cold when we landed at 7:09 after 1:37 in the air. Another memorable Cowley day!

Monday is traditionally clean up and head out day but it turned out to be the busiest flying day of the camp with 18 glider launches including five intro flights. Calm winds and bright sunshine made for a wonderful end to a great week of flying. Plan to join us for the 2007 Cowley camps: another flying adventure awaits! ❁

# the Alberta cross-country season

## Tony Burton

ASC Sporting chairman

**I**T WAS A SLOW SEASON for cross-country soaring in Alberta in 2006. As has been the case recently, once the rains began in June, little was done over the remaining summertime, although there were some decent days at the Cowley summer camp.

To see what cross-country flying was done this season, I went to the OLC and extracted the data on the best flights pilots have flown within Alberta, ordered according to their FAI-OLC scoring—the table is below. “Classic” OLC scoring divides a flight track into the maximum distance using up to five turnpoints that result in the largest point score; the points depend on the handicapped distance and some derating of the last two of the six legs of the flight. The FAI-OLC scoring calculates the largest FAI triangle that can be placed within the flight track (it is a closed course with the shortest leg being at least 28% of the total distance for flights less than 500 km or 25% for longer flights). This scoring will penalize flights that have zig-zag or stretched out tracks. Scoring is maximized for those pilots who plan their cross-country flights with some intent to open up the territory they fly over rather than wander around the sky, although it is not necessary to declare a flight beforehand.

The intent of FAI-OLC scoring is to level the playing field between flights that rely mostly on thermal flying and those in which topographic assistance is significant such as wave flights, ridge soaring flights like those in the eastern USA, and mountain chain flights such as from Invermere, BC. For example, an FAI triangle flight at

Invermere requires considerably more planning and skill than an “easy” Invermere-Golden-Elko 500 up and down the ranges (you can read about such a great triangle flight in the 6/2006 issue of *free flight*).

It’s interesting to study the results in the table. Most of the best triangle flight results also come from the same flight from which the best classic OLC points were earned (these have an asterisk after the pilot’s name). Note the differences in the distance extracted and points awarded — flights made with some apparent intent to cover the greatest area show the smallest differences.

Vaughan Allan is the big winner in cross-country flights with many done using the Rockies wave systems. As of the date of my writing this article, Vaughan made seventeen OLC flights (6506 points and 7575 km) this season, of which the 12 below had scoreable “triangularity”, if I might coin a word. His best FAI-OLC flight, which leads the list, was a thermal flight out of Claresholm over the prairies on 17 June.

Always, my recommendation to pilots is to have a plan in place on a good-looking cross-country morning. Doing so will test your skills in reading the forecast and other soaring-related data and in choosing a task that stretches a little what you think is achievable. Launching and wandering around the sky is fun of course, but it will *not* make you a better cross-country pilot. Declaring a task concentrates the mind and forces you to fly to the best of your ability; that’s the only way you will improve. (A

| 2006 Alberta XC “FAI triangle” flights |                     |            |                   |          |      |              |      |             |        |
|--|---------------------|------------|-------------------|----------|------|--------------|------|-------------|--------|
| Pilot                                  | best FAI-OLC flight |            | FAI-OLC flights # |          |      | best OLC flt |      | glider      | club   |
|  | (km)                | (pts)      | total pts         | total km | flts | (pts)        | (km) |             |        |
| Vaughan Allan                          | 518                 | <b>455</b> | 3053              | 3480     | 12   | 636          | 736  | DG-800      | ind.   |
| Tony Burton *                          | 413                 | <b>492</b> | 1044              | 877      | 4    | 497          | 422  | Russia      | Cu Nim |
| Struan Vaughan*                        | 315                 | <b>286</b> | 953               | 1048     | 8    | 381          | 427  | DG-400      | ind.   |
| Al Hoar *                              | 266                 | <b>251</b> | 508               | 538      | 3    | 311          | 346  | Pik-20E     | Cu Nim |
| Phil Stade *                           | 186                 | <b>219</b> | 219               | 186      | 1    | 307          | 263  | RS-15       | Cu Nim |
| John Mulder *                          | 179                 | <b>179</b> | 448               | 448      | 4    | 228          | 245  | Jantar      | CAGC   |
| John Gruber *                          | 176                 | <b>179</b> | 563               | 552      | 5    | 215          | 219  | Std Cirrus  | Cu Nim |
| Bruce Friesen                          | 129                 | <b>150</b> | 267               | 230      | 2    | 303          | 269  | Std Austria | ESC    |
| Carol Mulder *                         | 97                  | <b>97</b>  | 97                | 97       | 1    | 202          | 208  | Jantar      | CAGC   |



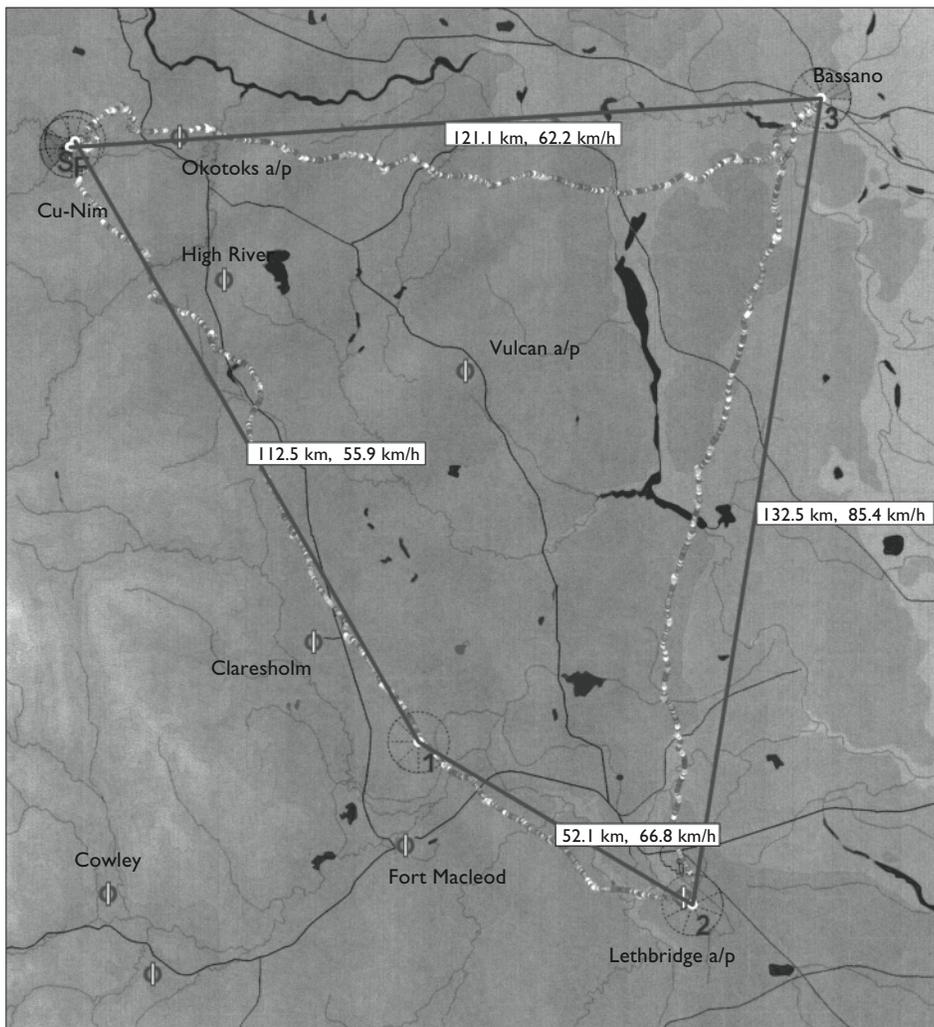
recent article in *Scientific American* on a study on what makes a chess grandmaster concluded that the primary factor above all others is practice, practice, practice.) On your flight, the worse that can happen is that the day doesn't develop as planned and you have to break it off—so what—you have learned something in the process and may have even made a good flight that you otherwise would not have done at all. A journey in which the outcome is in doubt is the very definition of adventure, so fly adventurously.

My flight on Saturday, 13 May was such an abandoned task. Nevertheless, it still turned out to be the second best FAI triangle in Canada this year (Ulli Werneburg made a 528 point – 570 km flight from the Gatineau Gliding Club on 5 August in his ASW-24).

My primary goal recently has been to fly an actual 500 km in E2. The forecast looked good for a task to the south as temperature, cloudbase, and thermal strength promised to be better in that direction. A review of the table of Canadian records showed me that the current handi-

capped and declared out-and-return distance record of 442.9 km (372.2 km for the Russia) in the Club class was worth a try. I had flown those records in 2003 going to Cardston airport and back. So, a declared turnpoint just past the border at Sweetgrass and back for 501 km (handicapped 596 km) was planned; a big increase in the record if I was successful. Other plusses were that I could turn short of Sweetgrass by as much as 64 km and still get the free O&R record; furthermore, if the day was *really* good, I might even be able to beat the Club 200 km speed-to-goal of 113.2 km/h getting to Sweetgrass even if I landed out on the way back. A good plan has options.

As it turned out, my early start down towards Claresholm was much slower than hoped with a headwind and only moderate thermals and cloudbase. Conditions were also quite blue south of Lethbridge which would slow me down even more, so when I was west of Lethbridge I turned the task into a triangle. The track is shown here, noting that it marks four legs of an OLC scoring rather than joining the first two into the FAI triangle scoring that gave a small 9 km reduction in total distance.



The flight took 6-1/2 hours. I got the first tow at 10:01 am, soon after the cu popped. I rarely saw better than 3 knots average and was below 7000 most of the time until I got to Claresholm at noon and got a 5 knot climb to 8360. West of Lethbridge 45 minutes later at 7800 feet, I gave up on the task and turned north at the airport at 1:01 pm. Tailwind helping, the run to Bassano was much better with more 5 knot-ers, the best of the day being 7 knots to 8800 feet between the dam and the town, where I turned at 2:32 pm. Sadly the day began dying quite early (only 3 pm) and it was thin half way back. Going for the last cu bits west of Okotoks, I was down to 800 feet agl 7 km short of home with hills to cross—I had my field picked out. Drifting NW, it took 15 minutes of scratching to gain enough to feel happy about going the now 9 km back home to Cu Nim, and I landed at 4:30.

All the day was used and a good flight was completed. I can't complain about that! ✨

# Clubs

## Central Alberta

A very interesting year has come and gone in Central Alberta. The club's horizons definitely expanded this year and many members achieved personal bests. The 2005 season ended with the realization that the Grande Old Lady of our fleet (the Bergfalke III) was reaching a point where she needed admitting to the sailplane hospital. We decided to concentrate on the overhaul of the fuselage. This would ensure that she would be able to fly in the 2006 season if we got our poop in a group and got it done. A special thank you to all who donated their time and materials; to Jerry Mulder and Gerry Leinenweber for letting us use their hangar, Red Deer Neon and Mark Saxton for letting us use their paint booths, and Dicky Mulder who sewed up the fabric.

Gliding started this year in mid-April with the annual checkouts, and things hummed along from there with many club members having good flights.

Badge work under Carol Mulder's expert direction began this year. She set up a Bronze badge course this September which was well received by all who attended. The winch sure comes in handy when you are trying to complete three spot landings in a row! Quick and a lot of fun. Three CAGC members earned badges this year; see the achievements on page 20.

Trent Leinenweber redesigned our web page this year. The results were rather dramatic — the phone started to ring and e-mails appeared with people wanting more information on soaring. I talked to people from as far as away as Vancouver.

We welcomed two new pilots this year. Tim Radder and Jeff Runciman completed their power conversions and Dale Brown went north to ESC and received his instructor rating. Congratulations to all!

CAGC decided this year to shut down our operations in Innisfail and move en masse to Cowley for the summer camp. We took our winch, the 2-22, the Berge and a few private gliders. Probably 2/3 of our club showed up along with some wives and families at sometime during the week. What a time we had! Many personal bests were recorded along with Carol doing her 5 hour flight and John flying "off my map". Flying in wave was definitely a new experience for many of us. The thrill of effortlessly climbing and then having to stop because we had reached

our altitude limit for no O<sub>2</sub> is — an experience I won't soon forget. Next time; O<sub>2</sub> and warmer clothes — it got a little chilly! Already have made plans for next year!

We also had the honour of hosting two accomplished foreign pilots this year: Adival Magri from Brazil, a national team member and instructor, and Lothar Schröder, a Lufthansa pilot (see story opposite). It was a definite pleasure to have these two gentlemen come and hang out with us. A British pilot was almost the third but Mother Nature and scheduling conflicts got in the way.

This winter the Berge wings need to be opened up, inspected and recovered. Our Lark project is in the process of being revived after a break to complete some other projects. Decisions may have to be made in regards to the engine in the winch in the near future as it's getting a little tired.

In closing I can say that this year was definitely a year of "firsts". The invisible tethers to Innisfail runway 16-34 are slowly being stretched and broken. Tentative excursions cross-country, badge work, hosting foreign guests, and visits to other locales are all new to many of us. Looking toward the horizon. All the best in 2007.

Shane Cockriell

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## Edmonton

We enjoyed a good season of thermals from April right through to October this year, allowing more than 1100 flights from our airstrip out at Chipman. We had 15 students who accounted for constant use of our fleet of two Super-Blanik L-23s and had one student accomplish a solo flight of over five hours. While we were hit with some extra maintenance costs on one of our towplanes, we also enjoyed good revenues in August to offset any financial burden. All in all, it was a great year for flying!

On the operations side, we ensured student pilot representation on our executive and conducted ground school early in the year with some new multi-media equipment that attracted some students from out of town. We also changed the format of our monthly meetings to ensure safety issues were discussed for ten to fifteen minutes to reduce our risk experience for the season. As a result, we amended our operations manual to ensure best possible practices were encouraged in our members.

Our recurrency camp in April was well attended and we installed a portable weather station on the flightline to help our accuracy with crosswind analysis. While we thought about building a cross runway, our neighbours weren't so happy about it, so we shelved the idea. In-

## German glider pilot visits CAGC

12 September – CAGC had a new experience last week. Don Hand called Tuesday asking me to come to the Innisfail airport and meet a fellow from Germany who was interested in gliding. I drove down and met Lothar Schröder. Lothar had met the CAGC in Germany through our website. Lothar's goal is to get as many countries as possible in his logbook where he flew solo, Canada would be country number 65.

That night I spoke with Shane and he agreed we should do something special. If Lothar paid his \$400 membership and did a flight with an instructor, he could solo after that. The club would refund his membership and everybody would be happy. Wednesday afternoon I met with Lothar at the airport and explained how the club would resolve the money part to make this legal and he agreed. I invited him to join Dicky and me for supper and we had a great evening, speaking of flying and politics ... Dicky speaks some German and Lothar some Dutch so you can imagine. I phoned Brian and he was willing to do a checkride with Lothar on Thursday or Friday night.

Lothar is a captain with Lufthansa, flies in Europe a Bombardier Regional Jet built in Canada. This is what started

him on gliding outside Germany, and that sparked the idea of going worldwide. His travels have taken him to Eastern Bloc countries, Africa, South America, the Middle East countries, and China.

He obtained a local licence to glide in each country. He stated Canada's aviation bureaucracy was not too bad — slow, but not the worst. He went to the Calgary TC office Friday on arrival with all his documents and could pick up his licence on Thursday. We arranged that he was to phone me when he arrived back at Innisfail so we could do the checkride. Saturday morning Lothar arrived, filled in the membership form, gave us the \$400 and we put it in an envelope, and he went flying. Brian said he never knew the Bergfalke could fly so stable. It was Lothar's first flight in a Bergfalke. Right after that he took it up to 8000 feet and flew for 40 minutes. After flying was done, we returned the envelope to him. He took \$100 and gave it to the club as a donation.

Lothar was part of the team on the field the whole day. That evening Brian suggested to Lothar we go for dinner in Innisfail. Lothar, Brian, Mel, Dale, Ethan, Dicky and Jerry went to dinner. Lothar picked up the tab.

It was a great international experience. **Jerry Mulder**

stead, we purchased a used "sea container" to house our grass cutting mower. We also now have a new flightline trailer that is more than three times the size of our old one. It was a tent trailer that Wayne Watts donated and we had someone gut and rebuild the interior so that we can use it on the flightline. It has a solar panel and RV battery to run the water cooler and a radio, a grease board, and a tow rope box on it. We're looking forward to using it next season.

We hosted the Western Canadian Instructor course and heard those in attendance had a good time. They're welcome back anytime! We also conducted more than a hundred familiarization flights and had people from as far away as Hong Kong and England come out to the field for a ride while visiting Edmonton. A local TV reporter hitched a glider flight to the Edmonton City Centre Airport as part of the annual open house at the Air Museum. As a result, we got a free clip on the evening news.

We have lined up some projects to ensure next year is comfortable and profitable. We plan to get new seats and harnesses in the trainers to alleviate the student complaints of "Blanik Butt". We got some better quality tow rope to reduce the risk of breaks next season. We organized a free "Introduction to Aviation" seminar through the continuing education division of the local school board.

We hope this will allow us to infect an unsuspecting public with an itch to fly and thereby increase our intake of new students for next season.

In last year's ASCent there was an article on a proposal that ESC self-insure its fleet. The proposal, as written, was made to our members at one of the club meetings and it was rejected overwhelmingly.

During a dry spell in May, a passing motorist tossed a cigarette from their car that had a few of us doing a rain dance to put out the grass fire. Thankfully, the prevailing wind took the flames away from our equipment and the local volunteer fire department wasn't on a smoke break when we called for help. **Richard Pougnet**



## Grande Prairie

GPSS is back in the flying game. After a lengthy process, we now have a “new to us” Blanik L-13, C-FIRB. The process began when Rudy from Pemberton called us last fall and said that he had a line on a used L-13 that he could get overhauled in Europe and then shipped to Canada. In June the glider arrived in Chilliwack to be checked over for a C of A and for licensing. As Transport Canada does not have many inspectors that can decipher Russian logbooks, some more time was spent in the licensing process. Finally in September, Walter Mueller and Grace, his wife, towed our Blanik trailer down to bring back our new “bird”. We decided that due to the cost of insurance we would wait until next spring before flying FIRB but we could not resist assembling the glider on 21 October to ensure everything was there and basically to admire our new machine – she is a beauty! All of us are waiting with great anticipation to fly C-FIRB and are planning to make the most of those spring thermals.

Even though we did not have a club glider, our members were busy. Earl Loewen spent time with our friends at the Edmonton Soaring Club and came away a newly licensed glider pilot. In anticipation of our new glider, Lester Oilund attended the SAC instructor course at ESC and needs a little more work to get his Instructor rating. Earl, Jordie Carlson and Steve Swallow had their L-13 up flying from the Grande Prairie airport.

Walter had his most successful soaring season with a total of 38 flights and 88.2 hours of flying. This included flights from Beaverlodge, Grande Prairie, Chipman, Cowley and Invermere. Highlights were a 30 hour week in Chipman that saw an outlanding in an oat field after a 200 km

cross-country, missing Chipman by only 8 km, a wave flight in Cowley to 18,000 feet that lasted over 3 hours, and another wave flight to 21,500 feet that gave Walter the Gold altitude. Congratulations Walter.

As I said in last year’s report, when I grow up I want to be just like Walter; I can only hope I have the energy to keep up to him.

Lloyd Sherk

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## Cu Nim

Wow! Another season is at an end, at least the main flying part. This year Cu Nim has experienced significant change. For the most part it was a welcomed change.

We began the season with the safety seminar in Innisfail. SAC had introduced a Safety Management System and a framework for clubs to effectively implement and manage. We have begun our approach to this and are in the midst of its creation. It isn’t as easy as it seems to formally approach this and requires some input and perseverance to complete. As a club we have always been safety conscious and have formal and semiformal implementations in place but perhaps this will be better in time. There is now a book in the clubhouse that can be used to write and share experiences and is has the title “What I Learned About Flying Today”, borrowed from *Flying* magazine.

Last year the club got into the red as a result of a poor season and a lot of expenses, a situation that couldn’t be repeated. We have operated a fleet of 3 trainers, 3 single



## Delivered at last !!

A number of suggestions were considered by the ASC Executive to honour Tony Burton (right) for his 19 years as ASC Executive Director. During the last winter it was decided that a painting would be suitable.

The search began for an artist who could be commissioned to paint an appropriate work for Tony. Finally, Jim Blair of Blairmore was contacted and he accepted the challenge. The painting was completed in early February, 2006 and a computer image was presented to Tony in virtual form at the ASC AGM last year. It was some time after that before the actual framed item was received from the artist and even longer before Beth and I hosted Tony and Ursula for dinner and the “Cowley Valley” painting was presented.

Thanks from all Alberta pilots for your efforts and the excellence you brought to the job. *Phil Stade*



seat aircraft and two towplanes. This year we decided to make the difficult but clear decision to reduce our operating fleet by mothballing a towplane, the Cirrus, and an L-13. This saved us significant costs in insurance and annual inspections and it made our fleet size more in line with our present use. The mothballing was also an experiment to see if, in fact, any part of the fleet could be downsized permanently. The fleet reduction this year had little impact on utilization and reinforced the fact that we have to be more efficient with flight operations than we have been in the past. Like any change, it is a work in progress and has been reasonably effective.

The above savings and a much more active flying season got us back into a better financial position; however, more efficiencies are needed like our experiment to schedule instructional flights (as are more members).

The club had voted to sell our Standard Cirrus and it found a new home with one of our members in July. The aircraft, although quite nice, was under-utilized. (On the other hand, our Blanik L-33 can be flown by any newly-licensed pilot and it is also fun to fly.) The club has also given the executive the go-ahead to sell one of the Scouts, given our history of rarely seeing both towplanes in use and in having PCK available as an emergency backup.

The Cowley camps were well attended and a great way to reunite, meet, and bond with the other clubs there by sharing our experiences, food and alcoholic beverages (after flying of course). Some of us at Cu Nim got to experience winch launching after CAGC brought their winch to the camp. Gerald Ince even got away for well over an hour in the 2-22! Personally I flew for nearly 4-1/2 hours — too bad it was the last day of the camp and everyone else was packing to go home. I was beginning to feel guilty when I heard static on the radio more frequently so it was time to land and box up the L-33.

Midweek flying was much more common this year. Using the discussion group, it was easy to “warn” everyone of potentially good soaring and round up towpilots and retired or job-free pilots for the day. This allowed us to take advantage of soaring days that don’t come that often in the best part of the season. April and May did give us some good days, certainly better than in 2005, but again the rain arrived too early in June and it put a damper on the rest of the spring.

Paul Chalifour organized a week-long instructional camp and there was a lot of interest and participation. Students appreciated the access to concentrated training in addition to our regular weekend training.

I feel there is a better attitude amongst the members at Cu Nim. More contributions from members and non-members kept the workload lighter. For example, a lot

more people checked themselves out on the tractor for runway mowing duties. We also appreciated each other a little more. Breakfast meeting and clubhouse dinners brought us together to share ideas, our flying fish tales, and general sarcasm. We still have many things to do to make our club healthier and vibrant. There are many distractions and paths that we could take but I encourage all of us to act and plan, not react and compromise our future. *“The best way to predict the future is to invent it”.*

We closed out the season on 4 November in a packed clubhouse with a catered dinner and the awards-giving. Thank you for the great year.

Danny Russell

### A TOWPILOT COMMENTS ON TOW TICKET INSTRUCTIONS

Communication from the front (of the rope) regarding messages on tow tickets:

We’ve had yet another season of ad hoc bleatings from our underprivileged brethren (and sistern) at the rear; generally regarding altitudes and upwinds, snap rolls on tow, and other personal fears and fetishes.

Since these people serve only to add drag to an otherwise smooth and elegant flight, most towpilots are inclined (quite rightly) to ignore their scribblings. This being the case, I recommend that the flock use a standard message format. The following is simple enough for the Great Unwashed to learn by heart, it properly recognizes the relationship between the Puller and the Pullee, and it relieves the soaring serfdom of that burden of composition which so clearly strains their over-taxed and limited imaginations. It is:

***Lead us into good Lift  
And deliver us from Sink  
For Thine is the Ticket,  
The Power, and the Towrope,  
Forever. Amen.***

Ian Colquhoun  
from Cu Nim “*Barograph Traces*”, 1985

# Alberta pilot achievements of 2006

## Solo!

|                          |                       |
|--------------------------|-----------------------|
| Lyle Shwetz (ESC)        | Gary Hill (ESC)       |
| Sandy Stevenson (Cu Nim) | Jeff Runciman (CAGC)  |
| Derek Jones (Cu Nim)     | Trevor Finney (ESC)   |
| Earl Loewen (GPSS)       | Dale Travis (ESC)     |
| Dale Armstrong (ESC)     | Darren Clark (Cu Nim) |
| Rich Adams (Cu Nim)      |                       |

## Licence

|                      |                    |
|----------------------|--------------------|
| Tim Radder (CAGC)    | Lyle Shwetz (ESC)  |
| Jeff Runciman (CAGC) | Earl Loewen (GPSS) |
| Jean Claude (Cu Nim) | Gary Hill (ESC)    |

## Badges & badge legs

Cuyler Green (CAGC) C badge  
 Earl Loewen (GPSS), C badge  
 Lyle Shwetz (ESC), C badge  
 Guy Blood (ESC), Silver distance & height  
 Gary Hill (ESC), Silver duration  
 Carol Mulder (CAGC), C badge, Silver altitude & duration  
 John Mulder (CAGC), Silver badge #999 (!), Silver distance, Gold altitude  
 Walter Mueller (GPSS), Gold altitude and Gold badge

## New instructors & instructor upgrades

ESC – Graham Craig, Ron Cattaruzza, Richard Lewanczuk,  
 Henry Wyatt, Abe Preisinger, Guy Blood  
 Cu Nim – Phil Stade  
 CAGC – Dale Brown

*Congratulations on these steps along the way.*

*To everyone, what's your goal for 2007 – you do have one, don't you?*

## A note to CFIs

A formal club effort and encouragement to move pilots up the badge ladder is one of the best things you can do to maintain enthusiasm, reduce drop-out, and build their flying skills (ESC and CAGC have done well this year).

Increased club safety and flying activity is a valuable by-product. 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! Do it!

*Hans König*

**Tony Burton**, ASC Sporting chairman





## Letters

from page 2

the release point because of height gained enroute, but with careful use of the airbrakes in the 15, Guy looked after the descent rate, while Dick looked after the air-speed.

After release, Guy spent a dodgy few minutes scratching in a lift/sink/lift/sink and more sink scenario. Ten minutes later Guy managed to gain a little height and started breathing again when he passed through 3000 feet. His progress was monitored over the radio and the higher he got, the less squeaky his voice sounded! The rest was pure magic and once he'd got the 15 to altitude, wound it up and got moving, his eastward progress was much quicker than those on the ground had imagined. When reporting from the Vegreville area, Guy kept airborne while SFL roared east to land a few minutes before the 15 to witness its arrival.

After doing the necessities at Vegreville (photos, switch off baro, etc.) the aerotow retrieve went smoothly and the 15 was back at Chipman around 18:15. The flight took about 1:16 hours from drop-off to landing at Vegreville. Assuming the paperwork and everything else passes scrutiny, we can congratulate Guy on a very well deserved Silver distance, having covered 75 kilometres!

He's not the only one to get a great flight though. We have to congratulate Lyle Shwetz on his 'C' badge for keeping Blanik KDX airborne for one hour and fifteen minutes earlier on in the day. Not bad, considering Lyle only went solo two weeks ago! A great flight Lyle; well done! Another really hot day — and a very hearty "thanks" to all who pushed and pulled and endured the heat to make it a successful day, and another badge day too! We finished flying around 8 pm.

**Dick Parker, ESC CFI**



*Dick attempts to disconcert Guy during his tow.*

## 2006 ASC AGM minutes

from page 22

John Mulder nominated Bruce Friesen. Bruce agreed under the condition that all present know that his plans to move to BC might make it difficult if not impossible for him to fulfill his duties as president in the future, so he would only hold it for one year. No further nominations were made.

**Motion:** by John Mulder, seconded Al Sunley: "to close nominations for President." Carried

Bruce Friesen elected by acclamation. Bruce stepped down as Vice-President to take on the presidency. Nominations for Vice-President were opened, but none were given.

**Motion:** by John Mulder, seconded Al Sunley: "The position of Vice-President be left vacant with the intent to fill the position prior to 1 April 2006." Carried

All other officers and appointees will be staying on for 2006.

**Motion:** by Al Sunley, seconded Leo Deschamps: "\$5000 to be distributed to the clubs as per the "ASC Excess Funds" formula" Carried

### Notice of Executive Decisions

A "Harassment Policy" will be drafted by the executive for motion at the 2007 ASC AGM. [Required by the Foundation – Tony]

The executive will hold the funds for the Cold Lake Club, at an equal membership to Grande Prairie in 2005 (minus any premature payments they have received from ASC), until such time ASC is sure beyond a reasonable doubt, that they are not viable as a club.

ASC encourages all clubs to find volunteers to promote Cowley camps and the 2006 Provincials in North Battleford, SK.

### New Business

- The executive will resolve the problem of signers for ASC financial accounts.
- John Mulder presented a program Shoppers Drug Mart has, that could promote ASC clubs with less demand on our resources. John requested that all clubs brainstorm a value added proposal the program requires to give incentive to Shoppers Drug Mart consumers over our regular fam flight programs.

Call for adjournment by Tony Burton at 15:27, seconded Ron Cattaruzza. Carried

**Ron Cattaruzza, ASC Secretary**

cc: Executive, ASCent

## Minutes Annual General Meeting 4 February 2006, Leduc Inn

*These minutes have been reprinted to satisfy the requirement that they be available to members for review each year prior to the next AGM.*

Meeting called to order at 13:45 by president John Mulder.

Bruce Friesen presented the 2005 ASC trophies:

|  |                           |
|--|---------------------------|
| <b>Carling</b> trophy – best flight              | Vaughn Allan              |
| <b>McLaughlin</b> trophy – best 5 flights        | Vaughn Allan              |
| <b>Bruce</b> trophy – winner Provincials         | Tim O'Hanlon              |
| <b>Boomerang</b> trophy – flight to another club | Peter Neary & Dave Roland |
| <b>XC-100</b> trophy – best 5 flights, Novice    | not awarded               |

The final award was shown via Phil Stade's laptop, showing the painting by Alberta artist Jim Blair to commemorate Tony Burton's decades of outstanding service to ASC. Tony will receive the original in the very near future, when it is framed.

### 2005 Minutes

The minutes of the 2005 AGM were presented.

**Motion:** by Gerald Ince, seconded Carol Mulder: "To adopt the minutes as recorded." Carried

### Business arising from the minutes

Tony Burton is maintaining the ASC web site, but anyone interested in improving it, is welcome to do so.

### 2005 Committee & Executive Reports

#### Financial Report Gerald Ince

The review and summary of the 2005 finances and balance sheet included:

- ASC is waiting for the second half of the "Alberta Sport, Recreation, Parks and Wildlife Foundation" (ASRPWF) grant \$17,550 of the \$35,100 total. Although delayed, every indication is that it will arrive soon. As such it is shown as an "account receivable" on the year end balance sheet.
- Because the Edmonton club's SAC fees didn't go through ASC in 2005 as they normally would, a difference of \$4495 from the 2004 amount is apparent on the balance sheet.
- The amount for SAC insurance was down in 2005, because fewer aircraft were insured.
- The amount for unredeemed tow tickets dropped significantly compared to 2004 because the previous year a larger than normal amount was written off to accommodate the growing amount of unclaimed tow tickets that are never expected to be used.

- Fees for the ASC office and internet costs went up in 2005.
- The Provincials for 2005 produced no income, because they were part of the National Soaring Contest.
- PCK's towplane maintenance was closer to normal for the year, compared to 2004's high costs. This caused the large jump in the amount of operating surplus for 2005 compared to 2004.

**Motion:** by Tony Burton, seconded Leo Deschamps: "To adopt the financial reports as presented." Carried

**Motion:** by Phil Stade, seconded Shane Cockriell: "To approve the two examiners of the financial statements, Bruce Friesen and Tony Burton." (They see that the statements fairly reflect the activities of ASC; it is not an audit). Carried

#### 2006 Budget Phil Stade

Additional costs for the upcoming season will be for seeding the grass, repairing the cook shelter stove, purchasing a tent, cleaning the cistern, and Shane Cockriell volunteered to help with the set up of a basic shower system, all to be done at Cowley. The remainder of the budget will be similar to most years.

**Motion:** Al Sunley, seconded Drew Hammond: "To adopt the 2006 budget as presented." Carried

The following additional information was provided:

- Tony Burton will publish the names of contact people for each club in *Ascent* as a regular feature.
- The Chief Towpilot will be responsible for changing the fuel filter for Cowley annually.
- Tony Burton stressed the key points of his Sporting & OO report: promote post-solo soaring skills and put NO impediments to cross-country training. The results should be a longer list of pilot achievements in the future.
- Bruce Friesen stressed that trophy applications be kept simple. With the accuracy & transparency of GPS technology and the Online Contest (OLC) and the tried-and-true OO system, no further checks and balances should be necessary for provincial trophies. A simple form for the XC-100 applicants to verify their eligibility should be the only paperwork necessary.

**Motion:** by Doug Lessard, seconded Gerald Ince: "To adopt the reports as presented." Carried

**Motion:** by Tony Burton, seconded Shane Cockriell: "To ratify the actions of the executive for 2005" Carried

### Election of Officers

John Mulder will be stepping down as President to be appointed SAC Zone Director. He opened the floor to nominations for President. ▶ continued on 21

awards luncheon  
&  
**ASC Annual  
General Meeting**

3 February 2007

**Royal Canadian  
Legion**

**Red Deer**

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(403) 342-0035

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

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## **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 / sweets

**Presentation of provincial honours** **1315**

**Annual General Meeting** **1330**

- approval of minutes of 2006 AGM  
(see copy on page 22 as req'd by bylaws)
- 2006 executive & committee reports
- 2006 financial report
- 2007 budget presentation
- old & new business, motions
- election/confirmation of executive

**2007 elections**

- All executive positions:  
*President, Vice-President,  
Treasurer, and Secretary*  
are up for election at this AGM. Is  
it your turn now to support ASC  
by offering to take on a position?  
The work is actually pretty light.

*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**