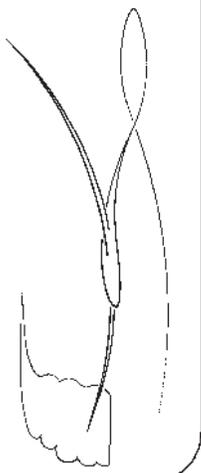


AScent



the journal of the Alberta Soaring Council



2007 Season

A note from John

SAC Alberta Zone Director report



MY ACTIVITIES as the SAC Alberta Zone Director began this year with the SAC AGM in Winnipeg. The board of directors met on Friday and Sunday, with the SAC AGM being held on Saturday morning, and a very interesting presentation in the afternoon on glider cockpit design concerning the safety and survivability of the pilot in the event of a crash, presented by Dr. Anthony Segal from the U.K. If we changed our seat cushions in the glider to ensure non-compressibility with high impact foam, that would go a long way to preventing injuries to the spine in the case of hard landings. The rebound of the body was shown to be the greater danger to injury than the initial impact. An internet search of Dr. Segal's name will present some interesting reading and information on how to reduce our exposure to this type of injury.

I was invited to the 50th Anniversary celebration at the Edmonton Soaring Club and was given the opportunity to say a few words of congratulation to the group gathered there. I want to thank the ESC for a well planned and entertaining event and the "good show" put on for Premier Ed Stelmach and the members of the farming community surrounding their field. Thanks to ESC for their effort concerning public relations that will benefit all of the soaring enthusiasts in Alberta.

Other non-official visits, or more accurately, events that I was able to fly at, were Summer and Fall Cowley. At Fall Cowley I was asked if the facilities and opportunities at Cowley are being well enough advertised across Canada. I think there could be more effort to advertise Cowley at the National level and emphasize the opportunity for pilots from across Canada and internationally to participate at our Cowley camps achieving Diamond climbs and wave cross country. I will make this one of my goals for 2008. You can help me with this goal by writing about your experiences for *free flight* and put Cowley back on the national map.

I was the Board liaison for Airspace, the Safety & Appeal Board, FAI, Canadian Records, and also the Historian and assisting with Air Cadet Liaison. The Airspace committee was again busy with the airspace issues around Toronto.

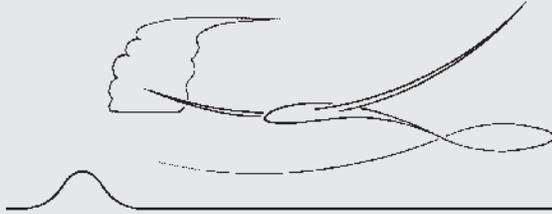
The committee has developed a good rapport with Transport Canada and NavCanada. If we have issues concerning airspace out west, this committee will be ready with the contacts they have generated during their discussions. They also worked with COPA, as our concerns as soaring pilots are similar to the concerns of all general aviation pilots in that area. The Airspace committee has posted on the SAC Roundtable requesting some guidance regarding the approach to airspace concerns and are requesting feedback from the membership. If you would like to review this discussion and add your thoughts, check out the Roundtable.

The Safety & Appeal board has been silent for some time, so my only duty was to renew one of the committee members term that would expire this year. Walter Weir handles the FAI portfolio, and Carol has been working with him submitting claims for CAGC and other Alberta pilots, so I know Walter is busy. Roger Hildesheim continues to record the Canadian records for *free flight* and also posts them on the Roundtable. As with the FAI committee, not much effort or input required from me.

Air Cadet Liaison continues to be a challenge, but there have been some positive initiatives taken by Cu Nim concerning ground school coordination with the Air Cadet flying scholarship. If you are doing similar or other activities with your local Air Cadet squadrons, I would be very pleased to hear from you.

One 3-4 November, the board of directors met in Ottawa for our annual fall meeting. A summary of the minutes will be posted on the SAC web site once complete. The highlights from the meeting included a phone in update on insurance from Keith Hay, with hope of little or no change to insurance premiums for 2008. Ian Grant from the Airspace committee attended on Sunday morning with an update on their continued efforts concerning airspace in southern Ontario and the corridor towards Montreal and Ottawa. The airspace changes there will most likely affect us in the Calgary Edmonton corridor, so their ability to negotiate effectively now is important to our future airspace accessibility. ■■■▶ 24

ASCent *the 2007 season*



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Cover
Get little Jay started early
enough and he will be a
glider pilot for life.
photo: Carol Mulder



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A leisurely afternoon flight

Walter Mueller



IT WAS DURING THE FLYING WEEK in August at the Chipman airfield when the conditions looked really good one morning for an attempt at a 300K triangle to Camrose, St. Paul and return to Chipman. With all the preparations completed, I was in the air by noon and heading south. It wasn't long before I realized that the wind from the west was fairly strong and it was doubtful that I would get back to Chipman from St. Paul against the wind; the prospect of an outlanding was not very appealing to me. So I decided to fly only south to Camrose with a strong crosswind from the right and return with the wind from the left.

As I had the whole afternoon ahead of me I was very relaxed in my "hammock" and flew very leisurely from thermal to thermal in the general direction to Camrose. Tofield with its nice little airport is about on the halfway mark to Camrose and I crossed this checkpoint with plenty of altitude. Passing up a few thermals, I headed straight for Camrose.

Flying along, enjoying the scenery and daydreaming about some flights I did with my little Grumman including a Fly-In-Breakfast at Camrose some years ago, I soon found myself low. Now I had to turn on the adrenaline pump and search for thermals – where did they all go? Once I was down to about a thousand feet I resigned myself to an outlanding, just the thing I tried to avoid. Due to plenty of rainfall during the summer the crops were quite heavy, therefore a landing in some crop could have resulted in damage to the elevator or worse with a ground loop. Luck was with me, I found a large summer fallow field conveniently bordering the main north-south highway for an easy retrieve.

As I was flying over it at about 800 feet for a closer look I was lucky again; my field just started to generate a new thermal especially for me. About ten minutes later I was up at cloudbase again although I had drifted downwind and had to fly straight into the headwind to reach ▶ 24

COWLEY in 2007

Phil Stade, Cu Nim



Darren Clark

Summertime

“I’LL PUT IN \$50!” “So will I, and here’s the cash!” Exercising our imaginations plus a few more comments like those brought something very different to the 2007 Cowley Summer Camp. In an area that often experiences fire-ban-generating dryness, 22,000 litres of cool fresh water to play in dramatically altered the normally hot and dusty Cowley event. There was a moment of doubt when we learned that it would take two tanker trucks to fill the new pool but a few phone calls to confirm that others thought we should go ahead kept the project moving.

So there it was... right at the entrance to the campground... greeting pilots and their families as they arrived and to let them know that ASC is working to make our flying camps a place for the whole family.

The first Saturday certainly set the tone for the week with winds gusting to 50 km/h and the temperature pushing the mid-thirties by early afternoon. Our new ‘instant’ flightline shelters had to be tied down several times during the day and eventually lowered to keep them from blowing apart. The wind died down in the late afternoon so a few flights got away to start the camp off.

By 9 am Sunday the SW winds had risen to over 35 km/h and that delayed flying until about 12:30. Seventeen flights were recorded during the following six hours with Tim Radder from CAGC more than doubling everyone else’s time when he managed to stay up in the Bergfalke for over four hours. Peter Neary and Danny Russell in CU (Peter’s 20m IS-32 “Super Lark”), Carol Mulder in the



Tony Burton

Peter Neary and Al Stirling oversee the pool work on Friday before the camp start-up. The water cost more than the pool!



family Jantar and Jean Claude in Cu Nim's L-33 all flew nearly two hours each but no one wandered too far from home. Many took the opportunity to cool off in the pool or enjoy a quick rinse in the outdoor shower – not being dusty, sweaty and hot at the end of a day of Cowley flying was a real improvement!

Monday's weather was very similar to the day before and that must have inspired Jean Claude to provide the rest of us with something different. He spent the morning preparing for his first flight in 2L, the Open Cirrus that he and Mark Bowman had recently purchased. We all watched with extra interest as 2L climbed away behind the towplane on runway 21. The interest intensity quickly rose as we saw 2L release near the runway intersection and descend out of sight to the SW. Jean landed straight ahead and was able to stop the aircraft a short distance from the ditch at the end of the runway. Just to get all those special landings out of the way, he performed a perfect wheel-up landing on the next flight. After such an entertaining start to his Open Cirrus flying, he went on to record the longest average time for three flights at the camp, 4:43 hours! His smile at the end of those flights was also voted the largest of the week!

A number of pilots put in very good flights on Tuesday and four flights were in the 4+ hour range. Dave Morgan enjoyed a 5 hour flight in JM, his Std. Cirrus, landing over an hour later than anyone else at 20:08. Karl Soellig and I in CU reached a maximum altitude of about 14,200 which, I believe, was the highest of the camp.

It was Tony Burton's flight that was the most challenging one of the day, a planned 300 kilometre triangle of Chin Reservoir bridge (south of Taber), Cardston, and return. After only 3 minutes on tow he released at 1900 feet agl over the Porkies in a great thermal – just 10 minutes later he was just under 12,000 and dolphining east in the tailwind. He said it was by far the fastest and best start to a task he has ever had. A few good thermals combined



Tony Burton

Curious summer camp visitors arrive by power plane and other modes of transportation.

to get him to cloudbase over Lethbridge just one hour from takeoff. From there though, it was blue to the east and a straight glide downwards and he was picking out landing fields near the Chin bridge. A half hour struggle for altitude over a busy tractor followed as he worked his way back up to about 3000 agl and, abandoning the task, started moving in the direction of 'home'. Tony relates, "I actually headed north towards Taber at first for an 'easier' retrieve, then ran into very turbulent air and ragged lift and saw that although the wind was northerly on the ground below, the air to the south was hazy and from the SW – it was a convergence zone, almost visible. I kept working this zone generally westward as it drifted slowly south, alternately losing then gaining it again in very sheared rotor-like bursts of lift that gave me negative g at times." A full hour after the low point Tony was back to 5000 agl and by the time he was just north-east of Magrath he had reached nearly 7000 asl, but the dying conditions were soon going to force an end to the flight. Near Standoff it was evident that making it as far as Pincher Creek was unlikely, and back at Cowley we heard a call on the radio indicating Fort Macleod airport would be where we would find him, and he turned north to land with an OLC distance of 258 kilometres.

Wednesday brought a change in the weather with the temperature only getting to about 25C and the winds remaining light and from the SE. I had the opportunity to take Robert Moore, a high school student from Lumby, BC for an almost two hour flight along the east slopes of the Livingstone Range. The east wind and early afternoon sun provided enough lift along the rocks to allow us to ridge soar back and forth from a few kilometres north of Highway 3 to just north of Centre Peak. It was only reluctantly that we headed back to the airfield and left the gentle conditions and beautiful scenery behind. We'll likely see him back for more! John Mulder in *Jam Jar* put in the longest flight of the day at 3:27 and landed the latest at 6:39. Conditions were not particularly strong but reasonable for staying airborne in the valley.

Thursday offered very little lift and a general overcast. Only three flights were made.

Friday brought the west wind back with a vengeance. By mid-afternoon it was gusting to 60 km/h and the towing operation was shut down. Allan Wood and I had taken off just after 2 pm in CU and it wasn't long before we had struggled down to near circuit height. A well-placed thermal eventually got us over 10,000 about 10 miles NE of the airfield. Being a strong believer in wave that 'might' be out there, I suggested a run for the mountains which promptly reduced our altitude to 1530 feet near the Yellow Bridge. Fortunately we blundered into another thermal with an average climb rate of over 3 knots and 6500 feet higher and about ten miles downwind we headed 'home' from over 12,000 feet. The flight was one of the

toughest flights I've ever had and introduced us to a whole new way of battling the elements.

Saturday was the best day of the camp with twenty-nine flights. The temperature and winds had moderated with maximums being about 27C and 35 km/h. Twenty-two of the flights averaged over two hours each. Of particular note were the flights by David Morgan at 4:24, Bruce Friesen at 5:22, and Jean Claude at 5:34. Maximum altitudes reached were in the 11,000–12,000 foot range. Only seven flights didn't reach the one hour mark so there were a lot of very pleased pilots 'telling lies' that evening. Wilf Plester and I took a chance on a late take-off in CU at 17:50 and were rewarded with a flight over to the Frank Slide and north almost to the Gap and to 12,000 feet.

Sunday's temperature and winds were significantly lower than the day before and some pilots were able to post very good flights. Bruce in his red Austria had the longest flight at 5:07 and Kerry Stevenson in the Cu Nim Jantar posted 4:12. Allan Parker flew a commendable two hours in a Cu Nim Blanik with me in the back seat. Three couples used the last day of scheduled flying to soar together: Allan and Jo Wood of Cu Nim flew a Blanik, Peter and Laura Neary piloted their CU, and Leo and Val Deschamps of CAGC flew the Bergfalke.

The holiday Monday is moving day at Cowley but the last day seldom fails to produce great soaring conditions to distract us. One of the towplanes from Cu Nim towed a Blanik and CU up to Black Diamond early in the day and PCK was left to launch nine more flights before heading home with the last Cu Nim Blanik. Jean posted another great flight over 4 hours in 2L and I took the Cu Nim Jantar south along the east side of the Waterton Lakes for 3:25. The mountains south of Highway 3 are truly beautiful and colourful!

I hope you will take the opportunity in 2008 to attend the Summer Camp and see the sights for yourselves!

not so summertime

THE CALL WENT OUT FOR AN EARLY START, but as often happens when it's the weather that calls the shots, that wouldn't be. Towpilots, crew, and pilots involved in ferrying two Blaniks and the IS-32 started arriving at Cu Nim about 9 am on September 29 just after the cloud and fog had cleared the area but Cowley was still under the weather. About 3 pm the first of the Blaniks left for Cowley, then about thirty minutes later we heard towpilot John Gruber, telling the Blanik pilots he was experiencing engine trouble and was turning around to head back to Cu Nim. A while later he calmly asked what they thought

of landing in a field below. They didn't think that was what they wanted to do. The engine trouble didn't go away but not much later we saw the two aircraft returning from the southeast. Considerable discussion back on the ground covered the topic of carburetor icing and its cures and before long they were off again. Although we had to dodge clouds by using a zigzag route, all five aircraft arrived on the field at Cowley before nightfall, ready for the 2007 Fall Camp to begin.

The Sunday morning glider lineup for aerotows started early and by 9:33 the first flights were away. The winds in the Pincher Creek area peaked out at close to 70 km/h early in the day but by noon they dropped to about 30. John Mulder climbed to 24,726 feet in the Jantar, a gain of 5045 metres, just good enough for his Diamond altitude – the only one flown this year at Cowley. (*He has written about the flight in the 6/2007 issue of free flight. Tony.*) About half of the 5:24 flight was spent getting to his maximum altitude as the wave was not too strong.

A regular Regina pilot, Mark Westphal, in the DG-400 he shares with Orlan Dowdeswell, was also able to connect with the wave and enjoyed a 3:29 flight. Allan Wood and Mitch Drzymala released in significant sink and Ab Fotheringham, their towpilot, wondered if they had landed out. As it turned out they hadn't, then, and enjoyed a good flight until they did eventually land out about 10 km north of the field. The Blanik trailer was still at Cu Nim so a discussion ensued over how to retrieve TEG. Tony related to Paul Chalifour that one year a Blanik was walked about 3 miles down local roads; the only trick might be getting it through the outlanding field gate. So that's what they did, making this retrieve one of the more unusual in Cowley's history – but the walk was considerably longer this time. TEG arrived at its tiedowns several hours later at about the same time the trailer retrieve from Cu Nim was completed. *Read about it from the participant's side on page 16.*

Steve Hogg, a recent Cu Nim member and I spent the first 50 minutes of our flight in CU trying to get away from the airfield area. While preparing to enter the circuit at about 740 feet we connected with lift and gradually moved northwest, retreating when the anticipated lift didn't materialize. Two hours into the flight, 5 km northeast of Centre Peak and still below 8000, we started to climb in lift that stabilized into wave that yielded an initial climb rate of over 10 knots and then a steady 2–4 knots up to about 20,000. We topped out at 25,342 feet which gave us a height gain of 20,741 feet, only 2560 feet short of the multi-place record!

Monday morning was relatively warm with winds from 30 to 50 km/h. Wave clouds hadn't yet appeared so soaring didn't look too promising but a very smooth intro flight demonstrated that wave lift was waiting for us. Walter



Darren Clark



beside the big Thursday afternoon cloudstreet

Tony Burton



same cloudstreet from ground, looking east – lovely

Mueller, at 87 years our most senior active glider pilot, enjoyed a four hour, 19,000 foot flight in BMX, his Open Cirrus. Chris Dzwonek and I took CU for a 3:15 flight to 21,289 and we thoroughly enjoyed the dream-like cloud formations that eventually covered the valley. Six of the eleven flights that day were between 1:20 and 2:00 while the other five were from 2:50 to 4:00. It certainly was a fine day of soaring.

Tuesday morning began with strong winds that increased from 35 to 60 to 70 km/h shortly after Mark Westphal took off in the DG-400. Mark's flight went reasonably well until the descent to circuit height for runway 21. Then he discovered that the wind was actually stronger at lower altitudes and gusting. Pilots at the campground describe the aircraft as disappearing below the horizon and then popping 20 or 30 feet in the air only to disappear again. Mark safely landed and stayed in the aircraft until several pilots arrived to help with the retrieve. Fall Cowley weather certainly proved again that it is capable of stretching a pilot's experience level to the limit!

Wednesday dawned with rain, wind and cold and little hope there would be flying. But this is Fall Cowley and shortly after 4 pm the wind shifted from the northwest to west and increased in strength. Jean Claude and Dale Armstrong led the way in Edmonton's L-23 and found wave in the vicinity of Centre Peak for a flight of 1:50. Al Hoar and I followed in CU with a flight to 16,500 with Gary Hill of ESC in their ASW-15 joining us for an hour's excursion among the clouds. It was cold and grey but playing among the towering clouds was true satisfaction for giving it a try.

Six flights were made on Thursday with Dick Parker and Barry Mihychuk of ESC taking the honours in the L-23 for the longest flight of the day at 2-1/2 hours after catching what appeared to be frontal lift in the early part of their circuit. Dick described the flight as one of the more interesting of his many thousands and it will certainly qualify as that for Barry for some time.

New instructor Jean with Darren Clark had a Blanik flight but found themselves a bit too low to the north and chose to land in what has become Cowley's alternate airfield over the years, the Hutterite colony. This adventure was Darren's first outlanding and he writes about it

in *free flight* 6/2007. Darren said they were received well by a few Hutterites arriving in a pickup and farm tractor. They were inquisitive and offered their assistance. Levi, the tractor driver, suggested that they come back tomorrow and land in the field again because, “the women make hot buns on Friday!”

Several hours after the first group of aircraft landed the weather had cleared out and it looked like an opportunity to fly again. A huge band of cloud from south of Frank Slide extended eastward to south of the airfield (see photos on previous page) and Walter Mueller reported good lift to 8000 moments after releasing under it. Gary Hill and I flew along the north edge of the cloud and found steady lift to the Truck Inspection Station in the Pass. On the return flight to the northeast we found that the cloud had moved about five miles north and as we turned toward the east we saw Walter disappearing below the cloud into a wall of light precipitation. We followed shortly after and were glad to have experienced the flight but also glad to be on the ground.

The rain and snow continued throughout Friday so pilots were anxious to fly on Saturday. Conditions looked a lot better than they turned out to be and the result was that only 6 of the 19 flights exceeded an hour with Richard Parker and Barry Mihychuk in KDX enjoying the lead at 2:40. The temperature had warmed to about 8C by 2 pm and the sun was shining which made the less than ideal conditions bearable.

Thanksgiving Dinner and the Cowley Camp wrap up was hosted by the Pincher Creek Golf Course with about 42

in attendance. A turkey buffet and lots of soaring conversation with great friends made the evening a highlight.

The wave returned on Sunday with a forecast for very high winds to develop. John Mulder, Walter, then Tony took early advantage of the conditions. Tony found that the wind was now so high on tow that he had to ask the tow pilot to increase speed more than once. By the time they were west of Highway 22 at about 3000 agl, the tow speed was up to 80 knots in order to penetrate, and Tony radioed down to *not* launch any Blaniks! Needless to say, towing was suspended. Although the initial lift at release height was pegged, the strength dropped off rapidly and the three had to be satisfied with climbs to 16,200, 16,000 and 15,800 feet respectively. Towing resumed four hours later when the wind dropped. John Mulder took another run at the wave and managed to reach over 18,500 during his 3:16 flight.

A great deal of work was done in preparation for heading home. On Monday, aircraft were packed away, ropes and fittings picked up, the wind sock and remaining fuel stored in the block house and the flags once again lowered, the signal that Cowley is over for another season. Was that really the end of Cowley events – nope. When Henry Wyatt in PCK landed after a warm-up circuit before towing a Blanik home, the tailwheel found a gopher hole and was stripped off when the attach bolt sheared. Ferrying had to wait.

Thanks to everyone who participated in any way. It all adds up to an effort that makes the Cowley experience the premier soaring event in Canada. ❁

Jean & Darren on Cowley's "alternate Blanik airfield".





How to buy a glider

John Mulder



first flight

I STARTED WITH THE IDEA that a new trailer for the Jantar might make rigging a little easier. As some may know, Carol and I have derigged a few too many times outside of the airfield boundaries this season. I occasionally look at the AIG insurance site for aircraft deals and found a Libelle that had landed out and “contacted a robust bench” in front of a farmhouse (the official insurance description). It was shown with a nice looking fibreglass trailer and was located an hour south of Portland, Oregon at Independence. It happened that Carol had a reunion planned with her school roommates from MIT in Portland July 13-15, the same weekend the bid would close for the glider and trailer. It seemed like a good opportunity to tow the trailer and glider home.

We soon found out that the trailer was not part of the bid, and would be sold separately. After several attempts to contact the person who had custody of the aircraft, I had given up hope of seeing the aircraft and trailer. On Friday afternoon in Portland, my cell phone rang with Harry the aircraft salvage guy, about 15 minutes after the bidding had closed. He said there were no bids on the salvage, and did I want a look on Saturday. He also mentioned that there was another glider sitting there that I might be interested in seeing – in a brand new Cobra trailer and it had never been rigged. He thought it was a Genesis 2, but he wasn't “one of them glider guys” so he knew little about it.

Carol and I left early Saturday morning for Independence. We found the Libelle and trailer and I was interested in getting the trailer if the price was right. We also asked to take a look at the Genesis. As the lid rose on the Cobra trailer, the smell of new fibreglass wafted out to meet us. It was a brand new Genesis 2, minus an instrument panel but otherwise complete and in new condition!

Questioning Harry as to the origin and history of the aircraft, he related that an old gentleman from Portland decided he wanted to start flying again. Gliding seemed like a unique method to take to the skies, so he ordered a brand new Genesis 2 through Group Genesis in the US. At the same time, he ordered a Cobra trailer from Germany, so the aircraft and trailer could be mated and shipped together to Portland. They arrived at the port, and the new owner picked up the trailer and glider and drove to the airport at Independence. He stuck his head in a hangar door and asked if he could leave his glider and trailer beside the hangar for a few days. Harry was in the hangar that day and said sure.

Three years later, a car drove up to the hangar with the owner of the glider sitting in the right seat looking somewhat out of sorts. His brother was the driver and he was searching for the aircraft his brother bought years earlier. His brother had returned home after leaving the trailer, and then some medical attack caused him mental incapacitation. It was several years before the family stumbled across documents indicating an aircraft had been purchased and was sitting in Independence.

The brother then asked Harry if he would assist them in selling the aircraft. After some research, Harry listed the aircraft for \$45,000 on a few aircraft sites in the US, and sent out some flyers to flying clubs also. I think he missed the *Wings and Wheels* site, or this aircraft may have been sold years ago. This all took place in 2004 – there the glider sat – an occasional inquiry, but no serious offers.

We attempted to contact the owner of the Libelle trailer to make him an offer, but were unable to reach him. Carol and I thanked Harry for his time, and I told him that I would circulate the availability of the Genesis in my

gliding circles. We then returned to Portland and the rest of the reunion. The long drive home Sunday morning early gave us the opportunity to talk about the Genesis and what we thought a person should offer to complete the purchase. A week after arriving home, Harry sent me an e-mail stating that the owner had decided a price of \$30,000 firm would be accepted. We had come up with a number that we would be willing to offer, but it didn't look like these two numbers would match. I told Harry I would get back to him, but we were unlikely to purchase the airplane.

Jeff Runciman, another CAGC member, had been looking for a glider, and although he had bought a powered aircraft in the spring, I asked him (somewhat tongue in cheek) if he might be interested in a partnership. We talked for a few weeks then decided to send an offer down to Harry to present to the family. After some haggling with Harry, we had a price acceptable to all. Given that a new Cobra trailer retails for \$10-12,000, we felt we had an absolute bargain at hand given that there was a Genesis 2 for sale here for \$45,000!

Jeff and I made arrangements to fly down and inspect the aircraft again. We flew down in Jeff's Piper Arrow leaving just after sunrise on 11 September. There wasn't a cloud to be seen on our track from Airdrie to Independence, and the views were spectacular as we crossed the Rockies heading southwest. We arrived at 11 am and began to look at the glider. We pulled it out of the trailer and started to look at the components underneath panels. It was all absolutely brand new! I extended the landing gear and the smell of new rubber was immediately noticed. The manufacturer's stickers were still attached to the treads of the tire. We put everything back in the trailer and called the aircraft inspection complete. A walkaround on the trailer showed it was also in new condition except for the tow attachment, which had been bent when someone had driven into it while the trailer was tied down. Other than the instrument panel, the only other things missing were the documents – there was a flight and maintenance manual, but nothing else.

We went to meet with Harry and let him know we would take the aircraft and trailer. I took a set of keys and the manual and flew back to Calgary. Arriving back in Calgary found us slotted in between several airliners and circling over downtown Calgary at 1500 feet. Very scenic, but a little challenging finding ourselves threading the needle between a 737 and A320.

The next step was to arrange time to pick up the glider and arrange the bank transfers. Jeff took care of the money and I arranged the transport. Harry had friends in Idaho and agreed to meet me halfway with the trailer, which cut a full day out of the trip for me. I left Calgary at 4 am on 23 September, met Harry in a McDonalds park-

ing lot, swapped documents and a quick handshake, and I was on my way home again with the Genesis 2 in tow. The Cobra trailer sure pulls nice! Quick stop at the border to pay GST and file the import papers for the trailer and I was on my way again. I was surprised the customs agents took no special interest in the glider and trailer, but maybe the Canadians attending the Region 8 competitions in Ephrata, Washington also use the Kingsgate Crossing. *(yes, I do – Tony)*

I brought the aircraft to Jeff's shop at the Calgary airport and we discussed what needed to be done for the import. The first step would be the instrument panel and deciding what we wanted in there, and where we would obtain it. I had the good fortune of obtaining a Cambridge L-Nav system with logger and vario. Jeff had an altimeter, and the rest we bought from *Wings and Wheels*.

I had to go to work again, and upon my return was heading to Fall Cowley, so I apologized to Jeff for my absence for two weeks, but would be back to help with the instrument installation, wiring, and other maintenance to complete the import. While I was in Cowley, telling the story of the purchase of our new Genesis, Jeff was hard at work and ordered all the equipment, installed all the instruments, wired the aircraft, purchased batteries and had the aircraft ready for a weight and balance when I finally came home from Cowley on Monday. We completed the weight and balance in the warm October sun (and Jeff was only slightly late for Thanksgiving dinner at his in-laws), and I finished the import documents and started the process for the C of A and C of R. (Being an AME and having completed several imports of a wide range of aircraft over the years, it was reasonably simple for me to prepare the documents for Transport Canada.)

The one stumbling block we still had was the lack of documentation. Several e-mails to the factory directly, and through the dealers in Canada and the USA got no response. I found a comment by another Genesis owner who claimed to have contacts at the factory, so I sent him an e-mail requesting assistance. After several weeks, I suddenly got the needed documents e-mailed from the factory just the day before Transport Canada was scheduled to inspect the aircraft. Jeff and I met on Sunday and completed the annual inspection, installed the final placards, and dotted the i's and crossed all the t's on about 50 pages of forms and inspection documents.

The inspection the next day by Transport Canada went without difficulty and we now had the required signature stating the aircraft would be accepted into Canada for the completion of the application for C of R. I couldn't reach anyone in Registration in the Prairie and Northern Region so I tried Vancouver instead. I also forwarded the last missing document, a certificate from the Lithuanian Transport Authority. ▀ 16



50 years old

Loretta Puckrin



I THINK OF MYSELF AS A MORNING PERSON, but it was still a shock to the system to be woken from a deep sleep to the sound of the Pawnee taking off. Sure that I hadn't slept in, I checked my watch – it was 4:33 am! Expecting that an emergency had occurred I leapt out of bed. Throwing on my clothes, a breath of sanity entered my mind. Right. I was at the Chipman gliderport and it was the 'challenge' day of the 50th Anniversary celebrations. A group did promise to start flying at the earliest possible opportunity. Little did I know that it was at the earliest legal time rather than the more normal 'early' of about 10 am – after a leisurely breakfast.

With a target of 100 rides (but we all knew that anything over our anniversary number of 50 would be great) and flights from dawn to dusk things were happening at exactly the appropriate times. Chief Towpilot Neil Siemens certainly wasn't one to walk away from a challenge. He was the brave pilot heading up at 4:33 am – and he drove in from the city to do that. Reports came in of a 2 am wake up call to get him to the field and doing all the pre-flight checks to greet the dawn.

Panic – I was responsible for breakfast! Surely they didn't expect the spread to be waiting for them at that time in the morning? Trusting to their sense of fair play I continued to get ready and headed to the clubhouse for a refreshing shower. Breakfast would be served when it was ready. Six o'clock in the morning was early enough. Throughout the day over 75 glider flights were logged even though breaks were taken for a healthy breakfast and supper! No panics, no stress. Just the feeling that if we had the people to fly we could have logged the full 100 and then some.

It shouldn't have surprised me that the flights started that early. The history of the Edmonton Soaring Club is full of incidents of individual members creating a plan and carry-

ing it out to the betterment of the entire club. It was in such a manner that the current facilities were purchased. A piece of farming property was available just outside of the small town of Chipman. The important criteria of being clear of airlines and restricted flying heights were checked and the property was purchased by a group of members. After the sale was completed, the club was informed of the purchase and the land was transferred. The home-like clubhouse was created by the generous donation of a member's wife – Mrs. McColeman. The hangar was built by a small group of club members who were passionate about having protection for the club ships. The modern fleet is a result of the excellent work done by Wayne Watts in his sourcing of funding through the casinos.

The club has been lucky to have these people of vision, and when the visionaries required support, it was there. This team approach was evident in the preparations and execution of the 50th anniversary plans. Not only were the extensive planning phases shared amongst new and long-term members but on the days of the event, when a job needed to be done, there was a member who saw the need and dealt with it in a timely manner.

Today, the field was a true airstrip with both power and glider airplanes in abundance. All of Alberta was represented. Former member Scott Rudd flew in from Vancouver Island with his son, Graham. A new pilot, the younger Rudd was able to fit in a glider flight (and do some real thermalling), a biplane ride, and a flight in a motorglider. He also met the creator of his favourite gliding cartoon book, Garnet Thomas. His smile was so large that he probably could have floated home.

Kerry Bissell had his last flight on Sunday with his ashes scattered in flight. His widow Ollie brought Kerry 'home' to the field where he enjoyed so many weekends ■■■ 13

Western Soaring Competition

John Toles
Saskatoon Soaring

A SMALL BUT VERY SUCCESSFUL friendly competition was held June 14–17 at the Cudworth Airport, home of the Saskatoon Soaring Club. The event was jointly organized and sponsored by the Alberta Soaring Council and the Soaring Association of Saskatchewan. It was going to be held at North Battleford, a more central location for everyone, but the number of pilots committed to attend this year was not high enough to justify the organizational effort to do it there and bring in the second towplane from ASC.

Ten gliders took part, including an L-13 and a Ka-7 representing multi-place club gliders. Pilots from Alberta and Saskatchewan enjoyed three excellent soaring days, with the last day rained out.

Visiting pilots began arriving Wednesday, June 13 and continued over the next couple of days. Five pilots competed on Day 1, growing to nine competing on Day 3. Tasks were pilot selected from a list of 20 turnpoints with distances varying from 25 to 100 km from the airport. Pilot selected tasks of 2 hours, 1.5 hours, and 3 hours were selected for the three flying days. All competed as Club class, with a subclass for novice pilots to encourage beginner participation.

Cudworth was, fortunately, the place to fly this weekend. There was overcast and wet weather all across the prairies both to the north and the south. Saskatoon Soaring Club gave everyone the only place to soar, and I thank all the club members who came out to help them do so.

Thursday, Day 1 provided low bases which slowly rose to 6000 feet (4000 agl) with 5 knot thermals. Day 2 was weak, with lower cloud and weaker thermals, and significant wind and no one could stay up until late afternoon. Then four competitors launched and flew enough to get a score. Day 3 was the best, with bases to 7500 feet and thermals of 6 knots, although there was significant overdevelopment for a time to the north and there were some low saves over the shaded ground.

All competitors completed their flights and there were no landouts over the three days. The forecast for Sunday was real rain and most everyone derigged. Sure enough, there was heavy rain all day and trailers quickly disappeared for their trips home.

Ryszard Gatkiewicz is back on the contest scene. Pilots might recall that he won the Club class at the Canadian Nationals in Red Deer flying Cold Lake's Twin Astir. With the Cold Lake club in hibernation and Ryszard living in Meadow Lake SK, he hasn't flown for several years. Ryszard recently bought himself an LS-8 and brought it back from California. Here at Cudworth he spent Day One getting checkflights in the Blanik and flying his ship for the first time.

He'll be parking the ship at the Prince Albert club at Birch Hills and making 3+ hour drives to fly, and we will definitely be seeing a lot more of him at competitions.

As well as the contest results, there were other significant achievements that Saturday. A total distance of over 400 km exceeding 6 hours was flown by Phil Stade (though just 190 km were "scorable" for the set 3 hours task time), and over 300 km by Roy Eichendorf in five hours. Guy Blood, from Edmonton, achieved a 5 hour duration flight in his Libelle to complete his Silver Badge.

Local pilot and our scorer Hank Hees, with John Toles, flew a 75 km two turnpoint flight in the club Blanik, his introduction to cross-country flight and completion of his Bronze Badge requirements. Team DG-400 had more bad luck when Mark inhaled a cookie that he was eating in flight and was badly in need of the Heimlich Maneuver. He managed to survive but had to cut the flight short – which is why you see the low speed in his Day 3 score.

On Saturday morning there was some concern when the towplane and Saskatoon gliders were held hostage by the power company. As a result of an electrical outage in the area, the main hangar door could not be raised. The plan was to use Phil's Canadian Tire inverter wired directly from his to the door motor, helped by about a dozen pilots and crew lined up, bent over, and ready to add lifting power at the bottom of the door to assist the motor. Picture that Kodak moment! When the test was to begin to see if the inverter could be made to fry, power was restored and normal ops resumed. That evening, the Saskatoon club hosted a BBQ in the hangar with 27 pilots, members, and guests participating.

When the points were tallied, winner of the Club class was Phil Stade flying an RS-15 followed by Tony Burton



Pilot	Glider	Handi. (OLC)	Day 1 (2 hr PST)				Day 2 (1.5 hr PST)				Day 3 (3 hr PST)				Total Pts
			km true	Speed km/h	Dist scored	Pts	km true	Speed km/h	Dist scored	Pts	km true	Speed km/h	Dist scored	Pts	
Phil Stade	RS-15	0.95	169.0	73.5	147.0	155	106.0	69.3	103.9	109	196.9	63.3	189.9	200	464
Tony Burton	Russia	0.84	145.0	56.4	112.8	134	0	0	0	0	222.5	72.2	216.7	258	392
Roy Eichendorf	O. Cirrus	1.01	133.2	58.7	117.4	116	dnc	–	–	0	305.1	61.0	183.1	181	297
R. Gatkiewicz	LS-8	1.08	dnc	0	0	0	100.0	52.6	78.9	73	286.7	67.5	202.4	187	260
John Toles	L-33 Solo	0.79	152.7	59.4	118.8	150	59.2	33.3	49.9	63	36.2	*12.1	36.2	46	259
Mark Westphal	DG-400	1.10	151.2	72.7	145.4	132	0	0	0	0	109.3	*36.4	109.3	99	231
Guy Blood	Libelle	0.99	dnc	0	0	0	108.6	42.1	63.1	64	248.3	50.7	152.0	154	218
Kobus Steyn	Phoebus	0.98	dnc	0	0	0	dnc	–	–	0	128.6	*42.9	128.6	131	131
Hank Hees	Blanik	0.68	dnc	0	0	0	dnc	–	–	0	73.7	*24.6	73.7	108	108

Speed = actual distance flown between achieved turnpoints divided by actual flight time.
 Scoring distance = pilot's achieved task speed times the day's minimum time.
 Daily points = the scoring distance divided by the sailplane OLC handicap.
 * Flight was under minimum task time – min. task time used for speed calculation.

in his Russia AC-4C and Roy Eichendorf flying an Open Cirrus. Guy Blood took home the plaque as winner of the Novice class flying a Libelle, followed by Hank Hees in the L-13 Blanik. The event was designed to encourage a level of serious competition mixed with participation by pilots new to competitive flying.

If the event can involve more competitors next year, the plan is to hold it at North Battleford, an excellent venue for a future National event. Hopefully the success this year will encourage more participants from Alberta, as well as from Manitoba and BC. Both of our provincial associations look forward to seeing you. ✨

50 years old

from page 11

The entire family came to Chipman to share Kerry's farewell with the club members. All flights were stopped so Kerry could have the sky to himself. Dave Puckrin took up Kerry's son Grey in the Puchacz to release the ashes over the field. While we watched from the club house deck, we were treated to a commentary over the radio and tears were plentiful. We hope that the spirit of Kerry Bissell (the "King of Scratch") will help and inspire everyone that flies off the Chipman field in the future.

The big event drew more people than just pilots. Neighbouring farmers were invited to share our celebrations. Every mealtime I saw a number talking about how being near the airfield impacted on their lives – and most of the comments were favourable. They talked about knowing it was a weekend when the towplanes were taking off, they discussed the breaks in their day standing watching the flights and seeing the energy and activity and some even talked about their flying histories.

One local farmer of note was Premier Ed Stelmach. He recalled a number of the historic landmarks for the club as he presented a 50th Anniversary plaque to President Guy Blood. The County of Lamont presented a plaque and the town of Chipman was represented. But it wasn't just a political evening. Long-time members, and even one founding member, Chris Falconar, took a moment to tell everyone what the Edmonton Soaring Club meant to

them. Many had their children, who were raised as airport 'brats' there to testify to the stories being told. The passion for flight seems to breed true.

After the official ceremonies, we all adjourned to the hangar for a roast pig feast and a groaning table of side dishes. It was my favourite meal of the weekend – I didn't have to cook! Over 100 people were at the club for the meal and as it was Canada Day all participated in a round of O'Canada. Everyone should have a hangar to sing in as the sound is wonderful with the soft echo of the tin hangar roof. The meal ended with a series of door prizes which were won mostly by the Calgary contingent. Someone was hiding horseshoes at that table.

To thank everyone who helped make this event a success would be to list most of the members of Edmonton Soaring Club as well as the visiting members from other Alberta gliding clubs. Dave Puckrin was the primary in charge of organizing the event, Grant Ransom was responsible for media coverage, Neil Siemens the towplanes, Bob Hagen the instructors – but the event wouldn't have been the success it was without the neighbours, politicians, and former members coming for a flight, as well as the ESC members who towed, instructed, guided, washed, ran wings, timed, collected, cooked, cleaned, and generally shared their excitement and enjoyment of the art of soaring on this special weekend. ✨

First landout

I thought Alberta farmers were friendly?

Carol Mulder, CAGC

THIS IS MY EIGHTH SEASON being involved in gliding and I find that I am constantly learning new things. I licensed at the end of 2001, but my progress has been somewhat slow, as John and I have added two children along the way, forcing us to take turns flying. A gliding partnership with your life partner works quite well though – imagine having permanent crew and being able to buy tow tickets as birthday and Christmas gifts!

Landing out has been a fear of mine for several years. I secretly envied the people that had been forced into it early in their soaring careers. Never having landed out, I was confident in the theory, but actually doing it was something else. This season I finally had to put the theory to test for my first landout.

We had the pleasure of visiting the ESC in Chipman on the occasion of their 50th Anniversary celebrations on the Canada Day long weekend. John and I brought our Jantar from Innisfail. It has a long history of flying out of Chipman, as it was based there for most of its life.

After successfully completing my Silver duration and altitude last season, this season my goal was to complete my Silver distance (50 km). Although I did go more than 50 kilometres away from the field at Cowley last year, because I didn't land or pre-declare it, I could not use it for my Silver distance. (Walter Weir would have allowed it, but I would feel better knowing I did it properly – Just ask John how many tries it took him before I would sign off his flight as his OO!)

Anyway, the soaring season started late for me this year because I was busy having a baby at the end of May. In the end though, I really wasn't far behind as the weather, in Innisfail at least, was not very good this spring. I managed to get my checkflights and a couple of flights in the Jantar in June. On the long weekend, I was ready for my first serious attempt at the 50 kilometres. I thought it would be fun to finish it on my birthday (July 1), so the plan was that I would have the glider to fly that day, and John would crew for me.

On July 1, the weather looked pretty good, but was going to take a little bit of time to heat up. Around noon, the clouds started to pop up, so the flight was on. I was looking for a route with an easy retrieve, so the task I declared was a turnpoint north of Lamont (about 10 km

northwest from the field) and then southeast to Vegreville (about 46 km from the field). This would allow me to stay near the field for the first part of the flight anyway.

The towpilot took me to a local house thermal (a plowed field south of the strip), where I climbed up about 1500 feet without too much trouble. I worked my way north and west, gaining and losing a little, but generally holding my own. Having the flight recorder beep with the first completed turnpoint is a fantastic sound! Conditions were improving, and I returned to my original thermal, south of the field. Next I started to work my way east.

I found a really good thermal about 8 km east of the field that I was able to take up to 7500 feet, which was just below cloudbase. The time was right to push on. I continued east, and noticed that a layer of cirrus cloud was forming over top of the field, and seemed to be moving east as well. My best hope seemed to be to try to outrun it. I continued east, but unfortunately did not find any significant lift. I was hopeful that a great thermal would appear out of nowhere, but as my altimeter was spiraling down – hope diminished. I found a few burbles of zero sink, but nothing that could be centered or even returned to. The flight mode had now switched to completing my first landout.

One thing I had forgotten to put in the glider was my cell phone (I'm sure I won't forget it next time), so I wanted to relay to my crew that it looked like I would be landing out. Bob Hagen was kind enough to translate my directions into local knowledge and determine that I was landing just east of Mundare. He promised he would pass on the information. While circling, I was inspecting fields and found one that looked like it would be just about perfect. The low spots (brown areas) were apparent, with lots of room between them. The field was long, and the farm house had vehicles in the driveway (important because I didn't have a phone). I surveyed the obstacles – power lines that I would need to approach over – and determined that I had lots of room. I set up for a nice circuit, determined that I would definitely clear the wires, and then put on full spoiler.

The landing was just about perfect, with no one there to see it – well, except for a white pickup that was driving by, and stopped to look from the road, but more on him later. I attempted to radio back that I had indeed landed,



Maria Szemplinska

and that all was well, but was unable to raise anyone on the radio. I got things in order, and then walked to the farm house. The route to the farm house was a little bit longer than it looked to be from the air, as there was a 5 foot fence around the house, which meant that I had to walk around. Although there were cars in the driveway, there was no answer when I rang the bell. Then I noticed that the white pickup truck had parked at the end of the driveway. How lucky that a neighbour had seen me and was willing to help! I walked down the driveway towards it expecting the occupant to be curious and wanting to assist in any way possible.

The man in the truck informed me that I had landed my plane on his son's land, and that his son was not home, as they were away for the long weekend. He asked me why I had landed my plane in the field. I attempted to quickly explain how the lift had run out, and that it's common for gliders to land in fields. Again he asked why I had landed in that field, as he had expected me to land on the road. I asked him if I could use his cell phone to let my husband know where I was, and that everything was okay. The farmer determined that we should phone his son before he would let me use the phone. In the meantime, I'm thinking to myself that this really isn't going all that well. I thought Alberta farmers were friendly – wasn't it a novelty when gliders landed on their property?

He phoned his son, and also wanted me to speak to him. "Why did you land your airplane in my field?" The apple sure didn't fall far from the tree. Again, I explained that it was common, and that my husband would bring a trailer that we could take it away in. The son, asked me to be sure to leave my name and information, so that he could contact me if there was damage to his crops. I replied that I certainly would. I was then allowed to phone John,

who was already only about 10 minutes away. (Having a prompt and attentive crew is a huge asset.)

Ascertaining that the farmer was concerned about his crops, I mentioned that we could push the glider out of the field by hand and then derig and trailer it on the side of the road. Something in what I said (maybe just that I cared) seemed to soften things up a bit. It probably helped that I offered to write down my name and info while we waited for John. The farmer drove us over to a driveway that he thought would be suitable for the trailer. Within about five minutes, John arrived with the trailer, and I informed him of the plan to push the glider back to there by hand, so that we would minimize any crop

damage. Luckily he didn't argue and the three of us (with our son Jay in tow as well) set off toward the glider.

As we arrived at the glider, the farmer exclaimed, "This is just a little toy airplane!" Things were improving a lot! He even offered to help us push the glider back to the trailer. In 10–15 minutes, we had the glider over to the trailer. The farmer was intrigued and wanted to watch us put it on the trailer (or perhaps he just wanted to make sure we left without doing any damage). Regardless, after getting it into the trailer, he mentioned that if he hadn't seen it, he wouldn't believe it. We told him that we had to hurry back to Chipman, as there was a celebration dinner with the Premier that night. Of course, he and the Premier are old buddies, having sung in a choir together a few years back. Things were quite friendly now.

We rushed back and arrived just in time to hear the Premier's speech, and for the processional to dinner. It had only taken about an hour from when John left the field until our arrival back with the glider. We managed a speedy retrieve and even had a story to tell. I mentioned to the ESC folks that they must not land out often enough if this fellow had never seen or heard of a glider landing in a field before. Thanks to the ESC folks for a fun weekend of soaring.

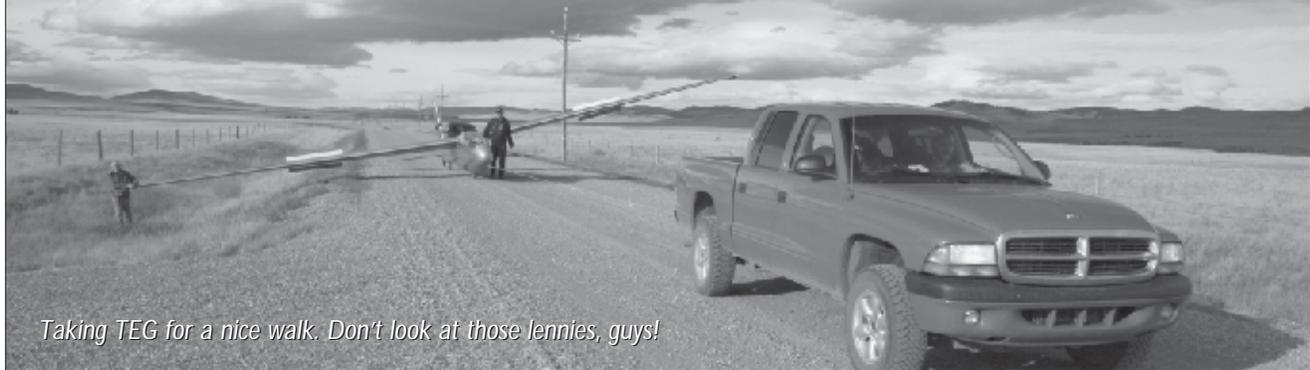
So, I didn't make my 50 km task on this flight, but I had a great experience with my first landout. Hopefully by the time you read this article I will have my 50 km done, and won't have encountered any more unhappy farmers.

Postscript:

I did it on 1 October, the magic of the Cowley Wave assisting me in my task. I only had one other landout this season, but the first was definitely the more memorable. ✨

Goin' down the road

Allan Wood, Cu Nim



Taking TEG for a nice walk. Don't look at those lennies, guys!

AFTER GOING THROUGH some rough rotor on tow, Mitch Drzymala and I released at 4000 feet – we were headed for the primary wave. Off tow, we pushed west to find the lift which was very strong and smooth once we were stabilized. Our altitude was restricted because we had no oxygen with us but we still enjoyed a wave flight from the south end of the Livingstones and north almost to the Gap. As we approached 12,000 feet it was as if we were in a canyon with a steep wall of clouds on both sides. All was good for a while. Mitch was enjoying flying but slowly the clouds closed in, and after flying both north and south we found we were boxed in on all sides and still twelve miles north of the field. With no oxygen our only option was to descend to about 9000 feet and fly east under the cloud through the sink.

The vario seemed broken – it was stuck on 10 knots down permanently (why does the sink always seem to go on forever?), so we were soon looking for suitable landing spots in the valley. There were plenty of fields enroute to Cowley to choose from. I saw a huge field with the crop taken off, and decided that this was the best place for moi, a rookie instructor. Exuding confidence, I did a normal circuit and everything went smoothly. Mitch had no idea this was my very first off-field landing!

A retrieve crew came without a trailer, so we tied down the glider and I went to Black Diamond to pick it up. Apparently others had a different idea as to how TEG would get back to Cowley...

Wilf Plester's version...

Al Wood and Mitch Drzymala landed TEG 10 kilometres from the Cowley field. After initially joking about walking it back along the road, we decided it was actually feasible. We towed it with a 25 foot rope and started the walk about 4 pm, taking turns on the wing tips. At times we were walking in three foot grass and reaching over our

heads to deal with the ditches. It was quite an exercise dodging telephone poles and signs. We only met a couple of vehicles. Of course gliders have the right of way over powered vehicles. We did encounter one hill and in order to prevent a runaway, my wife jumped in to work the brake. Can she log this as her first solo?

We rolled into the airfield just after 7:00 shortly before the trailer arrived from Black Diamond. We all agreed we wouldn't want to do it again. ❄

how to buy a glider

from page 10

Transport Canada needed confirmation that the aircraft had never been registered in the US, so we were waiting on the FAA now. I had been issued with the letters that would finally be on the C of R, so I had the vinyl letters cut and applied them to the aircraft. The aircraft had originally been delivered with "N" numbers on the tail but they had never been registered in the US. A little laquer thinner and those letters wiped right off!

Now we were waiting for the temporary C of R, so we can get the C of A, so we can go flying (I read *Catch 22* recently so I was prepared for this). Both Jeff and I called the Vancouver Transport Canada office, but nothing came ... until Friday morning at 9 am when my fax machine started printing – there was the temporary C of R. First call to the TC Maintenance inspector ... we have the C of R, when can you issue the C of A? Arrangements were made for Jeff to meet the inspector early in the afternoon, and while Jeff was getting the C of A from the TC inspector, I towed the glider to Innisfail and arranged for a towpilot. Rigging, some cleaning, and at 4 pm, C-FQZK flew for the first time since its 30 minute test flight in Lithuania in August of 1999. We proceeded to put in several more flights over the weekend and now have eight hours on the aircraft. Yippee! ❄



Alberta pilot achievements of 2007

Solo!

Wilf Plester (Cu Nim)
Chris Dzwonek (Cu Nim)
Mel Walters (CAGC)

Licence

Trevor Finney (ESC)
Bob Howse (ESC)
Nicole Kattler (CAGC)
Stuart McLellan (ESC)
Dale Travis (ESC)

Badges & badge legs

Guy Blood, Silver Duration, Silver badge (ESC)
Dale Brown, C badge, Bronze badge (CAGC)
Brian Davies, Bronze badge (CAGC)
Jean Claude, C badge, Silver duration (Cu Nim)
Shane Cockriell, C badge, Silver height (CAGC)
Drew Hammond, C badge, Bronze badge, Silver height (CAGC)
Gary Hill, Silver distance, Silver badge (ESC)
Derek Jones, C badge, Silver height & duration (Cu Nim)
Jerry Mulder, C badge, Bronze badge, Silver altitude (CAGC)
Carol Mulder, Bronze badge, Gold altitude, Silver distance, Silver badge (CAGC)
John Mulder, Bronze badge, Diamond altitude
Tim Radder, C badge, Bronze badge, Silver height & duration (CAGC)
Jeff Runciman, Bronze badge (CAGC)
Dale Travis, C badge (ESC)

New instructors

Jean Claude, Iabeling Kaastra, Peter Neary (all Cu Nim)
Danny Russell, Allan Wood, Peter Vesely (all Cu Nim)
Henry Wyatt, Class I upgrade (ESC)

Competitions

- Western competition, Cudworth, SK
Phil Stade 1st of 9
- 2007 Region 8 Sports Class competition, Ephrata, WA
Tony Burton 4th place of 16

Hans König

*Congratulations to all on these steps along the way.
What's your goal for 2008 – you do have one, don't you?*

Safety by Henry Wyatt

Can we integrate club standards at joint events like Cowley.

AT THE EDMONTON CLUB we are working to develop a Safety Management System (SMS) which fits our needs without being so time-consuming that it becomes unmanageable. It's not an easy task. However, we do know the goal. It is to recognize hazards and, by changing the way we operate, to reduce each of them to a level of risk acceptable to club members. Since it is impossible to eliminate risk we understand that in the management of risks the concept of an "acceptable level of risk" is critical. How are we to determine this minimal level when the discussion must involve all members? The job is hard enough in one club – is it even possible for an organization like the Alberta Soaring Council? How would we set about it?

I thought about this big time at the Fall Cowley camp. A squall line stretching from east to west was moving up the Cowley valley from the south. Behind it was obvious rain, misting to the ground. Expecting lift under the squall line two gliders took off before the line reached the Cowley airfield. The line was sucking hard, such that as it approached the winds came from the north, and as it passed the wind switched to south.

As they expected, both gliders were in lift immediately with healthy climb rates. They disappeared as the line came overhead, to be followed as expected by rain. We watched and waited. We would have been little surprised to hear they both landed out to the north of the line in the many stubble fields stretching to the Oldman River, but then the first appeared approaching through the rain and landed on the north-south runway. Soon afterwards the second came in from the west, having passed through the weather on its way, and having picked up a bit of ice which quickly cleared as they approached.

Were they flying safely? The takeoff was reasonable, since if the weather had blocked a return they could certainly have landed without risk in the many fields up the valley provided they avoided being pushed over the high ground further north. Flying through the rain they needed to be sure of their landmarks to find the field, but both knew the area well. Those pilots in that setting were both flying within their own skills, choosing their own acceptable level of risk. When I asked one of them whether he thought his flight might tempt other less experienced pilots to launch when the conditions were beyond their skills he said that pilots should judge their own limits and act appropriately. I think he was right.

For newcomers and low time pilots, Cowley with its fall weather is a place with significant hazards but extraordi-

nary opportunities. I suppose we learn our limits there by asking advice from others, by taking checkflights, and by watching others fly, then trying it for ourselves. But it is hard to judge and easy to make mistakes.

In this situation can the ASC do more about risk management? The excellent "*Cowley Camp and Flying Guide*", available on the ASC web site, describes sanctions available against those who seem deliberately to ignore safety advice or transgress airspace. But the foundation of an SMS is to avoid blame and sanctions, and instead to develop a rational approach that uses the acceptable level of risk concept. At the same time it has to be understood and accepted by all.

Whilst member clubs are working on their own safety systems it seems to me unlikely that the ASC has the resources to give much time to developing an SMS of its own. In any case, any ASC safety program would probably be an amalgamation of those of the member clubs, all developed using guidelines from Transport Canada and SAC. In the meantime how might a collaborative, or at least a standardized approach to Cowley flying be developed, and what is the responsibility of ASC?

As I see it each member club should make consideration of the Cowley flying a part of their risk analysis and management, so that all pilots at Cowley are flying under the guidance of their club SMS. For example, this might include guidance to club members on solo wave flying in club machines. It should certainly include a section on when and how to use oxygen, for we are now using a range of oxygen supply systems without the experience of a hypobaric chamber. It also might include such difficult questions as who has the responsibility to release a pilot to fly solo in a club machine when the check pilot has been an instructor from another club.

ASC should then make clear to pilots at Cowley that they are subject to their club SMS, and that ASC will limit itself to pointing out the extra hazards peculiar to Cowley flying and to the conditions on each day. Advice should be available about such things as best release heights to achieve different objectives, about the conditions expected given the expected winds, with cautions about circuit management in the day's winds. Much of the needed information is already in the "*Cowley Camp and Flying Guide*", though some editing might be necessary, and the cautions are discussed at the morning pilot meetings, but as far as ASC is concerned, pilots should then be responsible for their own safety.

At the moment the ASC would be hard pressed to work through a safety system of its own, but we should keep it in mind as we develop our separate club safety systems, and in the end integrate the relevant parts for Cowley and for other ASC meets. ❁



Tony Burton

The ASC Safety Seminar is a great way to start the season. We have some laughs too! Are you attending this spring?

Here's something from Australia

This little story refers to their Civil Aviation Authority; feel free to insert your favourite aviation bureaucracy.

A man in a hot air balloon realized he was lost. He reduced height and spotted a woman below. Descending a bit more, he shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago but I don't know where I am."

The woman below replied, "You're in a hot air balloon approximately 50 feet above the ground. You're between 34 and 35 degrees south latitude and between 141 and 142 degrees east longitude."

"You must be working in the information technology field," said the balloonist.

"I am," replied the woman, "how did you know?"

"Well," answered the balloonist, "everything you told me is probably technically correct, but I have no idea what to make of your information and the fact is, I'm still lost. Frankly, you haven't been much help – if anything, you've only delayed me."

The woman responded, "You must work for [insert aviation bureaucracy]."

"I do," said the balloonist, "but how did you know?"

"Well, you don't know where you are or where you are going. You have risen to where you are due to a large quantity of hot air. You made a promise which you have no idea how to keep, and you expect people beneath you solve your problems. The fact is you are in exactly the position you were in before we met, but now, somehow, it's my #*\$%^ fault."



Clubs

Central Alberta

2007 was a safe and interesting year for the Central Alberta Gliding Club. Many of our members reached for and achieved many of the goals that they set for themselves.

The flying season this year started very late. Our first checkout flights were in late April and then the spring monsoons set in and we weren't able to get back to the field until the last weekend in May. However we seemed to make up for lost time and as of this writing we are at 500+ flights and counting.

The first event this year was the local Sportsmen Show where the club rented a booth. We set up the Bergfalke to let the public have a good up close view of a glider. It would appear that this was a worthwhile venture as contacts were made with the Camrose Flying Club who came down for a day to experience the joys of planned forced approaches. We also gained a new member: Dan Tayles.

CAGC had a safe year. While there is always room for improvement we are happy to report that there were no major incidents or accidents to report. The culture of everyone looking out for everyone is working well.

We were happy to add to our family four new members. Two have come from the Air Cadet ranks who wish to continue their flying careers and two new ab-initio pilots. Mel Walters soloed this year. After some good natured ribbing we were able to get Nicole Kattler out of the 2-22 and into a flight in the I-26. Her smile would have lit up a small city.

We had two successful corporate days this year. Special thanks must go out to Trent Leinenweber and Roman Budzis who organized these successful events. We also took flying the local troop of Junior Forest Wardens and had a pile of very happy kids. Thank you to all who made these days a success.

Under Carol Mulder's expert guidance the CAGC undertook the achievement of badges very seriously this year. Notable achievements are in the list on page 17. Congratulations to all.

CAGC was well represented at both Cowley camps. A lot of fun was had by all and a great deal of good flying

was had by those who attended. The puppet show put on by Kerry Stevenson of Cu Nim was memorable and so was the camaraderie of all the pilots. I think that we will become fixtures there.

Some notable equipment changes happened this year. Blaine Moore and Roman Budzis have each bought motor gliders. John Mulder has bought a Genesis 2. Leo Deschamps and Tim Radder have bought Blaine's Slingsby Dart and the I-26 has two new members in the Ownership Group.

Thank you Tom Rowe. With the long absences of PCK this year, the kind use of his Pawnee made all the difference to a successful summer. It ended up doing 30% of our tows this year.

On a personal note, I stepped down as president of CAGC this fall and I would like to give my heartfelt thanks to all members of the CAGC who put up with, cajoled, and guided me through the last two years. It has been very memorable and a lot of fun. Thank you all.

Shane Cockriell

Grande Prairie

While we didn't get all the flying we would like this summer we actually had a great year. We now have IRB, our L-13, flying and she is a beaut. Over the winter Steve Swallow installed the radio so we would be ready for spring. With all the snow, we had a late start to the season. Walter, Les and Terry took IRB to Chipman to be checked out and to do the initial test flights. Les and Terry came back with big smiles on their faces and said IRB flew just like a new machine. Walter came back with a smile, a number of great flights and more flying stories.

I am not sure why it can be sunny all week and then rain on the weekend. We decided to fly Tuesday evenings and even then were weathered out quite often. The weather coupled with runway resurfacing at Beaverlodge severely cut into our season. Against all odds though we did manage 69 flights this summer.

For Erle Lowen and myself, it was a good time as we both were checked out on the L-13. From my point of view IRB is truly a delight to fly. It was great to have a two-seat aircraft again.

Robin Mills is a new member to our club. Robin's son, Reid, was a frequent visitor to the field and soon learned how to run the wing. There were three other people who were very interested and we hope to add them as members next year. Terry Hatfield, our CFI was able to take Robin and Reid on a number of training flights so we hope to have more glider pilots in the near future.



Les Oilund prepares IRB for a flight at Beaverlodge.

Walter is going strong. He had over 40 hours flying this summer getting almost all of his hours at Chipman and at Cowley. In his spare time he built a main wheel dolly so we can move IRB sideways into the hangar easily and this fall he spent the wet days building a wing dolly that takes most of the excitement (and danger) out of putting IRB on the trailer for the winter.

With some regret we decided to put our K8, PVL, up for sale. PVL needs an overhaul complete with new fabric and with the purchase of IRB the club is not in a position to support both.

Things are happening at the Beaverlodge Airport. This summer the runway and ramp were resurfaced. In September, the County set up a maintenance yard and office at the airport, so we now have access to the telephone, a washroom and a briefing room in the County Office. Next year, a chain link fence will be erected that will limit access to the airport and will increase security for the hangar and our aircraft, and will keep onlookers from driving onto the field when we are flying.

This country has always had a "next year" attitude, and we have five current pilots and a great deal of interest, so we are definitely looking forward to the 2008 season.

Lloyd Sherk

Kerry Bissell Life Membership luncheon

At a general meeting of the Edmonton Soaring Club late in 2004 veteran member Kerry Bissell was made a Life Member of ESC. This event is normally followed by the presentation of a related plaque at a subsequent meeting. For unknown reasons this was not acted on and later was lost sight of. In 2005 I became Club President and was fortunate to have relatively new member, Grant Ranson assume the post of Club Awards Chairman.

A few weeks ago, in a meeting with Grant I advised him of this situation and we agreed it would be appropriate to prepare a plaque that recognized the awarding of Kerry's Life Membership, and to present it to Mrs. Bissell. Grant proceeded immediately with the plaque details and made all the arrangements for a "gathering" of friends, new and old, to meet and spend some quality time together to remember Kerry.

The event was held mid-day at the Norwood Legion on 12 October. Some twenty people were present including Ollie Bissell with son Grey and his fiancé Jane Sinn.

Following a pleasant luncheon I read a summary of Kerry's long career in flying and soaring. Visitors were then invited to tell their personal stories relating their lives with Kerry. This added a lot to the warmth of the session. Club President Guy Blood then made a formal presentation of the plaque to Ollie. Overall it was a very warm and cheerful way to celebrate a great life. Grant is to be congratulated for his talent and enthusiasm in making it happen.

Hugh McColeman



Edmonton

The Edmonton Soaring Club started 2007 with a free "Flight Theory for Gliding" seminar through the Continuing Ed division of a local school board in January. We had fifteen participants and about nine signed up for our ground school. On the other hand, none of them actually joined ESC, so we are rethinking our marketing plans for next year. Even so, ESC had almost fifteen student glider pilots this year. Our membership increased over 2006 with students being almost half of us. They also accounted for a significant part of the flight activity.

To help cope with the teaching load, we introduced student flying on Thursday nights in addition to the weekends. The plan worked well but added a heavier load to our relatively small number of instructors.

Five students passed the Glider Pilot Flight test and four got their licence. Dale Armstrong comes out on a motor cycle with his dog in a sidecar. The dog argues with Dale constantly about who is the boss or has the last word – it's never Dale! (He attended Cowley this year.) Bob Howse, still in his teens, sailed through everything in a single year. His father was a member some time back. Trevor Finney came to us from hang gliding in South Africa but is now soaring with ESC. Dale Travis wanders around the southern USA in connection with his job and talks of the 20 metre sailplanes there. Stu McLennan came from a power flight background, including recent time in an amphibian Spencer Aircar.

Since 2007 was our fiftieth anniversary we set aside the Canada Day weekend to celebrate. On the Friday, as part of our effort to provide community service, we hosted young people from the county 4H Club to flights. It seemed to function much like the EAA Young Eagles program. Certainly the young people were fascinated by the flying. Saturday was committed to making as many flights in the day as possible. The first flight took off a little after 0430, and the last flight when it was almost dark. There were well over 60, though of course without much soaring. The complete story of all the festivities are here on page 11.

During the year we resolved to provide more community services. On the administrative side, ESC had a casino in April and we hope to use the funds to upgrade our hangar facilities by building another one for the towplanes and private gliders, and develop a single point electronic data capture system on the flightline.

We put an extra effort on familiarization flights to help celebrate half a century of soaring in Edmonton. We had a media blitz with ESC members talking on radio stations and at least two local television outlets in June 2007 about the joys of soaring along with the ESC's history.

We had just short of thirty cancer survivors out in mid-July 2007 to go for free familiarization flights. The feedback was that most everyone had a good time and some said they'd tell friends and family to come out for a flight. It sure helped to have great weather and the ground support for the hectic pace of activity.

There was also a smaller group of medical students from the University of Alberta who came out for some familiarization flights too. Once the free gift certificates and fam flights were tallied up, ESC enjoyed its best flying year ever, with over 1160 flights as of 1 October. We also heard some familiarization flight certificates that we donated to services groups for fund raising were very well received. This only raised our public profile in the Edmonton area.

Six ESC members and two gliders participated in the Cowley Fall camp this year and we hope to have more participants in 2008. In the meantime, CBC Edmonton was good enough to provide us a digital copy of their 1982 Cowley-based production, *Riding the Mountain Wave*. Jack Towers, a former ESC member, attended our October 2007 member meeting to give us some history of how the production came about and what happened to make some of the camera work look so good. Many thanks to the Central Alberta Gliding Club for tipping us off on this program. Looking to 2008, ESC hopes to increase its membership, and the number of flights we get in over the year in a safe as well as fun environment.

R. Pougnet
ESC Secretary

H. Wyatt
ESC Safety Officer

Cu Nim

Cu Nim started 2007 season cautiously, we had a real desire to be a financial success. Many know that Cu Nim has a high asset value, but for a few years we have been tight for cash flow. Early in the season, we decided to sell one of the Scout towplanes to save on the cash flow items of annual inspections and insurance. For the same reason we decided to not insure one of the three Blaniks.

The year has turned out great financially! After a few months we did insure the third Blanik to get into service, and flying has been going strong all year. As I write this in the first week of November, flying is still continuing on the weekends. We did not miss the second towplane, and the third Blanik was used often. To date, the club ships have racked up 839 flights for 392 hours.

The Cross-Country week did not turn out nearly as well as some other years, primarily due to weather. It is really hard to pick the right week, or some years there is no right week, just a few right days. It was like that this



spring. We have had no flights logged from Cu Nim over 300 km for the whole year. Very unusual! But glider pilots are optimists, thus we are sure weather conditions will be great locally next year.

A big contribution to the Cu Nim OLC standings for the year (Cu Nim was 11th place club with 14,117 points) were the flights made at Parowan, Utah by Rolf Siebert and logged to Cu Nim on the Online Contest. The conditions were great and Rolf flew 9 flights in 10 days. All except one were over 500 km and three were over 700 km. All booked to Cu Nim; thanks Rolf. Almost 5000 points of our 14,000 for the year from these flights!

The SAC instructor course held at Cu Nim went well and really helped the club out by providing a trained group of new instructors who will provide lots of instructional flights to future students. *Free flight 5/07* had a detailed report about this course. We gained several new students this year, keen to solo, that had prior soaring or power flying experience which makes for much quicker progress and a lighter load on the instructors.

Runway maintenance is a huge job (especially in the spring) given the amount of grass and the resident enormous gopher population. Our old 1947 Ford tractor is under-powered for mowing duties and is probably the most dangerous bit of gear on the field. It's being replaced by a lovely new Mahindra 50 hp unit that just arrived.

Cowley Summer camp and Fall camp were well supported by Cu Nim pilots and equipment (see reports elsewhere in this issue). The Summer camp in particular provided good flying and good times for everyone – something about a Cowley song?

Members were volunteering their time to make the club better as usual this year, everyone really, but a few extra special efforts that I noticed, in no particular order are:

Allan Parker, for grounds care and for guiding the club to a complete sheet metal re-siding of the south hangar.

Jean Claude, for all his maintenance work, especially the structural repairs to this hangar.

Dave Morgan, for doing darn near everything: treasurer, CFI, fixer of most things, instructing most of the time.

Ursula Wiese, for the gardening and beautifying around the campground and clubhouse.

Phil Stade, for the scheduling of students intro flights. He also flew many intro flights, many of them in the sleek high performance 20 metre IS-32 that Peter Neary loaned to the club for this purpose.

Many more people contributed and made the Cu Nim Gliding Club a very fun place to be at, and to be associated with, again this 2007 season.

Al Hoar

Gerald Ince



Tony Burton is a happy camper after a flight of only 57 minutes on 9 September in his Russia. Why – he just completed 3000 hours of P1 time.



Tony Burton

Aerodynamics from both ends of the performance spectrum. The SR-71 Blackbird with the Hawley Bowlus 'Falcon' soaring above it at the Smithsonian Air & Space Museum.

Unusual wave bars over Edmonton

Richard Parker

Just to illustrate that good wave can be found well downwind of the mountains. I saw this fairly low wave formation around 6:30 am on July 2 this year while nipping out to collect my newspaper! The photo is looking northwest. Not often seen in these parts, I was surprised to find such spectacular 'lennies' stretching from the southeast, Edmonton International Airport direction, directly overhead Devon, and well out to the northwest as far as could be seen. The wave was well developed and remained until destroyed by convection at around 10:30 am that morning. I wondered what entertainment I could have had if my Jantar had got airborne at first light?



Note from Tony:

The wavelength appears to be quite short so they may be caused by a wind shear at altitude. I've seen these low altitude, highly repeating wave trains over Claresholm in the winter at times. It's called a "ducted wave" in which the wave energy is not dissipated into the upper atmosphere as usually occurs, so the wave keeps on propagating downstream and a great many wave bars may be visible.

a leisurely afternoon flight

from page 3

Camrose which took quite some time. Once over Camrose, I took a few pictures and then made my way north, being careful not to pass up any more lift. The rest of the flight was uneventful but I had learned a lesson – don't relax so much that you forget to look for the next thermal.

Back at Chipman after a 5.6 hour flight and an O&R of 154 km gives an average speed of 27.5 km/h. This would have been a speed record if I had flown it in an SG-38 (primary glider), but with the Open Cirrus it was just a leisurely afternoon flight and I enjoyed every minute. ✨

a note from John

from page 2

Eric Gillespie attended the last meeting of NavCanada, Transport Canada, and aviation groups such as us, COPA, and the airlines. It was mentioned that among general aviation, our group was the most professionally represented (and therefore respected) general aviation group invited. Professional representation ensures our voice is heard and respected at these meetings. The Board expressed our thanks to Ian and the Airspace committee.

Supporting the World Contest Team was discussed and SAC is committed to providing the team the maximum available funds for participation in Germany in August 2008. An idea circulated on the SAC Roundtable, and supported by the Board, was for a national World Contest Team day where all monies earned from intro flights would be donated to the World Contest Fund. We think this will be a great opportunity to raise awareness in our sport while supporting the World Contest Team. Watch for more info on this project and a request for you and your club's participation.

The SAC web site will be updated this winter. You may not notice any changes immediately as we move our current site and info onto a new platform. Once that step is complete, we will begin to enhance our web site using the capabilities of the new platform. I hope to use volunteers for the updating and formatting of the new site. If you have expertise and would like to help, please let me know.

Dates and locations for the SAC AGM and the National Soaring Competition are being finalized.

As your Alberta representative, please contact me with your concerns, comments or ideas. In this day of e-mail and internet contact, I probably don't need to take your message to Ottawa, but I am still happy to do so if you contact me.



Towpilots – start em' young, and ...



2007 ASC AGM minutes

from page 26

Chief Tow Pilot by acclamation	Jerry Mulder
Sporting Director by acclamation	Peter Neary
Safety Director by acclamation	Henry Wyatt
Awards Director by acclamation	Cuyler Green
Finance Board by acclamation	Gerald Ince, John Mulder, lebeling Kaastra & Guy Blood.

New Business

Tony Burton let everyone know that starting in October 2008 cameras will no longer be acceptable for badge claims. Also, badge claims up to Gold could be claimed with non-IGC approved GPS loggers deemed acceptable by each individual country – altitude claims would also require barograph evidence when non-IGC approved recorders are used.

CAGC will be taking part in the Red Deer Sportsmen Show, and requested that other clubs donate FAM flights or other appropriate gifts for giveaway.

Call for adjournment by Henry Wyatt at 15:01
seconded Cuyler Green.

Carried

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 financial favour. This is done through the Alberta Lottery Foundation Donation Fund that has been set up for this purpose. When you consider that you can get a 43% tax write-off, it's worth 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 web site) 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 back to your club when the Foundation sends it to ASC.

ASC Planning Meeting notes

Phil Stade – from 3 Feb 2007

- Discussion and finalizing events for 2007 took place, with the Western Instructor Course not fixed yet. Events will be posted on the ASC web site. Dates for the Air Cadets FAM events at Cowley should be included on the ASC calendar.
- A new SAC Instructor Manual (parts A & B) is available on the SAC web site.
- Brainstorming on the idea of a centralized ground school for clubs, with the example of an on-line ground school in Ontario being a potential answer.
- A new “SOAR” student instruction manual should be available in the spring.
- All Silver badge applicants should be given an OO application to help promote badge flying.
- Walter Weir (SAC Badge chairman) requires a list of all OO's who wish to be active (updated every 3 years). Al Sunley will forward the info for ESC, Peter Neary for Cu Nim, and Carol Mulder for CAGC. No one was named for Grande Prairie.
- PCK is prioritized firstly for club emergency use, secondly for ASC events, and lastly for other events approved by the ASC executive.
- Clubs should brainstorm ways ASC can help them run 7 day a week operations during the soaring season.
- Phil Stade had unanimous agreement to pursue \$75,000 funding from the Alberta government for an ASC winch. Some issues related to the winch were: the cost of maintaining a winch would be under \$5 a launch (not including depreciation) – the major cost being replacement of the cable at about a dollar a launch. Minimal insurance cost, maintenance that could be carried out by club members, etc. etc. Also students could be checked out as winch operators once they were solo. Grant approval would likely come by November 2007.
- An ASC “Harassment Policy” (required by the Foundation) was introduced.
- Gerald Ince briefly highlighted 2006 as an above average income year for ASC, due to low expenses on PCK in particular, and higher than average income from Cowley, and Valemont. He also stated that the “PCK Repair Fund” currently sits at approximately \$45,000.
- Phil Stade went over some key points in the ASC 2007 budget. Mainly that costs for PCK fuel, printing *ASCent*, maintenance for Cowley (in particular reseeding the grass) will all be higher in the year ahead.

Minutes Annual General Meeting 3 February 2007, Red Deer Legion

The 2007 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 1347 by president Bruce Friesen and began with the presentation of the **ASC 2006 Trophies & Awards**.

Carling Trophy – best flight	Vaughan Allan
McLaughlin Trophy – best 5 flights	Vaughan Allan
Boomerang – flight to another club	Vaughan Allan
XC-100 – best 5 flights, Novice	Carol Mulder
Club of the Year	Central Alberta
Special Award	Walter Mueller
for Life Long Enthusiasm & completing his Gold Badge in his 86th Year	

AGM information packages were distributed by Executive Director Phil Stade with a request to share them with members not present.

2006 Minutes

The minutes of the 2006 AGM were presented.

Motion: by Tony Burton, seconded by Walter Mueller, "To adopt the minutes as recorded." Carried

Business arising from the minutes

- The Vice-President position still needs to be filled.
- Creating a contact list in *ASCent* is inappropriate, because of the election of new board members renders the list obsolete shortly after creating it.

2006 Committee Reports

Financial Report Gerald Ince

The Balance Sheet & 2006 Financial Summary were reviewed.

Motion: by Tony Burton, seconded Guy Blood, "To adopt the financial reports as presented." Carried

Motion: by Tony Burton, seconded Jean Claude "To approve the two examiners of the financial statements, labeling Kaastra and Cuyler Green." (They see that the statements fairly reflect the activities of ASC, they do not audit the statements.)

2007 Budget Phil Stade

A brief review of the upcoming year's budget was presented, with the view that it be broad & flexible so as to promote the sport as resources & time permit.

Motion: by Phil Stade, seconded Leo Deschamps, "To adopt the 2007 budget as presented." Carried

Executive and Committee Reports

The following information was provided:

- Phil Stade (executive director) shared with the group his unusual flight at Cowley the previous fall, where he had flown wave coming off the Porcupine Hills in an easterly wind.
- John Mulder (SAC Zone Director) asked members to give him their concerns to bring to the national level – in particular for the upcoming SAC AGM in Winnipeg March 24th.
- Tony Burton (editor of *ASCent* and Sporting Director) encouraged the clubs to distribute the magazine themselves, because of the significant savings in postage. Also he requested to step down as Sporting Director.

Motion: by Al Sunley, seconded Carol Mulder, "to adopt the reports as presented." Carried

Jean Claude suggested an aerator might be useful for improving the grass at Cowley. He volunteered, with Phil, to look into renting or bartering for one with a local golf course.

Noted Actions to be taken by the Executive in 2007

- For the year 2006, Cold Lake Club shall be deemed inactive for the purpose of excess funds dispersal.
- \$5000 to be dispersed to the remaining 4 clubs, with any funds over & above to be held for future capital projects such as winch purchase and Cowley airfield improvements.
- Valemont & Sparwood Soaring Camps to *not* be deemed ASC events for 2007 (in future years possibly). As such PCK would be prioritized firstly for emergency club use, secondly ASC events, and lastly other uses such as these soaring camps.
- ASC actively pursue ways to support club operations during the week over the soaring season.
- ASC actively pursue ways to support clubs offering intro flights to special interest groups & the disadvantaged.
- ASC to apply for funding to purchase a modern winch.

Motion: by Al Sunley, seconded Cuyler Green, "to ratify the actions of the executive for 2006/07." Carried

Election of Officers

President by acclamation	Danny Russell
Vice President by acclamation	Tony Burton
Secretary by acclamation	Ron Cattaruzza
Treasurer by acclamation	Gerald Ince
Ex-officio (Past President)	John Broomhall

awards luncheon
&
**ASC Annual
General Meeting**

9 February 2008

**Royal Canadian
Legion
Red Deer**

2810 Bremner Ave.
(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*

Here is the mapsite to find it:

<[http://canada411.yellowpages.ca/
business/AB/Red+Deer/
Royal+Canadian+Legion/1%2C1/
2508830.html?src=yypca&style=si](http://canada411.yellowpages.ca/business/AB/Red+Deer/Royal+Canadian+Legion/1%2C1/2508830.html?src=yypca&style=si)>

Menu

Planning meeting 1030 sharp

Tying up any loose ends for 2008 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 buffet

Presentation of provincial honours 1315

Annual General Meeting 1330

- approval of minutes of 2007 AGM
(see copy opposite as req'd by bylaws)
- 2007 executive & committee reports
- 2007 financial report
- 2008 budget presentation
- old & new business, motions
- election/confirmation of executive

2008 elections

- Vice-president
- Treasurer

*Contact Phil Stade to confirm
your presence for the luncheon.
(403) 813-6658 or <asc@stade.ca>
We need to know the numbers
ahead of time. DO IT NOW!*

return address
Box 13, Black Diamond, AB T0L 0H0