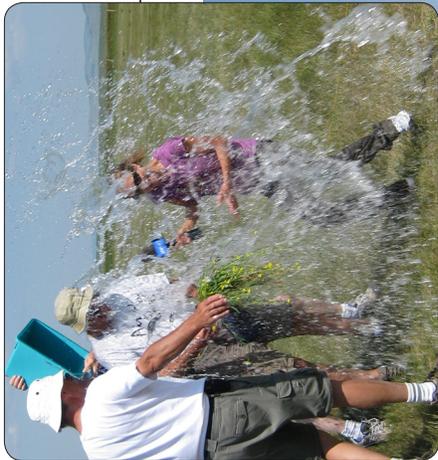


# AScent

the journal of the Alberta Soaring Council



# Notes from Phil

the ASC Executive Director report

## Phil Stade

**T**HE 2009 SOARING SEASON got off to a good start again with the Spring Safety Meeting hosted by the Central Alberta Gliding Club. Attendance has been steadily growing over the years and the subjects covered have included oxygen systems, air space, safety audits and understanding aerodynamic flutter. Henry Wyatt presented information regarding the results of using safety foam cushions and the theoretical reduction in injury that occurs during an aviation accident. As with most safety-related solutions, safety foam must be considered part of an overall safe flight approach rather than a single method of eliminating all chance of injury. Henry's comments quantified the effect of various thicknesses of foam cushions and gave us a way to make an informed decision on the matter. Safety audit reports have become a regular part of the meeting. It appears that although clubs have started the process of integrating this safety approach into club culture, ongoing attention is needed for it to be successful.

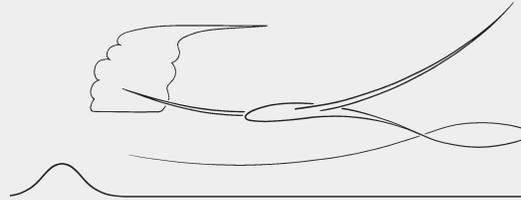
The third annual 2009 Western Canada Soaring Contest was jointly held with the Soaring Association of Saskatchewan at North Battleford, Saskatchewan and with 22 contestants was one of the largest soaring events in Canada. The first contest day was one of the best soaring days of the year. Climbing to cloudbase and maintaining flight at over 4000 feet agl was a real eye-opener for my guest pilot, an officer with the Saskatoon Air Cadets. Our final glide in CU, Peter and Laura Neary's IS32 'Super Lark', was almost 40 nautical miles and we continued to fly for another 2 hours after completing our 3 hour task! The following day was considerably more difficult and led to a number of re-starts and landouts. The facilities at the North Battleford airport have proven to be very functional so hosting the Nationals there will proceed in 2010 as planned.

Our summer Cowley camp had 44 registered pilots, another increase in participation and continued the trend of more families arriving along with the soaring pilots. The 'home-like' conditions in the motor homes and trailers seem to include some of the habits of home life such as showers – the campground cistern even needed to be re-filled during the camp. My notes on the very short "non-Fall" camp are on page 9.

2009 has been a busy year in the planning and getting ready department. The condition of the Cowley runways has been a concern for many years and past attempts to get more grass growing have largely failed due to lack of moisture. The decision to fertilize and seed was made a couple of years ago but until 2009 had been annually put off. This spring, however, zero-till equipment was used to put the seed in the → next page

## ASCent

the 2009 season



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### Cover

*Jim Neff got the usual congratulatory solo soak at the Cowley summer camp, which included the unfortunate reporter from Shaw Cable.*



The Alberta Soaring Council is the alliance of Alberta soaring clubs supporting the Soaring Association of Canada.

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# Notes from John

## the SAC Zone Director report

**John Mulder**

**A**NOTHER YEAR OF SOARING WINDS DOWN, and we start the meetings and discussions in anticipation of our 2010 season. In 2009 there were several SAC events and a few changes to the organization. The AGM was held in Hamilton in March and the accomplishments of several pilots were recognized. The minutes of the 2009 SAC AGM are available on the SAC web site <[www.sac.ca](http://www.sac.ca)> "Document Vault" along with several other interesting, informative or entertaining articles, pictures and history. If you haven't been there recently, take a look at what is available.

The SAC web site is also designed so that members, through their clubs, can post stories and news on the web site for national exposure. If you would like to share something with pilots across Canada, write it, get it to your club web site representative, and have it posted. The SAC web site is only as fresh and interesting as the clubs who contribute to it. Your SAC web content representatives are:

|                              |              |
|------------------------------|--------------|
| Alberta Soaring Council      | Phil Stade   |
| Central Alberta Gliding Club | Carol Mulder |
| Cu Nim                       | Derek Jones  |
| Edmonton Soaring Club        | Grant Ranson |

The biggest success for SAC in 2009 was the implementation of the youth bursary program. \$10,000 was distributed to 20 candidates. The program continues in 2010 and there is hope that through donations more money will be available. Look for information with your 2010 membership concerning donations to this program as well as others supporting soaring in Canada.

Another significant change that may have gone unnoticed by our members is the move from our SAC condo in Ottawa to the COPA office. COPA has been contracted to supply clerical services to SAC while our Directors and committees will take on more of the burdens previously carried by our Executive Direc-

tor Jim McCollum who did much more than was ever expected in keeping SAC a viable and effective organization. Some benefits that were unrealized at the initiation of this plan were the benefits our members may experience by being shoulder-to-shoulder with an organization with the membership numbers of COPA. Be assured that SAC remains a stand-alone entity and we are only contracting the clerical services of COPA. Watch for changes to how your membership in SAC will be confirmed in 2010.

The SAC AGM will be held 27-28 March at the Silver Star resort in Vernon, BC. There will be some unique opportunities for some golfing, flying and snow skiing that could be your reward for attending the AGM. As the AGM is not held out west that often, this is a great opportunity for Alberta pilots to get together for the national gathering. Plan a weekend getaway and participate in the direction of your organization at the same time.

The SAC simulator will be set up and there will be an opportunity to discuss some recurrent training for students, pilots, and instructors. Put it on your calendar and look to the SAC web site for more information. Here is a link to the Roundtable article if you prefer: <<http://soaringcanada.riq.ca/viewtopic.php?t=3277>>. The registration, travel, and agenda details will also be in the winter issue of *Free Flight* in your mail in January.

The 2010 Nationals are coming west! North Battleford is the location for the 2010 Canadian National Soaring Competition, June 13 and 14 practice days and 15-25 for competition. Don't be intimidated by the title, it should be another fun-filled competition and an opportunity to fly some cross country, log some OLC points, and see how your day compares to your peers. If you would like to participate but are not interested or able to fly in the contest, many hands are needed to help with the flight line, land-out phone and some spare people to crew for those who find themselves short. The ground folks often come away with better stories and experiences than the pilots.

As always, I am proud to represent Alberta at the SAC meetings given that the Alberta Soaring Council is the strongest provincial organization in Canada. Please contact me with any comments, questions or concerns at <[johnmulder@shaw.ca](mailto:johnmulder@shaw.ca)>. □

ground and a special fertilizer was spread that would resist evaporation until moisture arrived. We were very fortunate to have more moisture than usual so there is great hope that this coming year we will see new grass – not a moment too soon.

The progress on the ASC Winch Project may seem slow but work has continued toward finding a way to utilize the \$75,000 Community Initiatives Program grant and have a winch on the ground in Alberta by November 2010. It is evident that acceptance of winching is gaining ground with Alberta clubs and the CAGC's annual winch weekend in August has played a large part in making that happen.

*Freedom's Wings*, a flying program focused on people with disabilities, has been a major undertaking at Cu Nim. My involvement has included writing grant applications and developing contacts with the *Rick Hansen Foundation*, the *Canadian Paraplegic Association* and a number of service providers such as the *Carewest Fanning Centre* in Calgary. If other clubs wish to pursue this rewarding program I will be willing to assist in all aspects of planning and implementation.

Soaring in Alberta continues to be a somewhat fragile sport so the Alberta Soaring Council will continue to support it in finding ways to grow during 2010. □

# I bought Dick Johnson's glider

Leo Deschamps, CAGC

who? ... delivery adventures



**BLAME MY SOARING URGES** on certain CAGC club members. It started a few years ago while trying to advance my new flight skills as a junior pilot – I was encouraged to start working on doing a cross-country flight. At the time I was thinking how cool it would be to go 15 or 20 km from the airfield. I soon bought a share in a I-26. That first time I went 30 km out and back was an exhilarating experience. Things became challenging all over again: navigation, wind, maps, planning and, of course (I quickly learned), the outfield landing.

I soon found I could use a higher performance aircraft. I found an opportunity to purchase a share in the Slingsby Dart, a 37:1 ship with a 17m wing. This took me to the level of aircraft sophistication of “Retractable Landing Gear”. That’s right, until now the “W” in the landing check list (wheel & water) meant that I still had a wheel and is my bottle of water in a good spot for the landing ... also oxygen, electronic vario and a flight recorder. I became cross-country hooked. While experiencing my first competition flying at North Battleford, I did the distance leg of my Silver badge and soon, at the Cowley summer camp, a 5-1/2 hour flight and Silver height. Badge complete. Fall camp, Gold height to 18,500 feet in wave (awesome!) All is good, right? No, I have one problem – my partner wants to fly the same places I want. That’s good except it makes it real snugly in the cockpit. I need my own glider.

I searched for a year and found a Nimbus 2 in Denver. It’s tough to buy a plane when you don’t get to see it fly or never sit in it. Do all the research you can. I learned that the Nimbus had basically the same fuselage as the Standard Cirrus. Through the summer I asked questions of anyone who would listen. I took the opportunity to sit in several ships to see how I fit. To shorten the story, with a dollar high I negotiated a deal on the ship and on the September long weekend, my wife Valerie and I set off for a quick trip to Denver. The adventure began.

We snuck out of work early Wednesday afternoon figuring that we can get a head start from Red Deer to maybe Lethbridge. I had no real travel plans other than get there, which drives my wife Val crazy (don’t know why) – I decide we can get to Shelby, Montana. By the way, there is no ladies wash-room between Lethbridge and the border at 2230 (sorry again Val, that wasn’t intentional).

We were asked a few questions at the border and were on our way to Shelby. Shelby is 3 blocks wide by 4 blocks long with a casino. We got the last room at the Crossroads Inn. A lovely two-story all-wood hotel, built in the 30’s maybe. We get to our room with its 13 channel TV and a dilapidated air conditioner. Oh yes, it was poker night, with about twenty “good ol’ boys” right next door – and we soon got used to the cigar smell. In the morning we ate our complimentary grits and off we went, planning to get to Denver that evening.

At first, the State of Montana is no different than the Pincher Creek area. After driving for an hour it starts to look exactly like those old western movies with its hills, rocks, and bluffs. So through Great Falls to Billings we drove. Now I’m a bit of a history buff and I thought, since I need a little break from driving, we’ll stop at Battle of the Little Bighorn site, Custer’s Last Stand hill. We saw the museum and went to see the site where Custer and his men perished, and just outside was a university professor giving a lecture and we listened for the next 1-1/2 hours (this was not in the plan). We couldn’t leave, his story of life at the time really opened our eyes to reality of the battle compared to everything you ever heard, or Hollywood has ever produced. Walking the area, and after my stint in the armed forces, all I could think of was there was no worst spot on this hill you could be for a fight. Also I have never been to any site that has warning signs saying, “**RATTLESNAKE DANGER – STAY ON PATH**”. I stayed on the path.



Our plan was to stop in Casper, Wyoming for the second night but we were making such good time, even though we had to dodge antelope (there were hundreds), I decided to continue to Cheyenne. Val mentioned it sure would be nice to have a sit-down meal instead of eating in the truck. So we found a nice restaurant and 45 minutes later were back on the road again; sorry, gotta keep going. Cheyenne was a little farther than I thought. At about 11:30 we checked in to a brand-new hotel for less than what we paid the night before. It was still under construction – the elevators in their packaging, floor tiles not quite in yet – and it was a little inconvenient to go for our complimentary breakfast through the wall of plastic (to protect us from the drywall dust).

Next day we're in Denver at about 9 am. I have directions – no problem – oops, road construction, and I wasn't told we had to go through the sign that said, "Road Closed". After a couple of diversions and another phone call we are finally introduced to the glider. I look it over and learn to assemble it. Al, the person showing it to me said, "this was Dick Johnson's plane!" Great, who's Dick Johnson? Well, Google him or "flight evaluation of ... by Dick Johnson" and you'll probably find an article he wrote about your particular glider. What Richard H. Johnson did for the sport of soaring in the USA is legendary.

After more examination and paperwork we packed up the glider before the big thunderstorm coming over the mountains got to us. We are off and back on the road with a Nimbus 2 in tow.

Val is reading all the logs and other documentation while we drive: 20.3 metre wings, total energy, L-Nav, Cambridge 302 vario, transponder and G-meter, electronic on-off switches for every system, water ballast, positive and negative flaps ... "Why is there a parachute in the tail?" she asks. Do not exceed 270 km/h; is this right? All I could say was, "Yep" with a smile.

She read to me some of the flights in the log book. There's been three owners of NJD45: Dick Johnson, Charles and Barb Shaw, and Gunnar Blanke. There are handwritten letters between Klaus Holighaus and Dick Johnson. All of Dick's notes on performance enhancements – even how he sanded the wings for better performance. He won two National competitions with this ship. He was on the US National Soaring team and logged several flights over 1000 km, one over 1200. Barb Shaw, who flew the glider the most, had several female flight records in it. Gunnar did over 800 km. Wow!, I've got BIG shoes to fill but I'm looking forward to the challenge.

Homeward bound, we found a hotel in Sherbrook, Wyoming. It was still 35C outside, even at night. A lot of doors were open and there was sort of a tailgate party going on in the parking lot. With everybody saying hello to each other and enjoying a fizzy pop. As every glider pilot knows, up came that proverbial question, "whatcha got in there?" We got some of the normal ones like, "is that a dragster"? But in the land of 200+ million it was way more diverse: "are you haulin' pigs?", is that a speed boat?, is that a rocket ship?, are you carrying a missile?" I didn't quite know how to answer that one. After assuring people we

weren't here to launch missiles and to disappoint others that we weren't going on a ride to space, we went to bed.

6:30 am, day four, Saturday, our goal today was to hit the border at about 1500 so we can be back to Innisfail for about 2000. We fill up, get the drinks and snacks to fill the cooler, and we're on the road.

Because I figured we should see more of the country, I decided to go north of Billings instead of down the main highway. The weather was good (only 27C), the roads were dry, and things were going good until in the middle of nowhere I saw a big chunk of something go flying from under the tire of the glider trailer. I assumed that I had run over something in the road. Being a guy, I kept going. Val, on the other hand, thinks we should stop and check it out. No, it looks good from here. We came to a stop sign and made our left turn with Val saying, "Aren't you going to look?" "No, I think it's good". After the turn the trailer starts a little wobble, with me saying, "I don't think that's right". Now Val is losing patience with me so I pull over with, "Fine, I'll go see".

To my surprise there's a piece of tire tread missing about four inches long and all the way across, leaving a gap in the tire. Okay, this is not good as we have no spare. I slow down, taking care to save the rest of the tire. We were thirty miles from the next town, Lewiston. Then the remaining tread completely separates from the tire and it crushes the fender on the trailer and wraps around the axle as it departs. There's still air in the tire, but no tread. Now I drive even slower, all the while waiting for the tire to blow, but we make it to Lewiston.

Lewiston is the size of Nanton, it's the September long weekend, we found a tire shop, it's closed. "Well Val, we may be spending another night in the US." However, I see someone in the back of the store, get his attention, and after some sweet talking and promising to show the young man what a sailplane looks like, he kindly sold us two new tires mounted and balanced, and a new rim to use the good tire as a spare. He also took out the big tools and got the twisted tire tread off the axle and hammered the bent fender back into shape. "How about \$185", he said. SOLD! So now we're back on the road and only about 2 hours behind schedule.

Finally we were at the border. There were the standard questions from Customs at the drive-through window, then we were told we had to go inside. I had prepared for this by talking to several people who recently brought aircraft across the border. I was ready with all the documents: bills of sale, copies of bank drafts and money orders, copies of the original ad from Wings and Wheels, Government of Canada forms filled out and ready. Everything seemed to be going normal. The government took our taxes and duties without any other questions. Now we should only have an inspection of the truck and trailer and we would be on our way.

When the inspector returned she told us to follow her and to wait in a room where you usually watch them inspect → 9

# a brief history of ... Summer Cowley

Phil Stade et al

## Cowley and Time

Time may not be the best way to rate flights but the alternatives are difficult to quantify. Is safely completing a first solo at Cowley a more successful flight than a seasoned pilot knocking off a 9 hour flight in excellent soaring conditions? Pilots at summer Cowley 2009 had a number of flights that clearly stand apart from the average. The 'prize' for the most remarkable flight based on flight time goes to Drew Hammond. On the last Sunday of the camp the average flight time for the 34 other flights that took place was less than 24 minutes. Drew flew for 4 hours 24 minutes! That's almost 8 times the average for the day. Some other camp statistics may give an idea of the flying results. About 10 percent of the total 205 flights exceeded 2 hours with an average of 175 minutes. Seven pilots flew 9 flights in excess of 3 hours with an average of 222 minutes however more than 78 percent of the flights were less than an hour.

## Black holes ain't so black

Quietly confident with a love for soaring is how I describe Ryszard Gatkiewicz. His LS-8 has flown in many contests around North America and on many cross country flights since he got it in 2007 and flew it for the first time at the Western Canada Contest in Cudworth, Saskatchewan. Cowley weather conditions can reflect the gentle softness of the finest summer day but can very quickly generate awesome, towering cumulonimbus clouds that blacken the sky and cause pilots to run for cover. Ryszard's Cowley flights included the longest flight of the camp at over 4.5 hours but this flight was one of his others.

*2009 wasn't a good year for soaring and the Cowley summer camp was no exception. There were some bright moments however which will remain in my memory for a very long time.*

*I had an extraordinary flight at Cowley on the 30th of July which balanced out all the disappointment due to the weather. After takeoff I headed toward the Crowsnest Pass, bouncing around some overdeveloping clouds with stepped bases and at one point I managed to get to over 14,000 feet which put me about 4000 feet above the lowest cloudbase. This condition can sometimes lead to contact with mountain wave as I did in 2008.*

*Although the flight started with lots of excitement, what happened thereafter was an absolute blast! The wind that day was from just south of west at 20 knots, so I decided to check out the ridge soaring possibilities along the Livingstone Range. This does*

*present a problem since I had to get on the west side of the peaks which put them between the glider and the airfield. My curiosity was well rewarded and I was soon cruising at rock level and sometimes below, following the contours of the range at speeds up to 120 knots true air speed. While I was having fun brushing the ground with my wing tips there was a thunderstorm passing over the Cowley airfield which forced most of the gliders to land. The storm was far enough from me, so I chose to wait it out.*

*A while later I noticed another storm coming from the north. This cloud was bigger and touching the mountains. I was doing another run north along the ridge before heading for landing when suddenly I encountered a significant downdraft in my path of joy. For the moment I couldn't believe what was happening but I soon realized that the outflow from the approaching thunderstorm was spilling over to the west and the lift was now on the east side of my elevator. I used the glider's kinetic energy to jump over the rocks and to my relief I was right and found lift. I followed the east side of the Livingstone ridge in front of what by then was a huge cloud that threatened to come between me and my landing patch at Cowley so I decided to get in front of it.*

*There was very nice lift along the leading edge of that monster but what it was doing wasn't so nice. It was raining heavily on my destination and starting to throw some fireworks at times. Landing at Pincher Creek was on my mind when all of a sudden I saw a bright area on the other side of what had now become two thunderstorm clouds joined together. Having a lot of altitude I decided to go for it and cut through the light rain which brought me to the north of the airport. One of the pilots called on the radio to report heavy rain at the field. I was sure glad to hear his voice since I still couldn't see Cowley. The rest of the flight was uneventful; I waited the rain out and landed with very few drops on my canopy.*

*Although at no point did I consider the flight to be unsafe, it was a rare brush with the power of nature which few sites can deliver ~ Cowley is one of them.*

**Ryszard Gatkiewicz ~**  
Prince Albert Gliding and Soaring

## The Unification of Cowley

The desire to share a passion for soaring has been the genesis of many flights at Cowley. This summer I finally had the opportunity to fly a few hundred feet above the rocks for the length



of the Livingstone Range in the company of my daughter Allison! Steve Hogg is an avid pilot with Cu Nim and for him one of the joys of soaring is to be able to take his son Dawson flying.

*I was only able to spend a few days at summer Cowley, but my impressions were of quite varied conditions. Light showers, overcast, lots of lift, scratching on hot and completely blue days, ripping along the Livingstone Range under wonderful cloudstreets. I'm sure my favourite flight was special only to me, and probably only some aspects special to my son Dawson.*

*On July 29th, I arose early in order to be prepared to fly with Dawson right after the pilot meeting. I spent about half an hour wiping morning dew off the ASK-21, and completed the DI just in time for the meeting. Looking to the northwest prior to launch, the sky was becoming darker and quite overcast. I could see rain was going to fall shortly so we quickly settled into the cockpit, and launched into a dead sky. I figured it would be a nice gentle 15 minute glide before landing. Immediately after release at 2000 agl, I headed for the edge of the main cloud nearing the Hutterite colony northwest of the field. I had found lift in previous flights in similar circumstances, and thought it was worth a try.*

*Just under the southeast edge of the cloud, the vario indicated a bit of lift. There wasn't much, but it stopped the descent. A little exploring, and we found steady 2 knot lift ~ that's more like it! Dawson doesn't appreciate endless circling, so I tried to ease his potential discomfort by beating back and forth in long circuits. We were quickly back at release altitude, and shortly afterwards stopped climbing at 8000 asl, with the cloudbase exactly 500 feet above by my best estimate. Rain was now falling on the Hutterite colony and it was headed for the Cowley field. I made an executive decision to remain airborne while the rain passed. We flew back and forth along the edge of the rain, just north and west of*

*the Cowley airfield as it passed by. Eventually, we were able to fly directly over the colony, and follow the rain back to the field - still at 8000 feet.*

*As we circled, a hawk joined us just off our starboard wing and we flew three complete circles together. Dawson was thrilled, and I ~again~ lamented not bringing a camera. A couple of minutes later, another hawk took head-on, dead aim at us coming close enough that I flinched and ducked as he pulled up and I nosed over. Whoa! It felt like I was in a movie dogfight. Dawson wasn't feeling well and asked if we could land, so we took the opportunity to chase the rain away from the field and gently glided back to earth. The flight had lasted 63 minutes and ended up being the longest one of the day.*

*The moments I spend flying with my son are incredibly special to me. I love soaring and I love sharing it with others. While Dawson may not remember all the particulars of each flight we share, he can be sure his Dad will remember them forever.*

**Steve Hogg ~ Cu Nim**

### **The Uncertainty Principle of Cowley**

Soaring at any location is often an exercise in hope rather than a trip to be taken but Cowley offers more than the normal level of unpredictability we experience flying at our clubs. Over the years I've seen many of the best Cowley camp flights launched into the most unlikely conditions, often after many pilots have already headed to town for other activities.

*I launched on Saturday, August 1 in my Open Cirrus GHV at 1404 believing there wasn't much point in waiting longer for the day to improve. There were only a few scattered cu in the area at this time.*

*I scratched over the Porkies at about 7000 for more than an hour before breaking through 10,000 feet and I headed west but then had to retreat to the Porkies. I worked further north to the fire lookout, where I finally got to 11,000. There was a good cloud street heading WNW, so I crossed over towards the Livingstone Range. I worked south on the range to a point due west of the airfield, and then back north to about 5 miles beyond the Gap. Finding strong sink in that area, I turned south and I was soon back between 10 and 11,000 over Centre Peak.*

*Flying south toward Frank Slide apparently pushed my luck too far and suddenly I was down to 8000. Moving back north I found just one ragged thermal ... followed by 10+ knots of sink. I beat a hasty retreat directly to the airfield while falling off the edge of the world ~ nothing but heavy sink of course! Arriving near the circuit at about 5000, I found some weak remnants and slowly regained my 7000 but it was nearly supertime and the best thermals were long gone.*

*Good food and drink waited so I landed to enjoy great conversations around the campfire. It had been a fine day of flying with about 100 very slow nautical miles showing on the OLC.*

**Roy Eichendorf** ~ Saskatoon Soaring

### **Elementary Cowley and the Forces of Nature**

At its best, the weather at Cowley is unequalled. At its worst life feels threatened and no one flies. Of course most of the Cowley camp days fall between these extremes and the tremendous draw of the location becomes the variety of conditions it presents. Al Poldas has been flying at Cowley since 1978 but the passion he has for the experience hasn't diminished. Here's his best of Cowley 2009.

*To me a sailplane is a tool for learning, and flying out of Cowley is one of the best classrooms, whether for self-study or with a good instructor. This year I again had a flight where familiarity with the area and some recollection of past experiences allowed me to enjoy a fun flight on a day that at first glance did not look all that promising.*

*In the past I have been chided for being a late starter, missing the best part of the day and taking off when others are coming home. On Friday of this year's Summer Cowley, I upheld that tradition by trundling into the camp in mid-afternoon. The*

*club Jantar was available and with only three days left to get airborne at the camp, I decided late in the afternoon to give it a try. There had not been much lift around the airfield all day, but there was a gentle westerly flow, some scruffy small clouds over the Livingstone Range, and the sun was shining. I thought there might be some workable lift along the west side of the ridge, so I elected to take a 5000 foot tow to check it out. We took off at about 6:30.*

*Off tow, some zero sink and some small burbles allowed me to save enough height to cross the spine and explore northwards, still above the peaks. I was rewarded with a classic mountain thermal at the first sun-facing bowl. It took me to about 1500 feet above the ridge, and from there I felt sure that there would be more of the same along the range. An exploration north to the Gap confirmed that the sunny west-facing scree slopes and bowls were reliable, and in between it was usually possible to fly straight just a little above the peaks without losing altitude.*

*Some seductive clouds to the west tempted me to fantasize about visiting Crow's Nest Mountain, which had a bigger cloud over it. A couple of attempts westward resulted only in frustration and a little drama from the lower altitudes when returning to the ridge. So most of the flight was confined to exploring up and down the range, with one climb near Turtle Mountain. As the sun sank the lift got weaker but smoother and higher, so when I reluctantly headed for home there was enough altitude to do some sightseeing over the Porcupines and south of the reservoir. I landed just after 9 pm with renewed appreciation of how a good sailplane, a little knowledge, and some luck can result in a most enjoyable flight in the mountains.*

**Al Poldas** ~ Cu Nim



this  
is the  
complete  
fall Cowley  
story

Darren Clark



White out!

**Phil Stade** The fall camp was one for the records! Lots of snow, wind and waiting brought the camp to an official close after five days on Thursday, 8 October. Another first, I suspect, was my IFR drive back to the campground using Google Earth on my iPhone from the NE corner of the airfield where I had checked the trailers and then got lost in the white out. Temperatures reached -19C during the week but a number of us stuck it out, ever-hopeful that conditions would improve. They definitely didn't! Another record has been Jean Claude's persistence. The Open Cirrus that he shares with Mark Bowman may still be rigged and tied down at the Cowley airfield right through November. With the assistance of Richard Mamini and his ancient ground launch auto pulley rig, Jean made over two dozen launches, reaching altitudes of over 1400 feet on a 2400

foot line. His enthusiasm for finding uncomplicated and inexpensive ways to fly is infectious. Hiding from the ferocious Cowley winds at the Pincher Creek airport resulted in Tim Wood from Ontario meeting Scott Sinclair, the local AME. Scott has expressed an interest in making a towplane available for wave flights in the area. Hopefully that possibility will develop into a reality and more pilots will take advantage of the Cowley wave potential.

**Darren Clark** There were only three flights. I had one in the ASK-21. Jean brought his bird down but only did some auto tows. Other than that, we ate breakfast at the Cowley cafe every morning and tried to get Discovery Civilization piped in to see the *Air Dogs* video on the first day of the camp. □

### ... Dick Johnson's glider

your vehicle. We sat, and sat, and sat. The inspector came back for the truck keys after another 20 minutes. I asked if they needed to open the glider trailer. "No, that's okay", she said. After about another 45 minutes had passed she returns with my laptop in her hands, asking me to please enter your password. This got me concerned and irritated but you can't argue with Canada Customs.

By this time we had seen several US tourists come through the border with their bows and rifles for hunting season, all clearing in a matter of 10 to 15 minutes. Now I'm worried and Val's getting mad. Another 20 minutes later and the agent comes back with my computer in hand and says, okay you're good to go. What? Why did we have to sit in this room for so long? It was explained to us that we could have been lying – even though we had copies of the ad, the money orders, and the contact numbers for seller so they could call, that wasn't proof. She only released us because she looked through my e-mails and saw my conversation with the seller. What would have happened if I hadn't had my laptop? I guess we would still be there.

So beware, when coming across the border at Coutts, the government will spend more time trying to get money from you than being concerned about what you're going to do with a high-powered rifle. It had been a 2-1/2 hour ordeal. It took us at least an hour after that to calm down – even now our blood starts to boil when we talk about it.

The rest of the trip was uneventful. We arrived at Innisfail about 10 pm. Thankfully because we are able to park our campers and RVs at the airport we were able to relax by the fire pit and tell our story. The next day we put the plane together to show others and get familiar with it. A couple weeks later after some hard work from John Mulder and his associates we got the import complete and the new registration was done. C-GBXX is ready to fly once again. One final thing – after seeing our new registration letters, and because the plane has a 20.3 metre wing, and the fact I'm not the smallest pilot you've ever seen, the new competition letters are XXL (Extra Extra Large).

My first flight in XXL was 2.3 hours. I will see you this spring; I know you will be seeing me. I'll be going after my 300K. □

## a Diamond goal



Walter Mueller, GPSS

**D**URING THE PAST WINTER MONTHS I drew several goal flights on the map in the warm comfort of my den downstairs. Some of these flights originated at Cowley, but most from Chipman since I intended to have the Diamond goal completed before going to the Cowley summer camp. In order not to be too far away from Chipman in case of an outlanding, I chose a polygon task with turnpoints at Viking, Two Hills, Camrose and return to Chipman, a total distance of 329 km.

On 11 May I was heading to my first TP at Viking with “interesting” weather conditions: cloud cover about 7/10, strong lift under large dark clouds, and corresponding strong sink in between. There were several clouds with virga hanging beneath, not exactly ideal cross-country conditions. After about an hour and a half I had reached Viking airport in heavy sink under dark overcast, but I could see sunshine further north on my next leg so I left the safety of an airport landing and headed towards the sunshine. However, before I got there “terra firma” was getting dangerously close and my flight ended on a freshly seeded field 13 km north of Viking. Gary Hill and my wife Grace came out for the retrieve and a good steak supper at Tofield – that concluded my first attempt at a Diamond goal flight. Later that week I had to sweep four inches of snow off the wings one morning but I still had almost 20 hours of flight time that week.

I was back at Chipman in June and on the 9th I declared the same task again, and since I didn’t read the Sporting Code properly, I was blissfully oblivious to the fact that a polygon task does not qualify for a Diamond goal flight, only a triangle or out-and-return course. The weather conditions were good enough for a cross-country flight, with nice small cumulus clouds scattered around the sky, not booming but good enough to get me around the course. I didn’t want to do another outlanding so I stopped at every thermal with the result that it took me 6.7 hours to fly 329 km. It was a great flight and I enjoyed it very much.

My OO checked that all the turnpoints were done correctly and fellow pilots were congratulating me. But the next morning the OO came to me with the bad news that the polygon task was invalid. Well, I really should have read the requirements *before* the flight, not after – as the saying goes, “when all else fails, read the instructions”. This didn’t take anything away from having had

a very interesting and enjoyable flight and I said to my OO, “No big deal, now I’m going to fly a triangle”, and four days later I did just that.

On 13 June I was ready to go, convinced that today was the day I would fly the Diamond goal. At noon I was in the air and, after going through the start sector, I was heading southeast towards my first turnpoint at the Killam/Sedgwick airport, straight into a headwind. Progress was slow but just the same I didn’t use every thermal that came along, only the stronger ones; however, every time when thermalling, by the time I reached cloudbase I was usually one or two kilometres back from where I came from, the Colibri telling me that. This did not discourage me since, unless the wind changed drastically, I would have a partial tailwind on my last leg home later in the day when the thermals are not so strong anymore. After two hours and twenty minutes I arrived at the first TP and when I heard the beep I headed northeast to Vermilion, my final turnpoint.

When I tried to change my Colibri for Vermilion to see the heading and distance, I pushed the wrong button and after playing with it for some time without success, I left it alone and flew the old fashioned way, using the map. On this leg of the task are no distinct landmarks: no major highway, railroad, river, lakes or mountains – only, excuse the expression, monotonous farmland. The first ten minutes or so after the TP I was busy getting back up to cloudbase and establish my direction.

Since the compass is only an ornament required for the airworthiness of the sailplane, I found north by the sun and verified it by a correction line of a country road. After that, I just flew 45 degrees across the

checkerboard landscape below and an hour later I saw Vermilion ahead. Now I flew straight for the airport on the east side of town and went around it to make sure that I was in the sector.

I still had 128 km to go but the soaring conditions had actually improved so that it was an easy flight home to Chipman. When I was about in the middle between Vegreville and Two Hills, left and right respectively, I had the best thermal of the day which brought me up to 10,000 feet from where I glided home the last 50 km with some thermals along the way which I just flew straight through. I had to make sure to fly correctly through the finish sector at Chipman and landed after a flight of 5:37 hours. The turnpoints were done correctly, the paperwork handed in to the Badge chairman and now I have the Diamond goal flight of 332.3 km in my Gliding Certificate. This was definitely the highlight of my almost 80 hours flying this season. □





Ab Fotheringham

**A**IR SHOWS are the perfect setting for telling people about the thrills and challenges of soaring. You have a target audience of thousands, all interested in flying. We were surprised at how many licensed glider pilots there are who are not currently flying. You could tell just talking with them they still have a keen interest and love of the sport. Active pilots had lots of questions too – there were ultralight pilots, jet jockeys and chopper pilots all stopping by for a look.

The 22 July Airdrie Regional Air Show was a terrific success, with over 18,000 people attending the one-day event. There were static displays of vintage and modern aircraft, and many aerial displays ending with the Snowbirds and the Golden Hawks Sabre commemorating 100 years of flight in Canada. Central Alberta was showing off a Genesis, and Cu Nim was there with its shiny new ASK-21. The interest in the sailplanes was phenomenal. Hoards of people asked questions: How do you fly if there is no wind? What's the best L/D for the sailplanes? Where is your club located? Many were amazed to find out there are two gliding clubs near Calgary.

Cu Nim was also at the Alberta International Airshow in Lethbridge on 26-27 July. The Super-Lark was towed over from Cowley and Tony Burton set up his Russia. Dwarfed by the monster Evergreen 747 supertanker, our pale gliders hardly had the eye-catching colours of the fixed wing aircraft or the thunder and power of the numerous jets, but our display saw a steady stream of visitors – maybe we weren't flashy, but we were popular!

Lethbridge was extremely well organized as always, and hundreds of show volunteers, performers, and exhibitors were well

*A crowd of Mennonite girls crowd up to a very attractive Jean Claude, er, Super-Lark, at the Lethbridge air show as Tony Burton talks to them about gliding. Tony's Russia in the background also got a lot of attention, especially from 7-year-old boys who found the canopy at just the right height for covering with little paw prints.*

looked after. It attracted over 30,000 spectators! We had booths set up with promotional materials at each show and a free draw for a glider flight and got over a 1000 entries.

Both events were great experiences, and from the interest people had in our gliders and our sport, it is easy to see how much soaring belongs to the flying community. A consistent presence at these events will have a lasting positive effect on exposure for our sport and our own clubs. It educates the public to what soaring is all about, informs budding pilots where to find their local gliding club, and gives them a close-up glimpse of our incredible flying machines.

Don't be having so much fun enjoying our sport that we fail to promote our passion to the public. Be sure to take part in your next local airshow, it is absolutely the best targeted exposure you can get. Have lots of volunteers (at least four per aircraft) bring lots of promotional material, and lots of water – you will be doing a lot of talking.

I would like to say thanks to everyone who put in the personal time to make these events a success. There were a lot of you!

**Kerry Stevenson**

# Walking on air

**Tim Wellington**  
Cu Nim



I FIRST HEARD ABOUT THE “FREEDOM’S WINGS” program at the Rick Hansen *Wheels in Motion* charity event in Calgary last summer, where I was offered a free introductory flight in a glider outfitted with hand controls. On Canada Day, my family and I travelled to Cu Nim in Black Diamond to see what gliding was all about; none of us had ever tried it before, and we all wanted to give it a go. Out at the airfield, we were greeted warmly by club members and by several other paraplegic individuals who had come out to try gliding that day.

Canada’s only paraplegic instructor, Mike Clarke, took me on my first flight (*photo below*) – he came from Ontario on a grant to train instructors. Getting into the glider was the first and greatest difficulty to overcome, and I needed some assistance to fit myself into the narrow space inside the cockpit. Once I was seated, the instructor took the time to describe what all the instruments on the panel in front of me were for. While he explained takeoff procedures, the towplane made its appearance. It soared down within a few metres of our heads, and landed



just ahead of us on the grassy runway. One of the club members fastened the tow rope to our glider, linking us to the towplane like a dog on a leash, and then signalled the plane for take-off.

The roll down the runway was nerve-wracking. Sitting low to the ground, the glider balanced on its main wheel, it shook noisily as it bumped along, but the shuddering ceased abruptly as it left the ground, and everything went silent as the glider was pulled smoothly upwards through the air. We released from the towplane at around two thousand feet, and we were free to circle quietly through the thermal updrafts over southern Alberta. My instructor allowed me to take the controls, and guided me through a few turns. He showed me how the hand controls differ from regular controls. The only difference with hand controls is that there is an extra lever on the left side of the cockpit that controls the rudder rather than the normal foot pedals.

After my first flight, I understood why some people want to spend all of their free time in a glider. The experience of flying was both exhilarating and relaxing at the same time. Being up in the air, soaring silently with the birds is profoundly peaceful, yet accentuated by the adrenaline rush that comes from operating a small aircraft thousands of feet above the earth. When we landed, I immediately signed up to be a Cu Nim member, and I went for several more flights before the end of the season – and

each time I go up for a lesson, I get closer to my goal of getting my pilot licence, and being able to fly the glider on my own.

As I adjusted to my new life as a paraplegic, it was important to me to find an enjoyable activity that I could fully participate in. While I was still an in-patient on a hospital rehabilitation unit, my physical therapist encouraged me to check out paraplegic basketball and similar activities, but I was not really interested in those kinds of sports. I made huge progress in my recovery after getting out of the hospital because I had an activity that I was excited about. After my injury, I worried that I had nothing more to look forward to in life, but gliding opened up new possibilities for me to try things I never thought I would be able to do. I hope that many more new paraplegics will get involved with *Freedom's Wings* and get as much enjoyment, confidence, and purpose out of this sport as I do. □

*Tim is a recent paraplegic. In his "previous life" he was a scuba diver, a skier, a skydiver, and any other sport where adrenaline was involved. The Freedom's Wings program gave him the opportunity to experience that rush again and indeed prompted him to work towards a glider pilot licence. He logged fourteen flights this summer, with no end in sight. This winter, Tim has signed up as a beginner to train to be a member of Canada's Special Olympics Bobsleigh team with his sights set on competing in 2014.*

*Don Wellington*



Mark Janzen

With the addition of the ASK-21 to the Cu Nim fleet, we have been privileged to treat people to many first-rate gliding experiences. I have had the pleasure of flying FLTY over 40 times, most with new intros and family and friends. Two of my best flights were with a father and son, Bob and Mark Janzen. I took Bob up first and we had a good thermal flight of half an hour. Then Mark and I went up and had strong thermals, going to 8000 several times. He flew for fifteen or twenty minutes and we did a few wingovers and steep turns. It was a great flight, and Mark said that he would definitely be coming back and taking up the sport. We had many great opportunities for pictures. The one above was just after landing as TEG took off beside us.

**Wilf Plester**

# a very fine weekend of soaring

**T**HE WEEKEND OF 5-6 JUNE 1993 was a dandy. Thursday and Friday was sunny and clear with Friday showing the odd very high cu in the afternoon, so thermals were cooking up there. In what seems to be a rarer and rarer event, the public forecast continued fine right into the weekend, so Ursula and I headed off to the club early Saturday and arrived at 9:30 to find very little activity for a promising morning! Dick Mamini had his fuselage out, and my RS-15 was mostly rigged by 10 when Jay Poscente raced in to get himself ready too.

We were already missing part of the day as the cu were building nicely over the mountains, which is a signpost of things to come on the flat, and soon the first cu popped to the east. Dick was thinking of an FAI 500 kilometre triangle with Vauxhall and Hanna airport as turnpoints. At first I was going to try the same, but the weather looked like it was developing nicely to the southeast, so I told Ursula that I would try a 500 out and return to Milk River. While climbing in the first thermal after release, I realized that the task would not give me 500, I had been thinking of the Writing-on-Stone Provincial Park turnpoint east of Milk River. With some fast map reading, I reckoned that adding Milo as a second turnpoint would easily add the required extra 38 kilometres to make up the shortfall, and I radioed my new plan down to Ursula before getting my start at 11:13.

I was slow the first hour, but the day developed beautifully with a 10,000 foot cloudbase and no need to stop except to feed on 5–7 knot thermals. However, Dick and Jay somehow found a couple of big blue holes on their task, which was more north-east than mine, and their radio transmissions moaned about being low, and what do you think we should do now, etc.

I was around the railroad bridge turnpoint at Milk River just before 2 pm and had a no-sweat run up to Milo, arriving at 3:46. There I met Dick who was coming home from Brooks. There were great cu on track for the 94 kilometres back to Black Diamond and it was a hoot dolphining along with no cares – we only stopped to circle once in a thermal that was so good it would have been a sin to pass it up.

I finished the flight in 5:12 hours at 1625, completing one of the fastest flights I have made in Echo Echo (well up into the 90s), and the sky still looked good two hours later. However, after all the conversations on the field, I did a careful measurement of

**Tony Burton,** Cu Nim

the task length and found out I had only gone 493.3! There was lots of hilarity over that – though not so much from me.

For you youngsters out there, this was a perfect example of what happens if you are not ready in the morning and rush your flight preparations.

I was somewhat annoyed about my screw-up and planned a for-sure “good one” on Sunday as the forecast was holding. There were a few options depending on the weather and lots of time in the morning to get organized as EE was tied down and I had stayed at the club. I considered a 605 km Medicine Hat/Warner triangle – if the day died early on me on the way back I could cut short by landing at Claresholm and still have 520 made.

Then Ursula said, “If you are going to try that distance, why not go for the Out-and-Return record?” That was the joint 615 km flight set by Mike Apps and Dave Marsden

in 1983 from Chipman to North Battleford and return. Hmm, Maple Creek was 685, that’s overkill for the required 625 km; the extra 60 km could be three or four thermals more than what’s available at the end of the day. Walsh, the next town west, was too short, so I had to look at a different course direction. Because the Suffield military airspace closes off any long flights passing to the north of Medicine Hat, going straight east was the next option. A look at the map showed that Leader, Saskatchewan was about right at 652 km. If the first cu popped early enough, I was going to attempt it.

Sunday morning I was all dressed up and ready to go at 10, cu were popping on the mountains again, then the first cu to the east (probably the house thermal at the Carseland plant), the towpilot reported the air getting active on the Blanik tows, then the cu appeared overhead at 10:30. I launched at 10:43 west of the airfield and found 4 knots to 9000 feet right away and was off for Leader, 326 kilometres straight east. I didn’t bother to do a timed start since I didn’t want to waste the height of the good climb achieved so quickly.

Well, I made it around of course (or I wouldn’t be writing this), but it sure was in great doubt for a long time. The flight took 8:05 hours. The outbound trip to Leader was into a 10 knot or so quartering headwind from the southeast caused by a low south of the border, so the time was slow. I kept the cruise speed up to 75–80 knots as much as possible to make progress

*Here’s a repeat of a memorable flight that’s still the current record. There are lessons for cross-country pilots: be prepared, be bold, persevere – and be lucky.*

into the wind, and then pushed straight south to try to stay up-wind of track whenever a few cumulus lined up to present a little dolphin flying. Cloudbase was up about 10,000 most of the day, and once I got to almost 11,000 feet southwest of Empress.

Boy, the country is desolate when you get east of Bassano! This was new territory for me, just featureless scrubland and a solitary east-west gravel road passing through a small handful of mostly-abandoned hamlets south of the dinosaur bone country of the Red Deer River badlands.

Half way along the course, I could see that the southern sky was becoming increasingly covered by cirrus that was drifting north. Other pilots that had declared 500s with turnpoints to the southeast of Cu Nim were breaking off their tasks. As the cirrus approached my course I also considered abandoning the task a couple of times, but I couldn't resist pushing ahead in the present good conditions. Anyway, I was determined to get a 500 after yesterday's embarrassment. Soon I was so far east I thought, "to hell with it, I'll keep going just to see how much I can get done."

The cirrus didn't reach my course until a bit before I turned Leader. The outbound trip took 4:44 hours for 69 km/h. On turning west, it was literally a pretty dim view looking home-wards. By now, the cumulus west of Empress had also overdeveloped and spread out a lot, giving even more shade to the ground. The sun gone, I was convinced that all I was going to accomplish now was to shorten up a long retrieve for Ursula.



However, there were thin spots in the cirrus, the spread-out cumulus did retain a little definition, and the unstable airmass offered smooth 2–3 knotters at times under all that clag. Right over Dinosaur Provincial Park, a 5 knot thermal came up from the old bones! Although the lift was soft, so was the sink, and that helped a lot. I stayed high (8–10,000 feet), flew at 60 knots, and enjoyed every minute that the now-tailwind was helping me home.

I had good radio reception with gliders back in home territory, and was I quite surprised to be able to talk to Rod Crutcher when we were some 250 kilometres apart. Ursula and I had driven east along the lonely road underneath a few years earlier so she knew the countryside also, and she was happy to receive the reports of my westerly progress. Eventually, only Terry Southwood was airborne

near the field, and I asked him to stay up as long as possible to relay my progress to the ground. After he had to land, I was out of contact over uncivilized country for a short while until I got to about Duchess, east of Bassano.

Off at my limit of visibility to the west I could see the McGregor reservoir glistening, so I knew there must be some sunshine to come. At Bassano, the cirrus finally began clearing right along my track and soon a beautiful field of cu developed to soar home on. I had flown over 200 kilometres with no sunshine on the ground! A solid cirrus shadow and a dead sky stopped north of Milo, just south of my track.

Although the prospect of getting back had been quite bleak for a long time, the return trip turned out to be faster (at 97 km/h) and easier than the flight out. If my whole flight had been any faster though, I would not have had that fresh evening sunshine to make use of. I couldn't have been more fortunate had I prayed the many gliding prayers uttered by pilots in decades past.

Terry, Ursula, and Dick were the only ones remaining at the field at 7 pm to welcome me home and it was good to have had them as my cheering section. It remains a memorable flight for me. (Dick called me "the Energizer", because I kept going, and going, and going ...) Perseverance paid off. □

Dick Mamini



## ASC Interim Financial Update

**Gerald Ince**, ASC Treasurer

The Alberta Soaring Council manages its cash and investments in two separate pools: an operating account to pay for the day-to-day expenses of the organization, and the capital account, in which funds are invested to provide savings and growth to fund longer term capital projects. Capital projects include facilities maintenance at Cowley, replacement of the towplane engine, and ultimately replacement of the aircraft itself. The ASC Capital Account is typically invested in a combination of Money Market funds (to provide liquidity and income) and Balanced Funds (to provide growth through exposure to Canadian and US equities as well as bonds). The following is a brief update on the status of the ASC Capital Account at 30 September 2009.

In the fall of 2008 the market value of the ASC's Balanced Fund investments declined along with the general markets as a result of the worldwide financial crisis. This downward trend reversed in March, 2009, when worldwide equity markets began a sharp recovery. In the first nine months of 2009, the total return on the Royal Balanced Fund was 11.6%. Strong returns in the Balanced Fund during 2009 have offset much of the investment loss sustained during 2008. At the same time, short-term interest rates have declined below one percent, and returns on the Money Market investments are expected to remain modest until interest rates rise.

In December, 2008 ASC received a matching grant for the purchase of a winch in the amount of \$75,000. In light of the uncertainty in financial markets, this grant was invested in a Money Market fund to minimize the chance of loss of principal. A requirement of the grant is that the ASC fund at least 50% of the purchase price of the winch. The ASC executive continues to examine proposals from several different winch manufacturers, and there was a good discussion on the winch purchase project at the recent ASC planning meeting. Ideas for raising the ASC portion of the needed capital were also discussed at the meeting. If the winch purchase is not completed by the end of 2010, the matching grant we received will have to be returned.

The engine in towplane PCK is about two years from being timed out (based on current use), and ASC has been building its investment portfolio in anticipation of this expense. I am pleased to report that we currently have the financial resources in place to purchase a remanufactured engine for PCK.

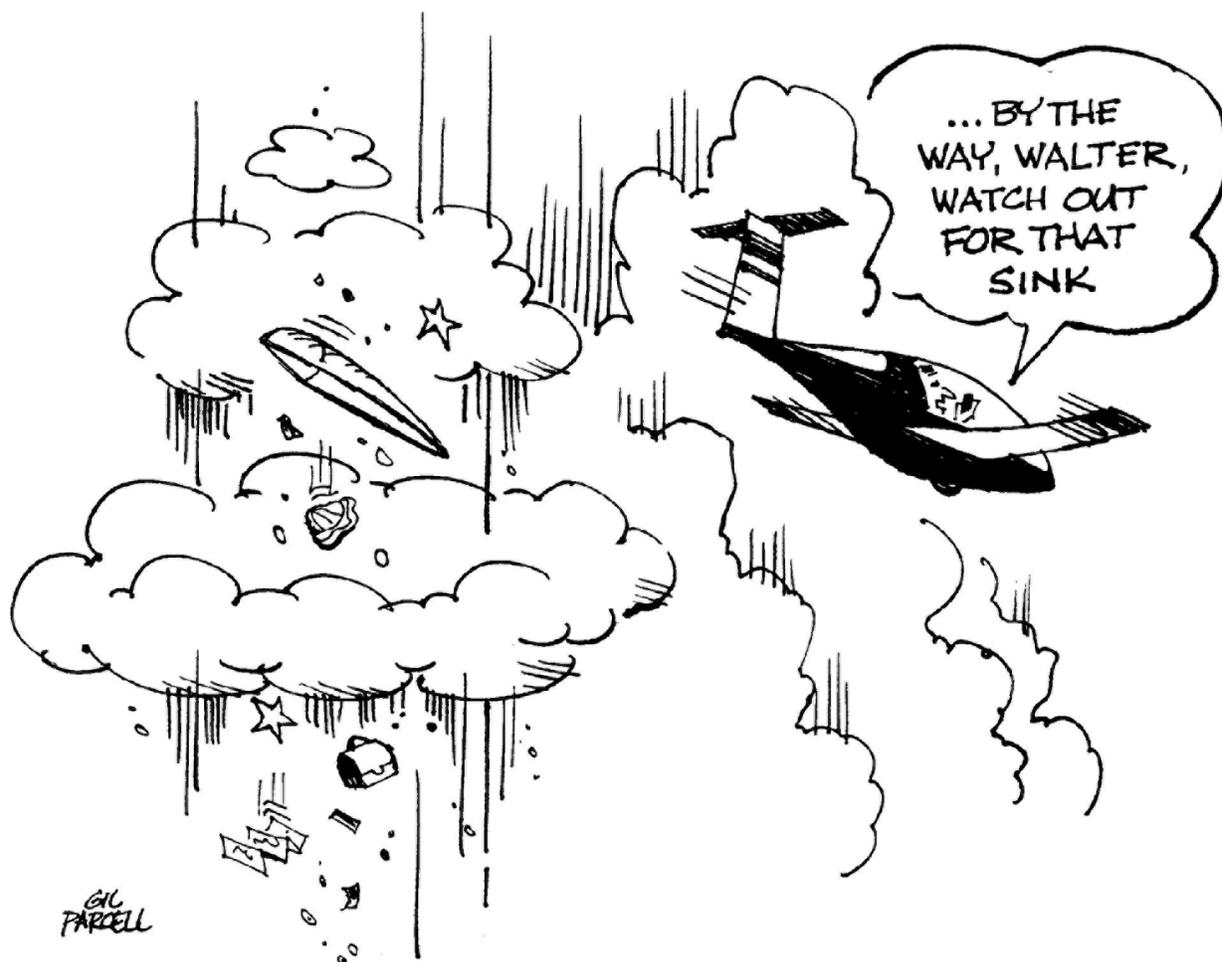
In summary, the value of the ASC Capital Account has recovered nicely in the first nine months of 2009, and we are well positioned to fund upcoming capital requirements. The market value of the ASC Capital Account as of 30 September was as follows:

| Market Value              | 30 Sept 09 | % of Portfolio |
|---------------------------|------------|----------------|
| Cash                      | \$929      | 1%             |
| Money Market Mutual Funds | 88,181     | 58%            |
| Balanced Mutual Funds     | 62,424     | 41%            |
| Total Portfolio Value     | \$151,534  | 100%           |



Tony Burton

*A membership opportunity clubs should always try. In April a glider was taken to an EAA meeting, rigged, rigged, its structure described, and the sport explained. You meet a knowledgeable and curious group predisposed to consider another way to fly.*



### Standard units of measurement

When, oh when, do you think we shall ever see a worldwide standard set of measurements in aviation? And what should they be? (sound effects of can opener and worms escaping...)

**concerned pilot**

- Why not start with gallons and pounds? I saw an explanation of how much one gallon of water is in pounds (I think it was). Much easier than 1 litre equals 1 kilogram, isn't it? (sound of can opener and worms escaping again).
- Ah! But those were US gallons. A proper (UK) gallon of water weighs 10 pounds. I'm also familiar with readings on the ASI and vario both being knots – a simple mental division gives an idea of achieved glide ratio. (Even sink in 100's of ft/min is good enough.)
- Now, when the ASI is km/h and sink rate in m/s, all one has to do is the same mental arithmetic, then divide the answer by – what is it, 3.6? or is it multiply?
- In New Zealand it's height in feet, ground distance in kilo-

metres, air distance in nautical miles, runway length and width in metres. It does keep one thinking – the brain rots otherwise.

- In the UK it's simple. We measure height in feet, speed in knots, and distance in kilometres. What a cocktail!
- And if you have an engine, you measure fuel in litres when you buy it, and gallons per hour when you burn it.
- Flying a glider in Germany once, it took me a little while to get my head around the altimeter which was calibrated in kilometres with zero at the bottom of the dial.
- Did you hear about the astronomer who had his vario calibrated in microparsecs per millenium? (The reader is invited to do the conversion – answer #1 below)
- Or the English glider pilot with a vario calibrated in furlongs per fortnight (answer #2 below).

1 Just under 2 knots  
2 1/16 ft/min – good only for British thermals, I think!

# CLUBS

## Edmonton

The Edmonton Soaring Club has had a real bounce-back year in 2009. Everything that could keep us out of the air seemed to come together in 2008. But in 2009 the tables turned and we got off to an early start with some of the best soaring opportunities early in the year. We have almost doubled last year's number of flights as well as spending two and a half times as much time in the air. There were 683 flights in 2008 and 1161 so far this year as I write (we were still flying mid-November) and 1014 flying hours against only 411 in 2008. Even pilots who were not interested or prepared for cross-country flights could be seen 20 or 30 miles away just testing the air currents.

Bruce Friesen spent so much time in the air during our flying weeks that we thought he had headed back home to White Rock, BC. Bruce didn't let up until he had fulfilled one of his soaring goals for a 500 kilometre out-and-return in his Austria, setting records to boot. When I asked for details from all of the members on their accomplishments for the year, Bruce just said his flights are in the Online Contest. For a couple of days he held the top flight of the day!

It wasn't always easy to get people to stretch their wings; I had to cram a flight recorder into a glider and tell Dale Armstrong "Just go up and head off to St. Paul for your 50K Silver distance – sign here and get going". He got there, and on the way back met the proverbial friendly farmer (and a couple of cops that were investigating the "crash" that was reported by a neighbour) but by then had the distance in his pocket and a big smile on his face for a completed Silver badge.

We did have a few landouts this year which just shows that we were at least trying. Gary Hill bought a Jantar and after just about two hours figures out that his first flight in it is going to include a landout. Later on, with a goal of a 300 kilometre round trip to Kitscoty, you wouldn't be surprised when he meets the friendly farmers twice before making it. That flight finished his Gold badge and got him his first Diamond. Being an instructor for the first full year, Gary even takes a student for a real-life field selection flight (fully planned of course) – it just happened to be number five for the year.

We had three members compete at the North Battleford contest as well as loaning a tow-pilot for the event.

Walter Mueller came down from Grande Prairie and showed us if you don't quite have it figured out properly the first time, you just go up and fly a 300 kilometre triangle the proper way – no big deal. Gary and Grace did have to help him out of a farmer's field though when he just felt like buying steak.

We did have a resurgence in membership this year with some of the keener members keeping the instructors pretty busy. Our new younger members have helped to bring the average age down for the club. We even put on a special ground school so that one member could get his licence after only four months, and another could write the Transport Canada glider exam before heading back to New Zealand for the winter.

We had a lot more than just flying going on this year. The club house got a little bit of TLC and a new roof and Lyle Shwetz and Guy Blood worked on the runway to fill in some of the low spots with some of the high spots. We picked up an addition to the fleet with the purchase of a very nice Blanik L33 Solo and trailer. We insured it by phone on a Friday and flew it on Saturday. Then, while it was parked safely in the hangar, the trailer was blown down the runway and destroyed in a big wind storm. It wasn't the only trailer damaged – the club also lost our PVV-5 trailer, and four of our members' trailers and gliders were damaged that same night. Guy got us enough tiedowns pounded into the ground for all the club and member trailers so that won't happen again.

We have ordered a new engine for AVL to be installed this winter. We got our fuel tanks moved and approved to government standards thanks to Stu McLennan, a project that stretched over two years. Bob Hagen and a couple of the guys got a winch mounted on the Kabota tractor to lift handicapped people in and out of the gliders but we haven't gotten a sling yet. (The first winch was stolen from the hangar during the break-in).

Brian Murray got our flightline software all tweaked and Grant Ranson managed to get us high speed internet out to each end of the runway so we could enter all of our flights into the computer system live. This was after they worked with Bob and Doug in building a flight simulator with three LCD TVs and a sit in cockpit for those rainy day flights. This summer you were even able to check out our web cams to see what was going on at the field before making that long drive.

Barry Mihychuk and Al Sunley spent time feeding lead to the gophers whenever they poked their heads up. Selina Boyle did her full Silver badge requirements in one flight, but learned that you have to make a declaration if it is going to be valid. I missed it, but I heard that Dick Parker took the occasion of his 7000th glider flight to take a Blanik through its loops so it isn't just our new members who got a little bit of altitude attitude.

We have some big plans in the works for next year. The RV park needs some electrical upgrades before we host a practice contest for the Nationals, and we are planning on a new hangar. A full-time on-site security residence is also in the planning stages due to the clubhouse and hangar break-ins. We will need to spend more time on this one. We thought it would be least expensive if we put some kind of yard space with a mobile home pad at the entrance to the property.

**Gary Hill**

## Central Alberta

The 2009 season started promptly in January with two projects underway spearheaded by Jerry Mulder and Don Bais.

The twin Lark fuselage was moved into Jerry's garage where our engineers oversaw the successful fuselage repair. Many of the club members attended the weekly meeting in the shop to assist in the repair and drink Jerry's coffee. I think all would agree that membership got a lot more out of the conversation and camaraderie than our mentors got in return labour. It was amazing to assist the masters of metal ply their skills. The fuselage repairs are complete, and the wing repair now needs to be finished. A previous suspect repair has held up the process until it can be replaced. We are expecting the Lark to fly in 2010.

Our tired old winch finally gave in to age at the end of the 2008 season with a puff of white smoke. Coincidentally, we had been considering purchasing a surplus Air Cadet winch. The demise of our old winch made the decision easy. In addition to purchasing the winch, we decided to make required modifications to outfit it with synthetic rope – thus another project began. The winch went to the high school in Stettler for some mechanical refurbishments under the watchful eye of Dale Brown. Don Bais began designing and fabricating the lightweight roller head that would be needed to accommodate the new rope. The roller head was a work of art. Although we didn't use the winch much in the spring, we finished the year with 235 winch launches and set a new club launch height record of close to 2500 feet agl.

Without the use of PCK this year, we depended heavily on the owners of C-FLSA for towing. Without this aircraft, we would not have had nearly the quantity or quality of flights that we enjoyed. A BIG thank you to Jerry Mulder, John Mulder and Jeff Runciman for acting as towpilots this year. We couldn't have done it without you!

In May and June we had several great soaring days. Jeff started it off with his Gold Distance/Diamond Goal flight on Mother's Day. Over the next several weeks, John, Tim Radder and Carol Mulder all finished their Gold distance flights, and John capped the great cross-country spring with a Diamond distance flight of 535 km. We had four pilots competing in the Western Canada Soaring Competition at the end of June. John won Day 2, and finished fourth overall. Carol won Day 2 as a novice, and won the Novice Category (ninth overall). Tim, and Leo Deschamps were team flying in the Dart, and had a tough time again this year. I'm sure they're looking forward to not having to share a glider at the Nationals! Other notable spring flights were Dan Tayles and Dustin Heywood who both finished their Silver altitude, and Drew Hammond who finished his Silver distance.

We were joined this year by Andreas Raffeck, a licensed power pilot, who proceeded quickly to solo and licence. Nico Marais finally convinced Transport to convert his South African licence to a Canadian one. Dan finished his flight test and just needs to finish his power licence to meet the requirements for a glider

licence. Near the end of the season Val Deschamps soloed, capping off a busy season of accomplishments.

Flying is infectious and again this year we have added more private ships to the Innisfail airport. Nico is working on his K-7 and Ka6E (and built a brand new hangar to put them in). Leo purchased a Nimbus 2 late in the year, and managed to get it flying before the season ran out. Drew bought an RS-15 (C-GPUB) and is hoping to uphold its cross-country flying reputation. The rigging area just keeps getting tighter but it is an impressive sight to see them all together in the lineup.

CAGC became 20 years old this year – I wonder if our founders ever thought that a Schweizer 2-22 and a winch would inspire so many to do so much.

**Drew Hammond**

## Cu Nim

2009 has been an incredibly busy year for Cu Nim. The members of our executive and the club directors definitely deserve a break this winter.

The 2008 season ended with the unfortunate towplane accident at the end of the fall Cowley camp. The aircraft wreck was brought to Black Diamond and a number of AMEs were approached to obtain repair estimates. It soon became evident that the repair costs were close to the insured value of the aircraft and that there was a possibility of a write-off.

After some discussion, a committee was formed to evaluate the options available to us. The final decision was to repair the aircraft, and in the process replace the wooden wing spars with the stronger aluminium spars, with the club footing the bill for the difference between the repair costs and the insurance payout. A number of members pitched in with the repair effort under the guidance of the AME which helped lower the costs. From the frame out, NJK is a brand new towplane.

A number of hidden defects (such as cracked axles) were discovered during the rebuild that contributed to numerous delays and cost overruns. NJK was finally operational on 24 August when John Gruber announced to the club, "It does look pretty. Did a quick flight down to the US border and back. Everything went good except for almost losing the cowl access door." Cu Nim is grateful for the use of the ASC Scout as our towplane during the first half of the season.

At the end of the 2008 season, the Cu Nim members had approved the purchase of a Schleicher ASK-21 with dual hand controls for the rudder. The original motion was to purchase the aircraft for delivery in early 2010 with a clause that we could take earlier delivery provided that no additional costs were incurred. As luck would have it, Schleicher informed us that they had had a cancellation and that there was a delivery position available this March. This led to a frenzy of discussions amongst

the executive as the club didn't have sufficient funding on hand. We pondered various fund raising possibilities, and the funding finally fell into place thanks largely to member loans.

We could then concentrate on the details of the purchase. Due to the glider's high price and the very volatile dollar-euro exchange rate, the executive decided to dollar cost average by spreading the purchase of euros over a number of months – we became currency traders with numerous e-mails and phone calls being exchanged as we tracked the changes in the rate. The club also applied for numerous grants in order to fund the purchase. To date, over \$40K has been received and other grant applications are in the works.

To prepare for the arrival of the glider, four Cu Nim instructors (Peter Neary, David Rolland, Danny Russell and Ibeling Kaastra) travelled to California to get K-21 instruction at Skylark Soaring and Caracole Soaring.

Sandy Stevenson took on the huge logistics job of arranging the insurance, importation, initial inspection and shipping of the glider from Poppenhausen in Germany to Calgary. Finally, after contending with sick employees and other delays, Schleicher was ready to ship. The K-21 left Hamburg on 11 May, arrived at Montreal on 25 May, got to Calgary on 28 May, and we had it at the field on 30 May. The first flights were flown by Peter Neary and David Rolland on 5 June.

One of the reasons for purchasing the ASK-21 was to obtain the ability to provide flight training to disabled individuals and to become a chapter of the Freedom's Wings organization <[www.freedomswings.ca](http://www.freedomswings.ca)>.

To kick start the Freedom's Wings program, Mike Clarke (a paraplegic glider instructor) spent a number of days at Cu Nim training our instructors as well as taking a number of disabled individuals for inspiration flights. Since then, Phil Stade has been instrumental in providing numerous inspiration flights to individuals from the Carewest Fanning Centre and other organizations. The Rick Hansen Foundation generously provided grant money to pay for "inspiration flights". Cu Nim has also gained our first disabled student (*that story is on p12*).

We disposed of one of our Blaniks (EVA) once the 21 was delivered. Just as the executive thought that they could relax, a hard landing occurred with an L-13 trainer (ISK), and once again the services of a repair shop had to be obtained. Fortunately, there were no injuries.

The normally good spring soaring weather deserted us this year. However, the post fall Cowley conditions were remarkably mild and we got a lot of late season flying done, especially in November when everything is usually packed away (and that has helped



Matt Swain  
solos at  
Cu Nim!

our income). Cu Nim has seen an increase in flying this year, mainly due to the adoption of a four-day flying week. This was extremely successful and will be continued next year. We are even considering making it a five-day operation with a day dedicated to Freedom's Wings flights. The K-21 is always on the line and is really earning its keep; it logged 177 hours and 368 flights from its June start!

A number of other initiatives are bearing fruit. Cu Nim now has official highway signs on Highway 7 that have attracted a number of visitors. Thanks also to Kerry Stevenson and his gang of volunteers, our glider exhibits at both the Airdrie and Lethbridge air shows generated a lot of interest in the club.

On the downside, our year of extremely high maintenance costs on the fleet has given us a very thin bank account.

This year the Cowley camps were disappointing. The summer camp was wet and then, sadly, so was the fall camp! Due to the inclement weather and snow on the runway, we had only three flights for the entire fall camp.

Even given the on-and-off flying conditions this year, we had 888 flights this year compared to only 468 in 2008. In conclusion, it has been a good transition year and we eagerly await the start of the 2010 flying season.

**Derek Jones**

## Grande Prairie

We started the year with only six members and, partway through the year, two members moved away. For personal reasons, our president has decided to quit flying, but for the time being he will remain a member and president so that we have at least a quorum. A meeting was held in October and we decided to keep the club alive theoretically (thanks to Lloyd Sherk for doing the paperwork) to be ready if new members can be found. Our Blanik was leased out to the Vernon club this year and a decision about 2010 use has not been made yet.

As for flying activities, only Walter Mueller was active by going to Chipman in May, June and August and to Cowley in July which included the 300 km Diamond goal flight in June from Chipman. He logged 79 hours this year. In September Jordie Carlson, who owns a powerful biplane with a towhook, gave Walter a tow from the Grande Prairie airport to a fly-in breakfast at Reg Isley's airstrip west of the city. The only glider landing at that airstrip among some twenty or so power planes drew some special attention, but unfortunately no new members. Well, there is always hope for next year.

**Walter Mueller**

# Alberta pilot achievements in 2009

## Solo!

Val Deschamps (CAGC)  
Mitch Drzymala (Cu Nim)  
Jim Neff (Cu Nim)  
Andreas Raffeck (CAGC)  
Matt Swain (Cu Nim)

## Licence

Mark Bowman (Cu Nim)  
Darren Clark (Cu Nim)  
Brian Murray (ESC)  
Jim Neff (Cu Nim)  
Alan Parker (Cu Nim)  
Grant Ranson (ESC)  
Andreas Raffeck (CAGC)  
Dan Tayles (CAGC)

## Badges & Badge legs

Dale Armstrong (ESC) – Silver duration & distance, Silver badge  
John Gruber (Cu Nim) – Gold distance & Diamond goal  
Drew Hammond (CAGC) – Silver distance  
Dustin Heywood (CAGC) – C badge, Silver altitude  
Steve Hogg (Cu Nim) – Bronze badge, Silver duration  
Gary Hill (ESC) – Gold distance and badge, Diamond goal  
Walter Mueller (GPSS) – Diamond goal  
Carol Mulder (CAGC) – Gold distance & Gold badge  
John Mulder (CAGC) – Gold distance & Gold badge, Diamond goal  
Tim Radder (CAGC) – Gold distance  
Andreas Raffeck (CAGC) – C badge  
Jeff Runciman (CAGC) – Silver duration and badge, Gold distance & Diamond goal  
Dan Tayles (CAGC) – Silver altitude

## Canadian records

Bruce Friesen (ESC) – Club class O&R and Free O&R distance – 608.3 km

## Competitions

Carol Mulder (CAGC), winner – Noyce class, Western Canada competition

*Congratulations to all on these steps along the way.  
What's your goal for 2010 – you do have one, don't you?*

## Minutes

### ASC Annual General Meeting

#### 21 February 2009, Red Deer Flying Club

The meeting was called to order at 1325 by President Danny Russell.

#### 2008 ASC trophies

The following trophies were presented by President Danny Russell.

|                                    |                             |
|------------------------------------|-----------------------------|
| Carling trophy (best flight)       | Bruce Friesen               |
| McLaughlin trophy (best 5 flights) | Bruce Friesen               |
| XC-100 (best flights by novice)    | Carol Mulder                |
| Club of the Year                   | CAGC                        |
|                                    | (most OLC flights recorded) |

#### 2008 minutes

The minutes from the 2008 AGM were presented.

Motion: Ron Cattaruzza, seconded Jean Claude  
"to adopt the minutes as recorded." *Carried*

#### Business arising from the minutes

The meteorological tower 1.5 km west of the Cowley airstrip was approved on appeal, but is not likely to be built since the sponsoring energy company has decided not to proceed (presented by Phil Stade).

#### Committee reports

Treasurer – Gerald Ince

The balance sheet and 2008 financial summary were reviewed. Finance Board are Gerald Ince, Guy Blood, John Mulder, labeling Kaastra.

Motion: Gerald Ince, seconded Tony Burton  
"to adopt the financial reports as presented." *Carried*

Motion: Jerry Mulder, seconded Peter Neary  
"to approve the two examiners of the financial statements, Phil Stade and Danny Russell." (They see that the statements fairly reflect the activities of the ASC, they do not audit them)." *Carried*

**2009 Budget** – by Phil Stade, Executive Director

Motion: Phil Stade, seconded Carol Mulder,  
"to adopt the 2009 budget as amended." *Carried*

The following information was provided:

- President Danny Russell & Safety Officer Henry Wyatt summarized their written reports.

- Phil Stade will submit his report at a later date.

Motion: Phil Stade, seconded Doug Lessard  
"to adopt committee reports as presented." *Carried*

Motion: Phil Stade, seconded Jerry Mulder  
"to ratify the actions of the 2008 executive." *Carried*

#### Election of Officers

Vice-president – Tim Radder nominated  
Treasurer – Gerald Ince nominated  
Secretary – Henry Wyatt nominated  
Above acclaimed positions were voted in. *Carried*

Committee appointments:

- Sporting & Trophies chairman – Peter Neary
- Safety – Henry Wyatt

#### New Business

Motion: by Executive, seconded Doug Lessard  
"that ASC lend Cu Nim \$10,000 interest free for 18 months to cover costs of repairing NJK." *Carried*

- Phil Stade will put ASC bylaws on ASC website
- Phil Stade & Jerry Mulder will construct a proposal for the use of other club equipment at ASC events.

Motion: by Executive, seconded Walter Mueller  
"\$500 deductible & 3-year 5% insurance increase cost will be paid by ASC for NJK's Cowley accident." *Carried*

Motion: John Mulder, seconded Tony Burton  
"that ASC, in partnership with the Saskatchewan Soaring Association, host the 2010 Nationals, with the 2009 Western Canada Soaring Competition as a trial run." *Carried*

Bob Hagen asked for a review of PCK rental rates, loan priorities, and training requirements for SAC insurance. Jerry Mulder to confirm & communicate to clubs.

Motion: David McAsey, seconded Drew Hammond  
"that ASC purchase a "Rodenator" to a maximum of \$2000 to deal with gopher holes." *Carried*  
(with 2 opposed and 2 abstentions)

Call for adjournment at 1548:

Phil Stade, seconded Peter Neary. *Carried*

awards luncheon

&

# **Annual General Meeting**

27 February 2010

~ arrive early ~

## **Old Officer's Mess CFB Penhold**

*Red Deer airport*

*(a nice venue)*

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

## **Menu**

### **Planning meeting** **1030 sharp**

Tying up the loose ends for 2009 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, entrée, dessert (\$10)

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

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

- approval of minutes of 2009 AGM (see copy opposite as req'd by bylaws)
- 2009 executive & committee reports
- 2009 financial report
- 2010 budget presentation
- old & new business, motions
- election/confirmation of executive

### **2009 elections**

- 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

