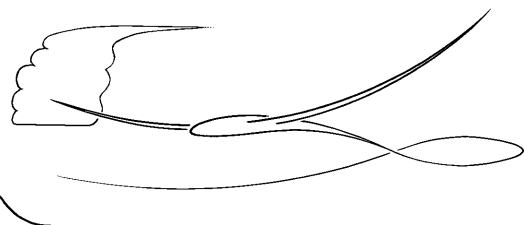


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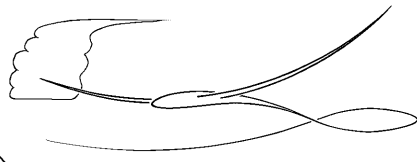


Spring 1991

Journal of the Alberta Soaring Council

ASCent

Spring '91, Silver Anniversary Year



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cover — All the Cowley kids wait with anticipation as a Scout towplane flies by for the candy drop.

editor Rick Zabrodski leftovers Ursula Wiese
layout Tony Burton printer Dave Puckrin

Journal of the Alberta Soaring Council

Editor's Notes

This issue of ASCent marks a new format that takes advantage of some of the features available via desktop publishing technology. I am sure you will find it easier to read and enjoy. It is my sincere wish that it will also encourage you to contribute your thoughts on paper for publication! As I'm no longer directly involved in the physical aspects of publishing ASCent I intend to use this extra time to hunt down and badger all you "closet authors". In particular, I will be looking for a club representative from each club to forward local news, gossip, stories, etc. Volunteers appreciated — but I have been known to conscript when none are available! I also need your photos of everyday club activities and events — ASCent will look pretty dull otherwise.

This year is ASC's 25th anniversary and we will publish some tidbits of Alberta soaring history. Kerry Bissell and George Dunbar will have some thing for our next issue. How about Chris Falconer, Malcolm Jones, Victor Berg, Dave Marsden, Bruce Hea, Klaus Stachow, Dick Mamini, and Barry Bradley? Who did I miss? You guys are long-time soaring buffs with lots of stories to tell. I would love to print them for you.

Read up on your basic soaring techniques again and have a good check out flight and a safe spring soaring season.

See you in a thermal!

Best wishes.

Rick Zabrodski

. . . from our new (old) president

(he had the job in 1971 and '72)

Hello to all Alberta soaring pilots — old and new. As your new ASC President I guess I now fall into the old category, as I was shocked to realize that it was 35 years ago that I first soloed an aircraft. That momentous day came after a few years of as many moments as possible, lying concealed in the grass near the ends of Claresholm's runways as Harvards hurtled overhead with a never-forgotten roar.

The old paved triangle at Claresholm also reminds me of the one at Innisfail, which after a hiatus, is once again to be the sight of our spring bust out — the May Meet.

My memories of Innisfail are very strong, mostly good, some bad. Memories of sitting in a turnip field working the start gate at Alberta's first Canadian Nationals in '69; of sitting strapped in, helpless as an errant towplane dragged its rope over the start grid, catching Kerry Bissell's Viking by the wing, snapping it around; breaking both my daugh-

ter's ankles (and the Viking's wing spar); of super dry thermals, and dust devils reaching right into newly formed cu; of mice, rain, fancy new gliders, an Auster cracking up; of car keys dropped to a crew from a Blanik at 2000 feet — never to be seen again; of being lost 40 miles east of Stettler in pothole country in my old BG-12; and mostly of friendly faces from all over our province — people who are renewed by flying and sharing the love of it.

So if you've flown there before — remember the fun times and come again. If not, come and share the stories, the campfires, the humungous thermals, chirping tires on the tarmac (we don't get to hear that on our grass strips) and the peace of the countryside at the end of a busy day. Let's all gather at the old paved triangle south of Red Deer — Innisfail — the May long weekend. See you there!

Cheers and good flying, **Garnet Thomas**

CANADA'S AVIATION HALL of Fame opened in November '90 a new display in the Edmonton Convention Centre honouring Julien Audette and the sport of soaring. Featuring a complete glider suspended over a diorama of the Cowley area, the scene depicts a glider wave soaring as seen from the seat of a commercial airliner. Julien was an active soaring enthusiast in the Cowley area in the early developmental stages of wave soaring.

From an aircraft seat visitors can view the mountains through the window, see the cloud formation and have a sense of what it would be like to be in a glider at 20,000 feet above the Cowley area.

Presently, a complete Schweizer 1-23 is on loan from the ESC for the exhibit. In April it will be replaced by the "Viking", the first fibreglass composite glider built in Canada. ESC members are

now in the process of restoring the Viking to display condition with volunteer labour and a grant from the Hall of Fame.

The Viking had been rescued from behind a farmer's barn after a year-long search by Kerry Bissell of the Edmonton



Commemorating the opening of the Glider Exhibition at Canada's Aviation Hall of Fame are, from left to right: Bruno Schrein, President of the Alberta Soaring Council; Peggy Johnson, Administrator of the Hall of Fame; Robert Audette; and Al Sunley, Alberta Zone Director of the Soaring Association of Canada. Robert Audette is making the formal presentation of a photograph of his father Julien Audette for the display.

club. He had flown the Viking for a number of years in the late 60s in the Red Deer area, but lost track of the glider following a move.

Rod Seal heads the restoration and is searching for glider instruments and related material from the 1960's. ❖

NO NOTCH — NO DIAMOND

George Szukala
CFI, Cold Lake Soaring Club

ONCE AGAIN I FIND MYSELF IN SEARCH OF THE elusive mountain wave. I had found it a few years earlier in Minden, Nevada which resulted in a Gold climb to 23,000 feet, but this time I was searching for a Canadian Diamond.

Randy Blackwell, Dave Mercer and I had spent the previous weeks installing and checking the club's oxygen equipment. It was decided that our Blanik would go down for the long weekend and the 1-26 would stay for the duration of the camp. With the gliders checked out, they were de-rigged and trailered, ready for departure on Friday, October 5th.

With the gliders on their way, I was in hot pursuit, leaving early on Saturday with the intention of driving straight to the airfield. Having never been to Cowley before, I received rather vague directions at Cold Lake which basically stated that I should follow the road signs and I couldn't miss. Navigation to the Crowsnest Highway was uneventful and resulted in the visual acquisition of a prominent sign indicating "Cowley Glider Strip" that 'a way. I turned off the highway and pulled out an old sectional to get my bearings. With map in hand, I set off over the maze of muddy gravel roads in search of a standard Mk 1 aerodrome. Twenty minutes of driving had resulted in no airfield and a very filthy car. Time for plan B; stop and ask directions from one of the locals, who said the airfield was about 3 miles west of here. I hopped back in the car and started driving west for another 15 minutes, still looking for a sign, man-made or from the heavens. Still no luck, but I pass a brown pick-up truck which turns about and begins flashing its lights — now what! I pull over and get out only to be greeted by Kevin Bennett, who is smiling and asks "Where am I going?" I reply by asking, "Why aren't there any directional signs for the airfield?" Kevin said we want to keep the location of the field a secret so Undesirables wouldn't come around. I assume he meant the DoT.

With the help of my guide, we arrived at the field to find it sopping wet from all the snow. It looked like the world's largest mud wrestling ring. Conditions being what they were, we obviously couldn't fly so we huddled into groups, restored old acquaintances and made some new ones. A short time later our feet started to get cold; a few stalwarts expressed a desire for food and the rest just wanted to get cleaned up, so we headed back to Pincher Creek. After lunch, the Cu Nim and Cold Lake representatives decided to partake of a time-honoured Cowley tradition — namely drive to Babb, Montana for some liquid refreshment. However, the border was closed because the US budget hadn't been ratified. Something about President Bush wanting to shut the country down for a few days, or possibly the creation of a new federal holiday. Oh well, back to Pincher Creek.

Sunday began bright and sunny. The field dried out enough for checkrides to begin and I soon found my instructor, Al Stirling. As the Cold Lake group and Cu Nim had their ships ready to fly first, we decided to start off. Kevin walked over, and with a grin he said, "I smell a double tow." We headed off to find Iain Colquhoun and briefed the trip.

On the runway the lineup consisted of Al and myself on the short rope and the Bennett/Fowlow team on the long. The beast of burden was Cu Nim's L-19, GRSX (the registration stands for Group Sex). With checks complete and my gangly frame stuffed in the rear cockpit, we signalled for the games to begin.

The takeoff roll was a little long, but we broke ground at the windsock and were off like a herd of turtles. I quickly discovered that I had little right aileron authority due to the O2 regulator. Actually I discovered this slight restriction on the ground, but one learns to make the best of things when one is 6'-5" tall. Al got a bit of a scare when I slid in front of Kevin once. Raising my leg and passing the stick under my knee with the left hand corrected this problem. After release, we flew around in formation

for a bit and then set up for separate circuits. After landing, I mentioned to the Cold Lake gang that someone else would have to do checkrides on the Blanik due to over-riding human and mechanical engineering faults. I followed the checkride with a warm up trip in our 1-26.

On Monday (Thanksgiving) everyone continued with checkrides, but there was still no sign of wave. For the majority of folks who could only get the weekend off, this was going to be a disappointing camp. If only they could have stayed just one more day.

Tuesday, October 9th arrives. Wave! Most people had left and our Blanik was heading back to Cold Lake along with most of our members. Only two Cold Lakers remained, "Bingo" Larue (it's his tactical call sign when he flies CF-18s) and me. The surface winds were blowing up to 40 knots from the west!

Bingo launched first and as he had never flown in wave before, I gave him our only barograph. He got up to 30,500 and an easy Diamond. I climbed up to 25,500 and began taking pictures. We both stayed up for over 3 hours just soaking it all in. After landing we headed off for lunch, stretching exercises, and a warm-up period. Bingo smoked another foil and it

was my turn to take the barograph.

I launched late in the afternoon about 5 pm, releasing at 4000 feet AGL in violent rotor and attempted to notch. With full spoilers, sideslip and 80 knots, I was still climbing at 500 fpm. I decided to capitulate and just make the climb. It spit me out at 26,800 this time. A rapidly approaching front made the wave much stronger, or so it seemed. I floated around for a while and watched a Boeing 757 pass overhead. I could just imagine the cockpit conversation. "Ladies and gentlemen, we are just passing through 28,000 on our way to cruising altitude. On your left you can see Calgary and on your right is some nut in a glider, freezing, but it appears he is smiling." The canopy and instruments were starting to frost over, so it was time to go home. I had recorded the second highest climb of the camp; good enough for a Canadian 1-26 altitude record.

There would be no more wave for the rest of the week, but we hung around, swapped hangar stories (minus a hangar) and helped de-rig each other. The 1990 Cowley Wave Camp had come to a close and it certainly was memorable. Many thanks to the ASC members who made it so and I hope to see you all next year. ❖



George and Bingo's gliders are parked on the cover of free flight 1/91. Here, George has scrounged a ride in a CF-18 two-place to Edwards AFB with P1 Doug Stroud for some weekend soaring in California. Not bad, eh!

Innisfail the Meet is back!

In the late 50s, the Red Deer Soaring Association used the airport for glider pilot training on weekends on a verbal agreement with RCAF Penhold, while RCAF training continued on weekdays. The May Meet competition started in Edmonton, but moved to Innisfail in 1961. Soaring pilots from afar have come to the Innisfail May Meet for their annual competition over that long weekend since.

In the following 25 years, the Meet became the first step to cross-country ventures for many pilots new to this type of flying. Later it evolved towards stronger competition flying, thus discouraging the new cross-country pilot from participating. Edmonton began to remove its equipment support from this event, and the weather always played an important role here. Finally, in 1986, a late blizzard the Friday before the Meet prevented it from taking place. With divided interest by ESC and Cu Nim, it was decided

in 1988 to cancel the Innisfail May Meet altogether. This was a blow to pilots who had made the annual pilgrimage to Innisfail for a quarter of a century already.

In 1990, some pilots in Red Deer started a new gliding club and at the planning meeting in November 1990, there was good reason to think "Innisfail" again. Kerry Bissell writes, "...I am very pleased to see this event brought back again as I feel it offers the best opportunity for fledgling pilots to experience competition and cross-country flying. I hope it will be well supported this year!"

Innisfail airport offers the facilities of the Innisfail Flying Club — a welcome to those who like to camp. There is soft rolling land and lots of black fields for outlandings and easy navigation by landmarks. We have seen dust devils to 4000 feet, high winds and warm spring days. The town offers plenty of restaurants and accommodation.

"My soaring career began in Innisfail with Cloverleaf — I warmly remember the adventure."

Ursula Wiese

A Glider Pilot's Dream

What will the weather be today?

Pilot's total elation or dismay.

But! Just wait awhile and see —

Then see what "it" will be.

To soar above the Earth, that be

As a soaring eagle or a spirit so free.

The floating "lift"

for "one" is a special gift.

Circling, gliding, here and there —

A prayer is answered — lift everywhere!

Evening clouds hung on the mountain side

Oh what a beautiful Earth ever so wide!

Again — dreams of what tomorrow will bring —

for every glider pilot, oh how his heart will sing!

Grace Diesel

Grande Prairie Soaring Society

Congratulations . . . I guess

Al Sunley, ASC Vice-President and Man-to-do-it- all, got arm-twisted into the SAC President's job.

George Dunbar, infamous for his national scoring effort, and otherwise shows up everywhere, ran in competition with Robert DiPietro of Montreal Soaring Council for SAC Director-at-Large. You guessed it — he got the job.

We hope both of you enjoy the work on the national Board.

And here is George again — George and Sally tied the knot on 15 March 1991. Our best wishes to both of you.



ASC Silver Anniversary Certificate Awardees

The first special event commemorating ASC's 25th anniversary was the presentation of special certificates of thanks at the AGM to the following pilots, who have all been active in Alberta soaring since ASC's birth in 1966.

Kerry Bissell

Barry Bradley
Klaus Stachow
Dave Marsden

Bruce Hea
Dick Mamini
George Dunbar

'91 ASC Sporting Programs

Hal Werneburg, ASC Sporting Committee Chairman

As has been the case in previous years, ASC is again sponsoring several programs which are designed to benefit competition and other high performance pilots. I would like to touch on two of these programs.

The Alberta Team Squad Members of the Team Squad are eligible to receive financial assistance under various ASC programs. This assistance is intended to help defray out of pocket expenses incurred while improving flying skills by attending in and out of province competitions, seminars, upgrading courses and clinics. Expenses connected with successful (or nearly so) badge and record flights will also be taken into consideration.

The selection process resulted in the following pilots chosen for the 1991 Alberta Team Squad:

- | | |
|----------------------|----------------|
| 1. Kevin Bennett | 5. Mike Apps |
| 2. L. (Buzz) Burwash | 6. Guy Peasley |
| 3. Tony Burton | 7. Dave Fowlow |
| 4. Dave Marsden | 8. Bill Walden |

During the selection process Dave Puckrin had also been included in the team but Dave decided to make his spot available to some other deserving pilot and we like to thank Dave for his generosity. (*The selection process is described in ASC plan 8. 04 if you are interested. Tony*)

Advanced Cross-country Clinic This activity will be run in conjunction with the ESC cross-country clinic to be held at the Chipman field and is designed for advanced cross-country pilots and will be coached by an experienced cross-country pilot. The dates for the clinic are 8-16 June. The intent is to have the coach fly with a group of pilots around a task and between this "in-air" instructing and ground seminars the participants should be able to gain valuable knowledge in cross country soaring. Since only a limited number of pilots can be effectively shepherded around a course by a coach, certain limitations may apply:

- Pre-registration is preferred. Please let me know as soon as possible if you plan to attend the clinic. "First come, first served!" is the motto. On-site registration will be limited. Registration fee is \$5.
- Pilots who have done some previous x-c flying, such as completing the distance requirements for the "Gold C" badge, will gain the most benefit from this program.
- Sailplanes must be of good performance, the minimum should be at the level of such gliders as Standard Cirrus, Astir, Std. Jantar, etc.

All indications are that this will be a popular course so I urge you to apply early; spaces will surely fill up quickly. Financial assistance to participants may also be available. Contact the ASC coordinator, Tony Burton, for details. ❖

Fly for the XC-100" Trophy

Dave McAsey, Awards and Trophies Chairman

If you think you don't have the experience needed for a soaring trophy, think again! If you have your licence, less than 100 hours in your soaring logbook and would like to try cross-country flights you could be a winner. All you need is five cross-country flights.

The ASC's XC-100 trophy was donated by Al Sunley in 1986 to encourage novices to fly cross-country. To make competing for it much easier, you won't be required to furnish photos or barograph traces or fill out SAC forms. All you need to do is to provide statements of your flights signed by a witness, and photocopies of your logbook entries for claimed flights.

Your flights don't have to be long ones – a flight of 20 or 30 km could qualify since there is no minimum distance. Also, flights don't have to be declared before the fact as trophy attempt flights. What about O&R flights or triangles? They will qualify providing you can obtain some sort of verification of your turnpoint(s). Altitude flights don't qualify.

Here's how to apply for your trophy –

- For any cross-country flights you make, however short, have a witness (your retrieve crew will be fine) sign a declaration of your takeoff and landing location.
- If you're planning an O&R or triangle, ask you CFI for advice on how to verify your flight. If you overfly an airfield, verify visual contact by someone on the ground, for example. This will be all the evidence you need.
- Gather proof of five cross-country flights and mail it to the ASC Awards & Trophies chairman before 31 Dec 1991. If during the soaring season you are in doubt about whether a flight might qualify, phone me at home, 281-7962.

You don't have to wait years to earn an impressive trophy. Why not try it this year? ❖

Note to OOs and X-C pilots

Make the following changes to your copy of the guide to FAI Badge and Record Procedures, edition 5:

- para 7.4(e) – delete, "with current time"
- para 8.6 – delete, "with the latest time of day"
- Appendix C – Distance group: 1 degree = 111.195 km
– Pressure group: 1 Atü = 14.7 psi
- Appendix D – 3rd line from the bottom, $k = 111.195 \text{ km}^\circ$
– It was brought to my attention that there are three errors in the sine and cosine values in the cos a calculation at (a). The method is still correct however. These errors will be fixed in the next edition.

Tony Burton

ALBERTA WINNERS

*Alberta Soaring Council
Soaring Association of Canada*

1990 TROPHIES

Dave McAsey (ASC) and Ursula Wiese (SAC)

"Bingo" Larue
Cold Lake Soaring Club

Klaus Stachow Wave trophy (SAC)
for the greatest altitude achieved in Canada

Bingo achieved this Diamond climb to 9296 metres (30,500 ft) in his Dart C-FOAK on 9 October 1990 during the Cowley Wave Camp, the only day when wave and run ways were kind to the pilots (see George Szukala's story in this issue).

The trophy is presented annually to the Canadian pilot who has obtained the maximum absolute altitude in a flight, provided that the height gain has been 5000 metre or better. The trophy was commissioned and donated by Klaus Stachow of the Cu Nim Gliding Club to the Soaring Association of Canada in 1982 to recognize excellence in high altitude flight and to commemorate the 10th Cowley summer camp. The 20" high trophy (shown at right) features a small pewter sailplane suspended within a solid block of plastic shaped to represent a classic mountain wave scene. Its designer is Tony Burton.

Boomerang trophy (ASC)
for flights between ASC clubs

This is usually won by soaring veterans with at least 1000 hours under their belts. This year's winner is Sylvain Larue, known to his flying friends as Bingo, with less than 100 hours in his glider logbook when he made his award winning flight.

Since this was his second cross-country flight, Bingo's initial goal was modest: 31 nautical miles from Cold Lake to Glendon. With a 600 fpm thermal at Glendon and 6000 feet in the bag, he decided to try for St. Paul, halfway between Cold Lake and the Edmonton Soaring Club's air strip at Chipman. With 800 fpm thermals at St. Paul, Chipman seemed a reachable goal. Prepared with well-marked maps, Bingo went for it in his quarter century old wood

and fabric Dart, C-FOAK. At 2:40 pm, Bingo circled over Chipman, talked to club members over the radio and headed northward, cheered on by 900 fpm thermals. A couple of cloud streets, an 11 knot thermal and things look good. But over Glendon at 2000 feet it looks like the end of the flight. One lovely thermal made the difference between a landout and a return ticket to Cold Lake.

By the way, I should mention that Bingo likes to play at the office. During the day he drives an CF-18 fighter for a living, and on his time off he uses the same Cold Lake runways for soaring. Bingo, we're proud of you. Congratulations on a great flight.



"Buzz" Burwash
Edmonton Soaring Club

Don McLaughlin trophy (ASC)
the best 5 flights of the year in Alberta

This trophy is hard to win. One lucky flight won't do the trick. It's awarded to the best five flights originating in Alberta by an Alberta pilot. Buzz actually entered six flights, including an altitude gain of 5450 metres and distance flights ranging from 304.7 km for a four leg flight to 369.3 km for a six leg flight. Congratulations, Buzz, for the most outstanding five flights registered by the ASC in 1990. He flew his ASW-20FP, C-GULX.

Canadair trophy (SAC)

for the best 5 flights of the year in Canada.

The Canadair trophy was donated to the Soaring Association of Canada by Canadair Limited, of Montreal. It is awarded annually to the pilot making the five best soaring flights of the year. It was initially presented for 1963 year.

The five flights were:

- 369.3 km POST 20 May (68.9 km/h)
Chipman - Vermilion - Kitscoty - Jarrow - Viking
Holden - Chipman (at ASC provincial contest)
- 304.7 km quad 15 July (75.85 km/h)
Chipman - Ranfurly - Bruderheim - Lavoy - Chipman
- 333 km quad 28 July (70.4 km/h)
Chipman - Fabyan - Chipman - Mundare - Chipman
- 325 km quad 29 July (74.9 km/h)
Chipman - Innisfree - Bruderheim - Lavoy - Chipman
- 5450 m gain 9 Oct (7680 m) Cowley

Mike Apps

Edmonton Soaring Club

Bruce Soaring trophy (ASC)

winner of the provincial contest

This year's winner has consistently been one of the provinces finest pilots. Flying his Nimbus 2, he scored a solid 138 points more than the runner up, and for good measure captured the sports class as well. Mike is not only a champion; he also has given much to the sport of soaring, and is currently provincial soaring coach. Congratulations, Mike.

Tony Burton

Cu Nim Gliding Club

BAIC trophy (SAC)

the best flight of the year in Canada

This trophy was given to SAC by the British Aviation Insurance Company. It was first presented for the 1947 year.

Carling trophy (ASC)

the best flight of the year in Alberta

(script for trophy presentation at the banquet of the Alberta Aviation Council in Red Deer in the presence of many of western Canada's most distinguished aviators)

This flight made by Tony Burton, in a glider he built himself 15 years ago, was 716.4 km from Claresholm, Alberta to Indian Head, Saskatchewan. What's so special about that, a power pilot might be tempted to ask. Fill the tank, crank in the VOR numbers, and open the throttle a bit. But in a glider, an aerotow to 2000 feet above ground is the first and last mechanical assist. After that, thermals, if they can be found, substitute for a gas tank.

Taking off at 11:20 am, Tony almost ended the flight at Granum, only 20 km south of his takeoff point, but scratched his way southeast. His first 200 km took 3 hours 22 minutes through Lethbridge to Medicine Hat. For the next 200 km to Swift Current, fate smiled at Tony and he did this stretch in 1 hour 39 minutes, most in a straight line. Just past Swift Current, 50 km of solid overcast loomed, and Tony had to scout the edges of the cloud to gain more height. Gaining height is the thing in soaring. The glider is an aerial toboggan always pointing slightly downhill, and the pilot spends a good part of his time flying tight circles in rising air, hopefully gaining enough altitude to fly a few more kilometres in a more or less straight line. Tony then flew southeast to sunshine and then as far east as he could. Approaching Indian Head, Tony spotted the airport. At 2500 feet above ground, he might have stretched the flight a bit further, but he had come close to the edge of his last map. His wife, Ursula Wiese, followed him along the entire flight on the Trans-Canada at a steady 100 clicks, pulling his glider trailer. For the first half of the trip she kept up with him, and at Indian Head she arrived a half hour after he landed, 8 hours and 37 minutes after his release from the towplane.

Tony's flight was the longest glider flight in Canada in 1990, and in addition to winning the Alberta Soaring Council trophy for the year's best flight he set a Canadian speed-to-goal record of 400 km flown at 81.5 km per hour. Please join me in congratulating Tony Burton for flying on empty for 716.4 kilometres.

(This flight also earned Tony a SAC "Significant Flight" certificate and contributed towards earning the SAC "Ball and Chain" Trophy for 1990 — quite a haul!) ❖

Where's your new address? — please, please send your change of address to Ursula or Tony at Box 1916, Claresholm, Alberta T0L 0T0 or phone 625 4563. Club membership secretaries do the same! This is the only way you will receive ASCent.

Since we are also in the business of doing "free flight" we offer to forward your new address to the National Office so you get it without loss also!

Our goal is to keep the communication in the soaring community flowing ... The rest is really up to you !!!

ASC Annual General meeting

Executive Bruno Schrein (P), Al Sunley (VP), Jos Jonkers (T), Ursula Wiese (S), Tony Burton, (PC)

Members

BTSA Denis Bergeron
Cu Nim Barry Bradley, Lee Coates, George Dunbar, Dave Fowlow, Bruce Hea, Al Stirling, Steve Weinhold, Hal Werneburg,
ESC Kerry Bissell, John Broomhall, Hugh McColeman, Tom Schollie, William Walden, Fred Wollrad
CAGC Dean Gillrie
Guest Howard Srigley, Banff Flying Club

[These minutes are slightly abridged to fit the space in ASCent – the “official set” is available from the Secretary]

1991 marks the 25th anniversary of the Alberta Soaring Council. To begin celebrations, the President honoured all Alberta pilots who were members in 1966 and are still active today. Special recognition certificates were awarded to: Kerry Bissell (also a founding father of ASC), Barry Bradley, George Dunbar, Bruce Hea, Dave Marsden, Dick Mamini, and Klaus Stachow.

The President presented the trophies earned in 1990 by Alberta pilots (*for details, see Congratulations*)

The President then brought the meeting to order at 1340 hours. The Minutes of the 1990 AGM were read.

Motion by Dave Fowlow, seconded Al Sunley: “to adopt the Minutes as corrected.” Carried

The executive and chairmen’s reports were distributed and read. Reports from Chief Towpilot, ASCent editor and Provincial Coach were not available.

Motion by Tony Burton, seconded Denis Bergeron: “to accept the reports as read.” Carried

1990 Financial statement

Motion by Al Sunley, seconded Tony Burton: “that the present World Championships support fund be divided into the original two funds as per the 1989 AGM motion, being Nationals and World Championships support funds, namely by transferring \$4000 to a World Championships support reserve and the remainder into the National Championships Support Fund.” Carried

Motion by Tony Burton, seconded Lee Coates: “that the two scrutineers for auditing the financial statement, Al Stirling and Keith Hay, be affirmed.” Carried

Tony explained the Technical Staff contract allotment in the financial statement. His contract with ASC remains at \$12,500 annually; a 1989 Sport Council one-time grant of \$6250 received early in 1990 was an “award” for a job well done. This additional grant is now part of the annual funding by Sport Council to ASC.

Motion by Kerry Bissell, seconded Dave Fowlow: “that the 1990 financial statement be accepted.” Carried

The Treasurer mentioned that with the computer program set up, the workload has been considerably reduced and he would encourage more volunteers to try the job.

1990 budget Motion by Dave Fowlow, seconded Lee Coates: “to accept the budget as presented.” Carried

OLD BUSINESS

Towplane charge-out costs Steve Weinhold inquired about the hourly cost for conversion training. Ursula quoted the Minutes of 19 Jan 1991 Executive and Council meeting: “the executive feels that for pilots receiving the opportunity to fly a taildragger this is already a benefit, and therefore feel it is just to charge the same hourly rate for aircraft rental as is being charged to clubs.” Therefore conversion training will now cost \$50/h dry.

Fire extinguishers Dave Fowlow suggested in his Safety Officer’s report that ASC obtain two more fire extinguishers, as the previous ones had walked away. Denis Bergeron cautioned on the use of CO2 equipment and recommended the purchase of dry chemical fire extinguishers. Tony will purchase two additional 18 lb dry chemical fire extinguishers.

Fire blankets and first aid kit Ursula reported that fire brooms had been purchased to smother grass fires as the Lethbridge safety supplier had advised this method; apparently she had misunderstood that the blankets were to be used for pilots caught in fire. Tony will purchase a standard first aid kit to be available at the flight line together with a fire blanket and fire extinguishers.

Fire retardant flight suit for towpilot use will be donated to ASC by Dave Puckrin.

Violations Dave Fowlow will issue a note to all club CFIs that any instructor at ASC events who violates Transport Canada airspace or oxygen regulations will be grounded at ASC events for one year according to ASC event rules.

Towropes & weak links Al reported that after considerable delay he had obtained weak links and clone Tost rings, ready for the Cowley summer camp. However at the Cowley summer camp, pilots rejected the weak links as the metal damaged the underside of the aircraft; it was decided to use the traditional weak links (rope) with the Tost rings, which were redone on site by Bruce Hea. It was suggested that we experiment with rubber rings around the metal weak links to eliminate damage. Also ASC requires new towropes for the next event — the provincial contest to be held at Innisfail in May.

Unusual attitudes Kerry inquired as to the whereabouts of the checklist each participant had received in 1988. Al reported that he had talked to Mike Apps. Tony said that he still had copy of the list and was urged to send this list to Kerry Bissell, Bill Walden, Dave Fowlow, Bruno Schrein, Fred Wollrad, Denis Bergeron, and all Club CFIs.

Motion Tom Schollie, seconded Hal Werneburg: "that the last year's actions of the executive be ratified." Carried

NEW BUSINESS

- 1991 ASC ticket price \$17.
- Registration fee for ASC events now \$5 per pilot
- George Dunbar was nominated for SAC Director-at-Large by ESC and Cu Nim. Vote takes place at SAC AGM 2 March 1991 in Quebec City. Good luck, George!

PR Kerry talked about promotion of soaring and ferrying costs. He reported that the 1990 Alberta Aviation Council meet in Stettler had been successful with a great number of fam flights and a lot of interest in soaring. He suggested that towplane and sailplane manager closely work together and schedule the use of ASC aircraft efficiently. He was concerned that flying events outside the province, such as Invermere, may take away from a more productive use of equipment by another club within Alberta. Hal Werneburg remarked that the equipment was for the benefit of ASC members wherever an ASC event was scheduled. It was accepted that the towplane and/or sailplane would not be ferried to any ASC event if insufficient pilots were interested to make it practical or reasonable. Kerry also noted that a card with snapshots of people taking a fam flight would be an excellent public relations tool and that any promotion would really benefit the club. Tony offered to make cards for the Alberta Soaring Council to be used by the clubs.

Central Alberta Gliding Club

Motion by Hal Werneburg, seconded Dave Fowlow. "to accept the Central Alberta Gliding Club of Red Deer as a member of the Alberta Soaring Council." Carried

Dean Gillrie gave a report on the club's status. At this time, they have refurbished a 2-22, they will tow with an L-19; there are two glider pilots, and 20 interested power pilots who will take conversion training. The club felt that at this stage membership with SAC was not feasible because of the additional cost and "they wouldn't get anything from SAC anyway". Hal Werneburg gave a brief explanation how important it was to belong to SAC. Ursula stated that only SAC members, belonging to a SAC club, were allowed to fly ASC aircraft solo as outlined in the SAC group insurance policy. Dean replied that this was not a concern right now. He confirmed that he himself was insured as an instructor and also the club's aircraft were insured.

The 1991 provincial championships will be at Innisfail, giving Red Deer club members an opportunity to get a better idea what soaring is all about. Because we had not used Innisfail airport for several years, it is necessary to contact the Innisfail airport manager and town council again

to ask for the use of the airport. Tony will write letters.

ASC sailplane charges Bill Walden was concerned about the low price and the sailplane subsidy being very high. It was explained that to encourage sailplane use at the clubs it was necessary to keep the ASC rental charges low and the clubs would then charge their members at their rates to make a profit.

At ASC events, the charges are:

- 1 ticket for first 30 minutes and 1 ticket each consecutive 30 minutes or part thereof; for cross-country flying, the maximum charge is for 4 hours use.
- Fam flights: 3 ASC tickets for a 2000 foot tow and 30 minutes; because a ticket costs \$17 this year, ie. \$51, it was suggested to charge \$50 for a fam flight.

Motion by Rod Crutcher, seconded Dave Puckrin: "that 'for reasons of safety and liability, passengers will always occupy rear seat' be deleted from the present sailplane operating rules." 20 in favour, 1 against Carried

Capital equipment funding Bruce Hea inquired whether ASC would have a proviso for financial support for clubs for aircraft replacement, such as an endowment fund. Tony mentioned that ASC funding was for support of pilot development, instructing, and other programs related to members; capital equipment grants were available through other sources such as local development grants, municipal recreation grants, tourism, etc. which are accessed by clubs locally rather than the provincial sport association. It was suggested that clubs set up their own endowment funds for these cases. There was a possibility of a Sportsfund tie-in which Al Sunley can clarify to interested club executives.

Motion by Rod Crutcher, seconded Dave Puckrin: "that for 1991 the rental rate to clubs for the ASC sailplane will be \$16 per hour." Carried

ELECTION OF OFFICERS

President – Garnet Thomas nominated by Kerry Bissell, seconded Al Sunley. No further nominations. Carried

Treasurer – Jos Jonkers nominated by Tom Schollie, seconded Hal Werneburg. No further nominations. Carried

Secretary – Ursula Wiese nominated by Bruno Schrein, seconded Kerry Bissell. No further nominations. 18 in favour, 2 against Carried

Tony asked for a vote of thanks to Jos Jonkers for his support to ASC, recalling that in the past there was a deathly silence at treasurer nominations. Out of a desperate plea last year, Jos took on the job. He kept the books up to date through the year and has done an excellent job.

Hugh McColeman thanked the retiring president for his job during the past two years. The meeting adjourned at 1625.

Ursula Wiese, Secretary

EXECUTIVE & CHAIRMEN

ANNUAL REPORTS FOR 1990

PRESIDENT *Bruno Schrein*

Dear Friends!

Two years have gone by since I was elected President, I do have to say that ASC is still in good working order, even though I was told that ASC is falling apart. Please keep in mind that tough times never last but tough people will. ASC is very strong, the present executive and council have done a wonderful job and it is like we say, whatever one gives and puts into an association, one will get out. All our meetings run very smoothly, too bad that not too many of you showed up. I had a very good executive to depend on and so I thank each and everyone.

Thanks to all our committee members for their efficient and hard work, like Iain Colquhoun, as our Chief Towpilot, Rod Crutcher as our Sailplane Manager, Bruce Hea and his committee looking after Cowley, Rick Zabrodski and Marty Slater for their work on ASCent, Tony Burton for his work with the Budget, and to all those countless people like Peter Vesely, just to name one, who have given their time freely without being asked and help on the flightline in Claresholm and Cowley.

In 1991 John Broomhall will be taking over the job as ASC towplane and sailplane manager; the hangar space in Claresholm will be cancelled because both planes will be stationed in Chipman.

I have to thank all you members of ASC for your help and the confidence you have given me.

VICE PRESIDENT *Al Sunley*

SAC Director meetings were attended in Ottawa, Winnipeg, Quebec, and Ottawa. Major items were the continuing concerns about the high accident rate, and what steps the Board could initiate to impress the members to be more safety conscious, the lack of growth in membership, the effect of the GST on both the Association and on member clubs, and ways to increase revenues without increasing fees.

As all of us must be aware, this has been a very tragic year regarding accidents. Four deaths are a terribly high price to pay in our sport. Safety must be emphasized and re-emphasized in all phases of our operations, and pilots trained to consider the "what if" possibilities and how to correct or compensate for them. The very large increase for insurance claims, almost equal to the premium paid, doesn't auger well for next year's rates.

Increased costs due to inflation and GST will very likely cause SAC membership fees to increase by about 5% for 1991. Income from the Pioneer trust fund has assisted in keeping the increase to this level. More donations to this tax exempt fund is one of the most important ways of keeping future membership fees to a tolerable level.

At the local level I was occupied with the planning work shops, three executive meetings, and the AGM in February, assisting in the operations of the Provincials at Chipman in May, attending the Cowley Meets, making up the gate WARNING sign for same, attempting to come up with a more durable and consistent weaklink for the ASC tow ropes (without success), doing some repairs to the Grob trailer, and assisting in trailering it to various locations.

The ASC's Sportsfund program was busy again this year, the total amount of donations being \$15,142.57. We extend an appreciative THANK YOU to the following donors for their generosity:

M. Apps, R. Adams, K. Bennett, H. Burt, T. Burton, L. Burwash, G. Dunbar, M. Dawe, R. Hooper, J. Jonkers, J.R. Matthews, H. McColeman, M. McPhee, L. Passmore, D. Runyan, M. Slater, J. Strong, A. Sunley, G. Thomas, U. Wiese, R. Zabrodski.

I will continue to act as the ASC representative for Sportsfund donations for the coming year. I must again remind everybody — PLEASE REMEMBER — that all cheques must be made out to "Sportsfund" and must be accompanied by the formal donation letter. Please contact your club executive or myself for blank forms.

SECRETARY *Ursula Wiese*

I attended all three executive meetings and the annual general meeting in Edmonton. Thanks to Tony's support, I was able to use his computer freely for various ASC projects — "Winners", the towplane manual, the Cowley camp guide (first revision is underway with the help of Dave Fowlow, ASC Safety Officer); Minutes and various multiple mailings. Making these copies on the printer helps to reduce the high photocopying costs I am facing locally or with trips to a quick printer in Lethbridge.

This was the first year since 1978 where the SAC membership fees and insurance premiums were not required to go through the ASC books. However club treasurers were asked to mail the information with the members' addresses to the Secretary for updating of the mailing list. Cu Nim

and ESC were very intermittent, leaving the ASC mailing list outdated. Therefore many of our members may not have received ASCent.

Also, if clubs would give us more information on their activities through newsletters or ASCent articles, the executive would be better able to recommend special support. Yes, I do read the printed news, and hope that everyone will do the same. As there is still much work to be done in the Archives department, and with the current work becoming historical material quickly, I decided to let my name stand for re-election.

COMMITTEE CHAIRMEN

SAILPLANE *Rod Crutcher*

In 1990, the Grob was flown a total of 158.1 hours, an increase of 151% over the 1989 season. There were 308 flights in 1990, an increase of 104% over the 1989 season.

In the initial experience of the ASC with the Grob, concerns were expressed about the appeal of the plane and whether or not it was worth keeping. I noted in my 1989 report that "it is apparent when the Grob is rigged and near the line it will be flown". The 1990 statistics bear this out and it is quite apparent that the Grob was well used this year. The Edmonton Soaring Club, Cu Nim and Cold Lake all contributed significantly to Grob usage. Interestingly, this summer Cowley usage was 20.3 hours, down from the 1989 summer Cowley usage of 27.1 hours. Similarly, fall Cowley usage was also down at 4.8 hours in 1990 compared to 12.3 hours in 1989. The limited use of the Grob during the fall camp was explained by inclement weather that severely limited any soaring. On the financial side, the 1990 pricing structure was generally felt to be more than reasonable.

Kerry Bissell from ESC did considerable leg work in at tempting to arrange fly-in breakfasts at which the ASC Grob would be present; this as it turned out only happened on one occasion in 1990. The event was quite successful. Kerry has informed me that if the ASC is committed to promoting this activity, then coordination between the ASC towplane and the sailplane is necessary so that both ships might be utilized on the same date so that any individual club's operation is not unduly impaired by the promotion of soaring outside of one's home field.

Prior to the flying season, Tony Burton arranged to have the total energy probe moved from the fuselage to the vertical stabilizer of the ship, and this resulted in an improved variometer responsiveness. In my opinion, the lack of a working radio in the Grob must be addressed for the 1991 season. Additionally, the issue of providing an

enclosed trailer has been discussed but I understand from Tony would cost about \$8000, and therefore it would appear to be too expensive for any benefit gained.

I would like the ASC executive to consider:

- Ensuring a working radio is in the Grob (please note that this was also the first recommendation in my 1990 report). *(see Notes)*
- Clarifying the respective roles of the ASC sailplane manager and ASC treasurer regarding Grob finances. *(see Minutes Jan '91)*
- Increasing the 1991 sailplane rental charges such that club cost for Grob use should be at least \$18, and possibly \$24/h of use. (The previous cost of \$12/h was, I understand, deliberately low to encourage club use. As club use has substantially increased, I believe it is fair that the ASC charge a more realistic rental rate.) *(see AGM motion)*
- Carefully and fairly reviewing the sailplane operating rules (May 1990) wherein the following dictum is noted: "for reasons of safety and liability, passengers will always occupy the rear seats".

This last recommendation is in need of review. I recognize that in the past there has been considerable discussions of this rule (guideline?) at the ASC executive level but I believe that the issue is too important to simply be left to executive decision. It is my understanding that the matter has not had a fair hearing among all of the stakeholders, and many pilots approached me with the concern that this rule was unreasonable. I do not feel it is necessary to explore the various arguments here, but suffice it to say that this matter must be put on the agenda for a careful and intelligent review of the issue. *(see AGM motion)*

I again feel quite optimistic regarding increasing Grob utilization for the 1991 season. Let's keep it in the air.

COWLEY *Bruce Hea*

In June, 1990, the Director of Aviation, Larry Nelson, and several staff members met with Hans König and myself at the Cowley site. Following a thorough discussion it was made clear that absolutely no money was available for projects of a capital nature. We may expect improvements that might be available through operating budget funds.

A second toilet constructed during the summer camp and crushed rock on the camp road were welcome improvements. It remains to be seen whether rolling and smoothing of runways will become part of maintenance in 1991 and subsequent years.

We hope to have clarified the farming lease arrangements to ensure the preservation of existing runway widths and lengths.

SAFETY *Dave Fowlow*

Alberta clubs maintained a safety record far above the national average in 1990. It is apparent that safety awareness and quality training are paying off. There is always room for improvement, however, and several incidents this year highlight areas which need change.

An unresolved liability issue exists in the daily operation of all clubs. Recent years have seen an increase in aviation liability claims in the United States and Canada. The extent of liability to instructors, directors and clubs has not been properly addressed and no guidelines exist to protect or direct these people in case of litigation. Legal counsel should be retained by the ASC and a review undertaken to identify shortcomings in our operating procedures which may be adding to the liability risk. Questions which should be addressed by such a review include:

- To what extent are instructors, the CFI, the club and ASC covered with the pilot-in-command in the front seat?
- What risk exists to ASC and its officers for sponsoring an event such as the Cowley Summer Camp? And to what degree does the volunteer nature of our sport affect us?

(see Notes)

Directly associated with liability is, of course, responsibility. With this in mind, the emergency response preparations at ASC events should be reviewed and formalized. This ambiguous statement can be clarified with the following observations:

- The number of fire extinguishers at ASC events has been decreasing in recent years.
- A first aid kit has not been present at ASC events for several years.
- If an accident resulting in injury did occur, would an event participant know which telephone number to call for assistance and what directions to give so that emergency services could locate the airfield?
- Procedures should be in place for notifying search and rescue in the event of an overdue pilot. Indeed, what mechanism would alert the event organizers that a pilot was even missing?

To rectify these shortcomings, it is recommended that ASC purchase at least two additional fire extinguishers and an appropriate first aid kit. Furthermore, phone numbers for fire, police and ambulance, along with directions to the airfield, should be printed for each ASC event and posted beside the ASC phone. *(see Notes)* Lastly, the ASC action plans for each event should outline search and rescue notification procedures and assign responsibility for implementation to the event safety officer.

These measures would, hopefully, serve both to decrease ASC's liability, as well as provide a safe flying environment for ASC events.

SPORTING *Hal Werneburg*

The past season did not produce a significant amount of high performance flying within the province although several individuals managed to do well in out-of-province competitions. One Alberta pilot set a new national speed to 400 km goal record during a flight which also resulted in the longest glider flight (716 km) of the year in Canada.

The Provincial contest was competently run by the Edmonton Soaring Club at their Chipman field and seven competitors took part in this event during the Victoria Day weekend.

Four Alberta pilots made the trip to the Canadian Nationals at Brandon, Manitoba and one of our pilots placed a creditable third in the 15 metre class. Another Alberta pilot also did very well at the US Region 8 contest, held at Ephrata, WA, by placing first in the Sports class competition.

The Sporting committee established procedures for the selection of top Alberta pilots to the provincial team squad and this resulted in the naming of the following eight pilots to the squad for 1990:

Kevin Bennett	Dick Mamini
Jos Jonkers	Rick Zabrodski
Tony Burton	Danny Webber
Hal Werneburg	Hans König

An advanced cross-country training clinic was planned to run in conjunction with the Cowley summer camp. Several of the top US competition pilots were contacted with the intent of having a high profile pilot designated as course leader. Unfortunately the camp dates clashed with the US competitions schedule and we were unable to attract a suitable pilot. The Sporting committee chairman filled in as substitute course leader. The weather proved to be quite unsettled and only allowed two days of limited instructional flying. On one evening a well-attended ground school was held at the Pincher Creek airport building.

I wish you all a safe and successful 1991 soaring season.

EQUIPMENT *Tony Burton*

The ASC currently owns the following equipment at the end of 1990:

- IBM clone computer, wide platen printer, misc software (held by Treasurer).
- contest box containing: 4 stopwatches, 5 walkie-talkies, 3 battery chargers, Alpha 100 ground station, contest photo-ident board, misc. electrical power cables, contest landout cards (about 320), clipboards, minor first aid items.
- contest ground clock panels in duffel bag.
- oxygen cart with 4 large cylinders, manifold, and wrench.

- 2 ea 18 lb. CO2 fire extinguishers
- 1 ea 2-1/2 lb dry chemical fire extinguisher
- manual fuel pump (in Cowley shack) with fuel filters, filter cartridges, aviation oil
- set of flat fibreglass runway markers (at Cowley)
- Canada and Alberta flags with halyards
- 5 fire brooms
- 4 folding chairs and 3 sunshades
- new telephone set for Cowley
- 2 towropes
- 3 fuel drums with about 115 gals of avgas (at Cowley)
- 3 empty fuel drums (one has about 5 gals of avgas suitable for trike) (at Cowley)

Towropes and weaklinks again acquired feet and most of the new ones from last year are gone. More new ropes need to be constructed prior to the flying season. As weak link ropes fray, pilots are more apt to accept the best of a poor choice. I again recommend that sufficient yardage of weaklink rope remain with the ASC equipment so that new weaklinks can be constructed on the spot as needed at events. ASC provided longer towropes and weaklinks with Tost (clones) and Schweizer rings beginning in 1990. There was some dissatisfaction with the first weaklink design as it was possible to mar the undersurface of some glider fuselages — they were then lengthened but remained unacceptable to many pilots.

A basic first aid kit will be purchased and maintained with the equipment for minor cuts, etc. The Canada flag needs replacement and I will be purchasing a much larger one both for effect at the campsite and for increased visibility from the air.

ARCHIVES *Ursula Wiese*

The first edition of *“Winners”* (the historical record of soaring records, trophy winners, and ASC executive members in Alberta) has been presented to the Alberta Sports Hall of Fame and Museum. Parts I-IV were published in ASCent issues of April and June 1990. A personal request for submission of flight data worked well, while the printed plea for completions and corrections had only one reaction. The “profile” part and the national trophies still require extensive work.

About 150 books of *“Stalking the Mountain Wave”* have been sold to the USA mainly through the book reviews of Stewart and Linda Tittle. I am very grateful to our friends from Oregon for their fine words which were reprinted in SOARING, SOARING PILOT, TOWLINE (Seattle Glider Council news), and WESTWIND (Pacific Soaring Council newsletter). The book is now being advertised by word of mouth. The book, *“Practical Wave Flying”* by Mark Palmer is recommended for reading; sales have been good.

The video “Lifitin’ the Blues” from the United Kingdom is added to our library. A list of books and videos in the ASC library will be reprinted in ASCent.

25 years ago — in 1966 the Alberta Soaring Council was incorporated by five fine pilots with the goal to train thousands of Air Cadets. You will read more about the early days and their enthusiastic pilots in ASCent issues to come.

OO COACH *Tony Burton*

As the provincial Official Observer coach, I am available to any club or individual having a question regarding the interpretation of the FAI Sporting Code. Also I am willing to run seminars on the subject at your club at a mutually convenient time OO seminars were held in 1990, but one is planned for 1991 at Chipman.

At the national level, I have revised the *“Official Observers Questionnaire”* (a self-examination for OOs to test their basic understanding of FAI flight requirements). I recommend that club SOOs get a copy from me and use it as a check for their club OOs. I also revised the SAC trophy application form for the SAC chairman, Harold Eley.

Club Senior Official Observers should remember that their club OOs should be checked now and again to ensure they are current, and that all new OOs possess the most recent documents relating to their duties. New cross-country pilots should be encouraged to apply for OO status in order to share the OO work during the season.

NOTES ON ANNUAL REPORTS

Ursula Wiese — ASC Secretary

An addition to liability coverage under aircraft and airport liability policy as of 16 May 1990: *“... as Additional Insureds under the Liability section of your policy, but only with respect to the operations of the Named Insured — ALL PROVINCIAL AND FEDERAL FUNDING BODIES; ALL PROVINCIAL SOARING COMMITTEES.”* SAC had mailed this letter to all presidents of SAC clubs in May 1990.

Working radio for the Grob: approval was given for a radio and solar charger installation at the 1990 AGM.

Emergency phone numbers at Cowley have been on the notice board at the cookhouse and also attached to the phone itself for several years now.



New pilot registration for ASC events – \$5

New ASC ticket price for 1991 is \$17

1c, 2b, 3b, 4a, 5d, 6b, 7b, 8a, 9c, 10b, 11a, 12c, 13b

13 Badge Flight Questions

Here's a baker's dozen of teasers for the OOs and badge pilots. Under each question there are usually two references; the left hand one refers to the FAI Sporting Code, the right one to the "Guide to FAI Badges and Records", 5th edition. Give it a try, then go to your books if you're stuck.

- 1 A pilot wishes to begin a declared distance flight 20 km from the airfield. He may:
 - a) be released by the tow-pilot at the requested release point on the opposite side of the initial course-line, then proceed,
 - b) after being released anywhere, fly to and photograph this remote start point from the correct sector, then proceed,
 - c) either start procedure is acceptable.
1.5.3.1 / 2.2.3 3.10c
- 2 On a triangle flight, one of the turnpoints is photographed from outside the allowed sector but the OO, who was flying at the same turnpoint at the time, observed that the pilot rounded the turnpoint correctly.
 - a) a badge claim is valid,
 - b) a badge claim is invalid.
2.2.7.2 8.8
- 3 Claims for badge flights must be sent to the FAI Awards Chairman (through the club Senior OO, if there is one):
 - a) within 60 days of the flight,
 - b) within 6 months of the flight,
 - c) within one year of the flight. 6.2
- 4 A pilot declares a 300.5 km Diamond goal flight. It is possible that the pilot could achieve the goal without being able to claim a badge leg for the effort.
 - a) true b) false
1.7.6.1 / 5.2.2 3.8b
- 5 A turnpoint photograph for badge and record flights:
 - a) need not show the turnpoint provided that it indicates that the glider flew beyond it,
 - b) need not show the turnpoint provided that it proves that the photo was taken in the correct sector,
 - c) either of the above,
 - d) none of the above.
2.2.7.2c 7.2
- 6 A multiplace distance attempt will try to surpass the current record of 495 km. The sailplane releases at 1800m ASL, and eventually lands after 550 km at an airfield having an elevation of 300m ASL. Was the record broken?
 - a) yes b) no
2.2.8 18.3b / 18.8
- 7 The film of a badge or record flight must include the following photographic evidence:
 - a) before and after photos proving the flight was made on the declared flight date in the pilot's sailplane,
 - b) a photo of the flight declaration prior to the flight, then photos of the achieved turnpoints, followed by a closing photo of the declaration or the sailplane at its landing point,
 - c) a photo of the pilot before the flight and the glider registration after the flight.
2.2.7.2c 7.4
- 8 A pilot photographing a remote finish point:
 - a) must treat it the same way as a "normal" turnpoint,
 - b) may take the photo from any sector since it is not a turnpoint.
1.7.3.1 / 1.7.6.1 7.1b
- 9 Silver distance may be claimed for a 99 km flight if:
 - a) the flight is a completed triangle
 - b) the flight is an out and return
 - c) neither of the above.
5.2.1 3.6c
- 10 A pilot declared a 196 km out and return flight with the turnpoint being the remote start point. He landed 49 km from the club on the way back from the turnpoint. The pilot can claim:
 - a) Silver distance b) nothing
5.2.1 / 1.4.6 / 1.5.3 3.10b.4
- 11 If the height lost between a release and landing was 1500 metres, the distance which may be claimed on a 328 km badge flight is:
 - a) 303 km,
 - b) 328 km,
 - c) 353 km. 13.3
- 12 On a speed record attempt:
 - a) the Records Chairman must be notified of the flight attempt in advance,
 - b) the glider must land at the declared finish point of the flight,
 - c) the pilot must start the flight less than 1000m above the departure point,
 - d) all of the above.
4.2 / 1.5.6 18.9
- 13 On a flight to a remote finish point, the calculated height difference is:
 - a) the release altitude (or the start altitude if crossing a start line) less the altitude at the goal
 - b) the release altitude (or the start altitude if crossing a start line) less the goal elevation,
 - c) the takeoff elevation less the finish elevation.
2.2.8 13.1

Answers

You will find them on page 15.

Tony Burton, OO Coach

ASC '90 Financial Summary

	1990	1989
ASSETS		
Cash and equipment replacement funds	\$40,614.15	\$20,109.33
Books	0.00	296.19
Sailplane C-FAML (depreciated at 15%)	29,692.75	34,932.65
Towplane C-GPCK (")	13,024.97	15,323.49
Misc Equipment (")	2,194.84	2,435.52
Computer (depreciated at 20%)	1,076.04	1,155.07
Accounts receivable (see note 1)	19,650.27	8,499.15
Total assets	\$106,255.02	\$82,751.40
LIABILITIES		
World and National championships funds (see note 2)	\$5,139.46	\$2,841.14
Outstanding ASC tickets	4,869.82	4,145.61
Accounts payable (see note 1)	13,034.65	2,167.52
Members' equity	83,211.09	73,597.13
Total liabilities	\$106,255.02	\$82,751.40

REVENUES		
SAC insurance premiums (see note 3)	\$0.00	\$50,573.00
Sport Council and Rec & Parks grants (see note 5)	53,421.00	36,770.00
Sportsfund donations	17,357.57	6,693.25
SAC /ASC membership fees (see note 3)	6,257.00	16,453.00
Towplane operation	9,344.05	6,608.48
Sailplane operation	2,881.30	2,568.00
Account interest, book sales, and misc.	5,867.51	2,798.85
Total revenues	\$95,128.43	\$122,464.58

EXPENSES		
<i>Administration</i>		
Office supplies, phone, postage	\$3,199.69	\$1,774.60
Executive travel	3,225.20	3,566.68
ASCent	1,708.78	1,352.74
SAC membership paid out (see note 3)	257.00	12,478.00
Other	445.00	274.80
<i>Leadership</i>		
Coaching, instructors, advanced training, nationals	14,798.28	10,403.75
Club member/instructor check flight support	7,425.00	3,660.00
Other	2,110.00	1,188.84
<i>Program/Event</i>		
SAC insurance premiums paid (see note 3)	0.00	50,573.00
Technical staff contract (see note 5)	18,750.00	13,350.39
Staging meets and camps	4,109.32	9,501.12
Towplane operation (see note 4)	11,196.86	5,244.42
Sailplane operation (")	8,708.55	3,151.42
Redirect ASC donations by request	7,864.07	1,000.00
Other	3,205.69	946.34
Total expenses	\$87,003.44	\$118,466.10
Net operating surplus	\$8,124.99	\$3,998.48

STATEMENT OF MEMBERS' EQUITY

Equity at 1 January 1990	\$73,597.13	\$79,265.79
operating surplus	8,124.99	3,998.48
add ASC ticket writeoff (5% of outstanding tickets)	256.30	218.19
add new reserve for engine fund	3,800.00	-
add debt write-off	0.00	114.45
less depreciation (computer only in 1990)	(269.01)	(9,999.78)
less reserve for world championships and interest	(2,298.32)	-
Equity at 31 december 1990	\$83,211.09	\$73,597.13

This is a condensed one page summary which I have extracted from the full statement prepared by the Treasurer. Anyone wishing more information may see copies held by club executives, and one can be sent to you by the ASC Secretary.

Tony Burton

Notes on Summary

Note 1 All accounts payable and receivable complete by 23 Feb.

Note 2 These funds will be divided. There is currently \$4,000 in the fund to support an ASC pilot in a world championship, and the remainder is in support of running a national championships in Alberta.

Note 3 SAC membership fees and aircraft insurance premiums are no longer processed by ASC or show on the books.

Note 4 Increase in expenses reflect, in part, the addition of the depreciation to annual expenses.

Note 5 1990 grant from Sport Council includes a \$6250 one-time grant received at the end of the 1989 Sport Council fiscal year which was locked to the Technical Staff program.

Coming Events

INTERNATIONAL EVENTS

World Soaring Contest – Uvalde, TX 19 Jul-11 Aug
Region 8 Soaring Contest – Ephrata, WA 30 Jun-6 Jul
Montana Soaring Safari – Thomson Falls 3-10 Aug
 by Seattle Glider Council, call 206-242-7686

NATIONAL EVENTS

Beginner X-country clinic, Saskatoon Soaring Club
 Info Horst Dahlgren, 306-975-4762 (work) 18-20 May
BC Soaring Safari 26 May-8 June
 by Vancouver Soaring Assn, call 604-929-5427
SAC Instructor Upgrade clinic Regina (\$10) 31 May-2 Jun
Advanced X-Country course – Regina (\$20) 3-8 Jun
National Contest — Pendleton, ON 24 Jun-5 Jul
SAC Western Instructor course – Starbuck, MB 18-24 Aug
SAC Board of Directors meeting – Calgary 19-20 Oct

PROVINCIAL EVENTS

Aerobatic Awareness – Springbank a/p 11 May (rain 12th)
 by Aerobatic Club of Alberta, aerobatic rides, BBQ all day.
 contact: Tom Lockhart, 253-8101 (work)
Prov Soaring Contest – Innisfail 18-20 May (rain 29 Jun-1 Jul)
Mountain Soaring Camp – Invermere 31 May-3 Jun
Beginner & Advanced X-Country clinic
 – Chipman (see Sporting Programs) 8-16 June
Student Training course – Chipman 6-21 July
 (Master Coach, TBA)
Official Observers clinic – Chipman 12-13 Jul
Cowley Summer Camp – Cowley airfield 27 Jul - 5 Aug
Cowley Fall Camp – Cowley airfield 12-19 Oct
Winch Launch training – Chipman on request
Power Pilot Glider Conversion – Chipman 5-9 Aug
1992 first Planning Meeting – Edmonton 24 Nov

CLUB EVENTS

Cold Lake

Ground School
Air Cadet Fam Flying
Maple Flag Exercise Fam flying
Medley Days Display

ESC

Ground School – NAIT beginning 15 May
Barbecue & Fly-in Breakfast 23 Jun
New Member Day & Open House 27 Apr (4 May rain date)
Edmonton area Fly-in breakfasts – Stettler, etc. summer
ESC Xtravaganza Weekend – Chipman 31 Aug -1 Sept
 Breakfast & BBQ
ESC Awards Dinner Edmonton 23 Nov

Cu Nim

Cu Nim Ground School – Mt Royal College Apr-May
Cu Nim Intro Flight Evenings May-Aug
Cu Nim Flying Week – Black Diamond TBA
Cu Nim Awards Banquet – Calgary 8 Dec

FAI Badges

earned by ASC pilots in 1990

The following Badges and Badge legs were recorded in the Canadian Soaring register in 1990 (extracted from *free flight*). Congratulations to all pilots.

SILVER BADGE

798 Paul Scott ESC

DIAMOND ALTITUDE

Sylvain Larue	Cold L	6710 m	Dart 17R	Cowley
David Wallace	ESC	5060 m	Grob 103	Minden
Vaughan Allan	Cu Nim	5450 m	Mini-Nimb	Cowley
Buzz Burwash	ESC	5450 m	ASW20FP	Cowley

GOLD ALTITUDE

Sylvain Larue	Cold L	6710 m	Dart 17R	Cowley
David Wallace	ESC	5060 m	Grob 103	Minden
Vaughan Allan	Cu Nim	5450 m	Mini-Nimb	Cowley

SILVER DISTANCE

Paul Scott	ESC	71.5 km	ASW-15	Chipman
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SILVER ALTITUDE

Paul Scott	ESC	1980 m	ASW-15	Chipman
Sylvain Larue	Cold L	6710 m	Dart 17R	Cowley
David Wallace	ESC	5060 m	Grob 103	Minden

SILVER DURATION

Paul Scott	ESC	5:18 h	ASW-15	Chipman
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C BADGE

2233 Paul Scott	ESC	2243 Mike Mullane	ESC
2239 Jim Russell	ESC	2255 Dierdre Duffy	ESC



- Who is planning to attend the Nationals or any other contest outside Alberta?
- Who is planning to go to the SAC instructor school in Winnipeg or Regina?
- Is your club doing something other Alberta pilots could participate in?

Please contact Tony Burton soon. Thanks.

ASC tickets for towing are necessary at all official ASC events and are available at registration. You may be asked for proof of liability, radio licence, etc.

Sales & Trading (anyone else have something?)

Printer, Roland PR IV, 120 cps in draft, NLQ 22 cps, bi-directional printing. "There is nothing wrong with it," says Marty, "It's in excellent condition and belongs to ASC." \$180. Call marty (403) 481-3866

Coming Events Clubs — Please help keep this list current. Pass events, trips, courses, etc. to editor.

ASC EXECUTIVE

President	Garnet Thomas [ESC] 16623 – 93A Avenue Edmonton, AB T5R 5K1	484-7242
Vice President	Alan Sunley [ESC] 1003 Keith Road Sherwood Park, AB T8A 1G2	464-7948
Treasurer	Jos Jonkers [Cu Nim] 416 Signal Hill Place SW Calgary, AB T3H 2C5	242-6942
Secretary	Ursula Wiese [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	625-4563
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Program Coord.	Tony Burton [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	625-4563
Sportsfund	Al Sunley [ESC] – address above (please send form letter with your donation)	

CLUB PRESIDENTS

The Council for ASC is comprised of the members of the executive and the president (or his appointee) of each of the member clubs. The club presidents are:

Blue Thermal	Medicine Hat (inactive in 1991)	
Central Alberta	Jerry Mulder 4309 Grandview Blvd Red Deer, AB T4N 3E7	343-6924
Cold Lake	Marek Wakulczyk Officers' Mess Medley, AB T0A 2M0	594-5525
Cu Nim	John Gruber 1839 – 18A Street SW Calgary, AB T2T 4W1	244-1487
ESC	Dave Puckrin 35 Mill Drive St Albert, AB T8N 1J5	459-8535
Grande Prairie	Jordie Carlson 11004 – 94 Street Grande Prairie, AB T8V 1Y9	538-3979

COMMITTEE CHAIRMEN

Archives	Ursula Wiese [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	625-4563
ASCent editor	Rick Zabrodski [Cu Nim] 907 Lake Placid Drive SE Calgary, AB T2J 4C4	271-2654
Awards & Trophies	Dave McAsey [Cu Nim] 47, 2300 Oakmoor Drive SW Calgary, AB T2V 4N7	281-7962
Cowley Developm't	Bruce Hea [Cu Nim] 1528 – 23 Street NW Calgary, AB T2N 2P5	282-3874
Equipment	Tony Burton [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	625-4563
Publicity	Dave Puckrin [ESC] 35 Mill Drive St. Albert, AB T8N 1J5	459-8535
Safety	Dave Fowlow [Cu Nim] 1606, 3600 Brenner Drive NW Calgary, AB T2L 1Y2	289-9477
Sailplane	Bill Walden [ESC] 205, 22550 Township Rd 522 Sherwood Park, AB T8C 1G5	467-6214
Sporting	Hal Werneburg [Cu Nim] 1201, 2105 – 90 Ave SW Calgary, AB T2V 0X5	238-1916
Towplane	John Broomhall [ESC] 1040 – 107 Street Edmonton, AB T6J 6H2	H 438-3268

PROVINCIAL COACHES

Flight Training	Mike Apps [ESC] 11455 – 43 Avenue Edmonton, AB T6J 0Y2	436-9003
Official Observer	Tony Burton [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	625-4563
X-Country	Hal Werneburg, Mike Apps, Tony Burton	

Return address
Box 1916, Clareholm, AB TOL 0T0