

AScent

Journal of the Alberta Soaring Council

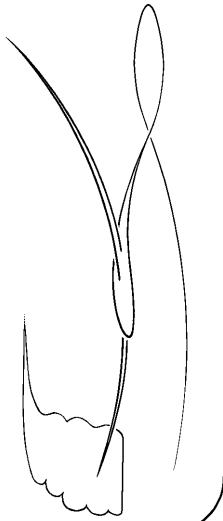
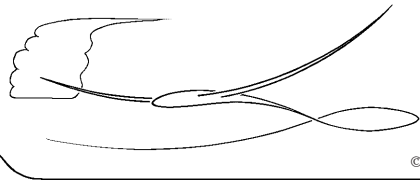


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ASCent

Spring 1993



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editing and layout Tony Burton
typing and proofing Ursula Wiese
printing Dave Puckrin

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Cover – Yippee, let’s get back to some soaring! Réal le Geouff
does a wingover in his Astir over Hawkesbury, ON

ASCent is the journal of the Alberta Soaring Council and published three times a year. Material may be freely used on the condition that the author and ASCent are given credit. Editor – Tony Burton, Box 1916, Claresholm, AB T0L 0T0, tel/fax (403) 625-4563.

Editor’s notes

It is the fate of the spring issue of course that it does have a lot of dry stuffing since we are not guilty of much aviating so early in the year.

On the positive side for an editor, the annual record-keeping provides lots of material to flesh out the issue. Dry or not, the reports *are* a reflection of the extraordinary work and commitment to the sport by a lot of individuals in a relatively small organization and to the structure of the ASC itself which provides the framework around which so many club and provincial flying events can be organized and run.

Now a bitch to people who could have donated to Sportsfund but who didn’t. You know who you are. Looking at our Sportsfund revenues for ’92 in the financial summary on page 9, readers will see it is down to almost half of what it was in 1991 – this in spite of the fact that Sport Council grant money to individuals for travel related to various ASC activities stayed about the same. Of course there cannot be strings attached to any expenses you may receive, but if you get a nice letter from me as Program Coordinator saying that it would be appreciated if you donated some of your government-rated travel expenses, it is only fair and decent that you treat the request with some seriousness. Readers will see in past financial statements that Sportsfund donations usually exceed our net “profit” each year, so this source of revenue from pilots is important to ASC’s health.

Volunteer, compete, or crew for someone at the Nationals in Swift Current – you’ll enjoy yourself immensely and help make it a Western success to boot.



from our president . . .

The times they are a changin' ... and from all reports for the worse!" This was how a bulletin started off that was sent to all provincial sport and recreation associations. The bulletin was put together by a small group of provincial associations who were concerned about possible cutbacks in provincial support through grant funding and the facilities provided to associations through the Percy Page Centre. Although we don't currently use the Percy Page facilities, we used to publish and distribute *ASCent* through them for many years. However, we currently get just under \$30,000 in annual grants. When you look at our annual revenue of about \$160,000 you might be tempted to say "Big deal, it's only a quarter of our revenues, and besides, they won't cut it all at once so we're good for a few years!" Well ... not so fast, about \$45,000 of the \$160,00 is just an in and out for SAC membership and insurance that we run through the books. Now the grants become over one third of our direct revenues. So it's very important to us what happens to those funds! So, many sport associations met with various representatives from the provincial government, Sport Council and Recreation, Parks & Wildlife Foundation. Al Sunley and I attended. The message was that we can do much more to keep political support for our funding by focusing on the positive aspects of what our sport contributes to our lives, and as associations we have to do a much better job of communicating this message to the politicians. Suggestions included more recognition in publications, brochures, letters to MLAs, etc. of the contribution that lottery dollars make by using the lottery logo appropriately. The following are some of the ideas coming out of the session:

- With an election in the works fairly soon, politicians are always looking for things to say they've done in their particular constituency. We should ensure we know who our local MLAs are and provide them with as much information about our association and its contributions as possible, and we should ensure they are invited to attend any of our major functions as speakers, guests of honour, etc. They may not always come themselves, but they will be aware of what we are doing.
- Include MLAs, funding agencies and appropriate government people on your newsletter mailing list, open house invitations, annual general meeting notices, etc.
- Make sure your contacts with these people are of a positive nature and point out the benefits your organization brings to quality of life in Alberta. Any economic benefits arising out of your association's activities should be pointed out.
- Consider joint activities with help groups. For example, some sports like boxing are beginning to work with agencies and young offender programs to give the youth some direction. Look at how your association can become more socially involved beyond the self interests of your particular association.
- Associations need to communicate better among themselves. We need to raise the profile of all sport and recreation associations so that overall support is maintained rather than competing with each other for a shrinking pot of funding.

There was some discussion about the need to resurrect something like Sport Alberta which was seen as a vehicle for improving interassociation communication.

How does this apply to us as the ASC? There are some specific actions we can take right away:

- At the club level, develop an action plan to find out who your local MLA is, who is your Alberta Sport Council rep, your local municipality contact, your Community Tourism Action Program group, etc. Send them your newsletter. Include them in your open house mail outs, meeting notices, announcements, etc.
- Look at having your newsletter include some of the benefits your club provides to the immediate community. The village of Chipman where Edmonton flies actually has a glider on their village sign and are currently proposing to put a glider up on a pedestal as a symbol for the village.
- Involve the local people in your operation. Give discounts to local residents. Have neighbour appreciation days. Let the local paper know about them and try to have them write about more than just the neat glider ride. How about telling the reporter about what your organization does for the community?
- ASC has approved funding for five flights in each of Edmonton and Calgary for groups like Uncles-at-Large and Big Sisters. But what about just sending a flyer to these types of organizations inviting them just to come out and watch the airplanes fly. These organizations are always looking for new activities to involve their people in and this is something that would be a nice outing and doesn't have to cost anything beyond the cost of gas.
- When ASC has contests at Innisfail and the summer camp at Cowley, what about issuing a press release to the local newspapers so they know what's going on? I'm sure they would love to come out and do a story.
- Look at the tourism potential for your operation. The standard definition of a tourist is anyone who travels more than 25 kilometres to participate in a sport, recreation or leisure activity. Every time someone outside your local area visits they are a tourist and will be spending some money locally. Be aware of this because it is important to the local people, elected and government officials. These days there's emphasis on promoting economic benefits.

In summary, there are lots of little things we can do to raise our sport's profile IF we want to take the time and effort to do some of these things. If the thought of going out and peddling our sport is a bit hard to swallow, in my opinion, we face the risk of being left behind when it comes to support from public funds. As taxpayers and lottery ticket purchasers we are all contributing. As soaring pilots we deserve our fair share of the proceeds. But we won't get them if we aren't willing to work for them.

Marty.

Deja vu

Alan Foster

WHEN I READ in the fall/winter '92 issue of *ASCent* that the 1993 Canadian National Soaring contest is being planned for Swift Current, Saskatchewan July 6-15, it was déjà vu for me. The first Western Canada Gliding "Meet" was held there 40 years ago. My logbook records entries from July 12 to July 18, 1953 at Swift Current. We called the gatherings "meets" then because the only contest was just to keep a glider in the air longer than it took the towplane to get back and land.

After 40 years, the memory of details dims but there are a lot of events still firmly clear. If there is anyone still around who can correct or add to the events, I am open minded...

Wally Broen and I and Locke Robertson towed the winch down behind Wally's Studebaker. I think the glider was towed by both Al Scott with his Hillman and Karl Andersen with his Dodge, complete with wives Eileen and Audrey. The glider was our first one, Schweizer 1-19, CF-ZBS, purchased from Franz McTavis of Chinook Flying Service in 1951. The trailer was hand built by the club. Having little experience building glider trailers, the design was such that the glider took a great part of the stress of travel and not the trailer, but it worked.

In 1953 No. 1 highway was mostly gravel all the way from Calgary to Swift Current. The only paved part was No. 3 from Medicine Hat to the Saskatchewan border. It seems to me that the arrangements for the meet had been made by Gordon Brown of the Tenardee club in Calgary (I cannot remember the date that it was changed to the RCAF Soaring Club).

The airport was an old RCAF base and Gordon had made arrangements for the airport manager's wife to make breakfast for the gang. However it proved to be too much of a load for her and we had to make other arrangements. There were three of us sleeping in the tent and Locke had brought along his trumpet. He proceeded to wake me up one morning by blowing it in my ear. He said it was the first time he had seen a human body defy gravity and rise horizontally with no visible means of support.

It was an eclectic group. "Albie" Pow came from Ontario with his Lawrence and set a single-place distance record that stood for many years. Dick Noonan, president of a big electrical company in Winnipeg was there with his Schweizer 1-23 which was a hot machine in those days. It

was the only 1-23 let out of the factory in kit form. Dick had done a lot of work with gliding and Air Cadets in Winnipeg. There was a Cinema II, CF-ZCF, in which I had a circuit. I think it came from Regina where Julien Audette was getting a club started. The Tenardee club brought a Tiger Moth towplane and either a Robin or Schweizer TG3A or both – I can't remember.

We flew as much as we could. Pow got his record and was impressed with soaring conditions in the west, and Dick Noonan flew the 1-23 around like a lead brick.

The flight that is etched in my mind, however is my first real soaring flight there. The entry in my logbook reads:

July 17, 1953 SGU 1-19 CF-ZBS
 Swift Current, height reached 6400 feet AGL
 Time 4:03 h
 Remarks – released 2500 feet
 qualified for C badge
 Won Western Canada Gliding Handicap trophy

I can't remember if there was an actual trophy or not but there was a prize of a picnic kit, part of which I still have. At the time, I just thought that I would take advantage of the opportunity for practise on aerotow because I did not have the chance back in Calgary. It was a take off around noon and I did not have my lunch. Four hours later I landed hungry, lips dry and cracked and in a state of complete euphoria. Albie Pow said with a cherubic grin that it was too bad that I could not have stretched it for a five hour leg to a Silver C. Can you feature yourself 6000 feet above ground in a 350 pound glider with only a lap strap holding you in and thin cushion to sit on? Believe me it was a thrill.

One thing that I did learn was that I had more success turning right in a thermal rather than left. It seemed to work that way for the rest of the time that I soared so automatically I would turn right.

In August of 1953 I received my Glider Pilot Licence (XDG 119 — believe it or not) with instructor endorsement and then a few days later received my private pilot licence XDP 3385. It was October 1957 when I test flew my 1-26 with great excitement and finished off my Silver C at Wenatchee in 1958.

Good luck in 1993.





“Bingo” Larue, Cold Lake Soaring Club

HERE'S AN ARTICLE I thought might interest you (Tony said if nobody sends him anything, all you will read is annual reports). I try to use humour, but it's not easy for me, so it's okay if you don't laugh. What did you do this winter? Did you go to work? Probably sitting behind your desk, pushing your pen over some paper thinking about 8 knot thermals with cumulus showing the path for a Diamond flight. Am I right?

I'm lucky. I don't work, I fly. My job is to sit in the back seat of a CF-5 and instruct basic fighter tactics to pilots chosen to fly the CF-18. I thought I'd write something on my flying experience. Better than reading everyone's annual reports, right?

I have been flying gliders for 13 years, jet aircraft for 9 years and fighter aircraft for 7-1/2 now. Surprisingly, they all have one thing in common: the parachute — highly recommended in both gliders and ejection seat aircraft. I wish my glider had an ejection seat but I doubt it would help the L/D.

The CF-5, like the ASW-12, carries a drag chute. Though the drag chute of the CF-5 would do a good job at reducing the L/D, its intent is to help decelerate the aircraft on landing. How well does a CF-5 glide? Not very good. It's hard to say because when both engines don't work, the controls don't either. Your only option is to eject (if you didn't forget your parachute of course).

Flying a fighter aircraft is very demanding. There is no time to think about gliders. Quite unfortunate, though I have to admit that sometimes I do observe cu formations. The major difference between the CF-5 and a glider is no doubt the speed. Not only the speed at which it flies, but also the speed at which everything happens. When I fly cross-country in my Slingsby Dart, I usually fly around 70

knots at altitude varying between 4000 feet and 10,000 feet. When I fly a navigation mission in a CF-5, I fly at 420 knots at 250 feet AGL! I use the same maps in my jet as in my glider, except they don't have glide distance rings marked around the airfield.

The most critical phase of a flight in a glider is the traffic pattern. It is the same with a jet aircraft. We fly over the runway at 1500 feet AGL and 300 knots. Once we are over the threshold we go into a 180 degree turn reducing our airspeed to 230 knots. A steep turn in a glider may reach 60 degrees and 2G, a steep turn in a CF-5 is a 7G turn. While downwind, we select landing gear and flaps down. We initiate our base turn at approx. 185 knots and once established on final, we reduce airspeed to 165 knots until the flare. Touch down speed is approx. 150 knots. Understand why the drag chute now? Without it, we aren't allowed to use runway shorter than 7500 feet. I can land my glider in a few hundred!

Several people have asked me why I fly gliders on weekends. I simply answer that I love it. I like the never ending challenge of remaining airborne. It is quite an achievement to fly over 300 km when your only energy comes from a column of rising air that you can't even see! Flying gliders is very easy compared to the CF-5, but the challenges are equal.

The soaring season is coming and I have great plans for me and OAK. I hope I can get away from the job and go to Cowley for some new challenges. In the meantime, I'll sit in the back seat of a CF-5 thinking about the front seat of a glider.

By the way, Bingo is my tactical call sign when I fly the CF-5. Feel free to ask me questions next time you see me on the flight line. Sorry, no rides. Check your six! ❖

SO YOU THINK YOU'RE CURRENT, EH?

Roger Read

from NZ *Gliding Kiwi*

SPRING IS HERE. It's time to be thinking seriously about the soaring season ahead. Chances are we have been laying low over the winter months, sacrificing currency in the cockpit for warmth, comfort, and a good fireside novel. While the weather is beyond our control, our preparations and ability to take advantage of the favourable conditions ahead is not.

Some pilots have been known to wander out after the hibernation, dust the wings down and launch off into promising skies, soar to the back of beyond before a safe return to the lush spring pasture they took off from. They congratulate themselves on their skills and ability — after all, they haven't lost any of their magic touch. Over a few post-flying ales they share the day's flying stories and savour in the knowledge that they managed ... no ... excelled, especially considering they hadn't flown for so long.

But just how 'clever' are such flights? The past has shown us there is no substitute for currency — regardless of our experience. Few pilots acknowledge they are uncurrent or realize that their pure flying skills and standards of airmanship may have slipped. But, like it or not, they probably have after any break from regular flying. A lack of self critique seems almost an inherent part of a pilot's makeup and is the reason why most clubs have established rules relating to minimum currency with many requiring the uncurrent pilot to do a dual check before returning to unrestricted operations.

But, is this enough? Many seem unmotivated towards such dual checks, possibly out of some deep rooted concern about flying with an instructor and being checked, or perhaps because they consider dual flying is not soaring oriented and therefore unproductive. Besides, qualified, experienced pilots don't need dual ... do they?

Wrong! We can all benefit from regular dual flying as it provides opportunity to learn from someone else's direct input and observation. Remember, just because we have been doing something the same way for a long time doesn't necessarily mean it is the right way of doing it! It is not uncommon to find pilots have developed inappropriate habits and ways of operating and while they seem to work for them most of the time, under abnormal or less familiar circumstances they may

find them disastrously inappropriate. Other potential problems arise when pilots concentrate their flying efforts on staying up as long as possible. While understandable, given the cost of launching, their time spent maintaining soaring skills by scratching to the enth degree sees them forgo currency in basics like stalling, incipient and full spins, spiral dives and recoveries and non normal circuits. Most of our flying is spent avoiding such things but it is too late to be discovering that we aren't making a good job of the situation once we find ourselves in undesirable circumstances. Sadly, a number of the incident/accident reports from the last three years that I have been reviewing highlight a lack of currency in basics as a contributing factor.

So, are dual checks the answer? Not entirely. In isolation they go only part way to helping pilots avoid the pitfalls associated with their lack of currency. A single flight is just not enough, besides, it may well be in a glider that you aren't even flying during the season — particularly if a single seat rated pilot or private owner. No, you have to accept responsibility for checking yourself over a series of flights, with guidance from an instructor as appropriate.

After taking a dual, look at the basics, have an honest appraisal of your flying, picking out any areas that need working on. Be critical of your own performance as you need to be doing this when flying on your own. Take time to re-read the flight manual — you may discover a lot of useful information that had been forgotten. Then, take another high launch and consolidate what you've done and if in your own glider/single seater, refamiliarize yourself with its handling characteristics.

If it is soarable, so much the better as instead of using height for distance, use it to do some exercises like stalling. Start with a basic stall, then stalls while turning, with brakes out, flaps ... in all settings, gear down, in slipping turns ... and combinations thereof. The stalling speeds are of academic interest so concentrate more on the characteristics — how it looks, feels and sounds as you approach the stall, then at the stall. Practise the recoveries aiming always to recover to controlled flight with minimum height loss.

A lot can be achieved on a single flight — but we only get one takeoff and landing per launch. The circuit

A MERE COINCIDENCE

Platypus

from *Sailplane & Gliding*

THERE IS A BIZARRE GROUP of people who find mystic significance in numbers, and twist and manipulate them to prove anything they like. I'm not thinking of politicians, nor of mathematicians or scientists but of pure cranks, who will add the Queen's birthday to the square root of the height of St Paul's Cathedral and derive the date of the end of the world.

I am not one of those kinds of crank, though I may well be any other kind. But I am intrigued by something that dawned on me only last night, after finishing a six-pack. When I was 15 I got my A Badge in a Cadet, glide angle 15:1. When age 25 was reached I was allowed to fly the



club Olympia, with an L/D of 25. Then at 27, the K-7 with an L/D of 27. At 31 the Skylark 3 at around 31. At 44 I was flying the Kestrel 19 at — you guessed it. At 47 the Nimbus 2, at 57 the ASH-25, and just before I turn 59 this spring a lovely pair of winglets promises to add another couple of points to the 57, threatening to send the whole thing gently into earth orbit.

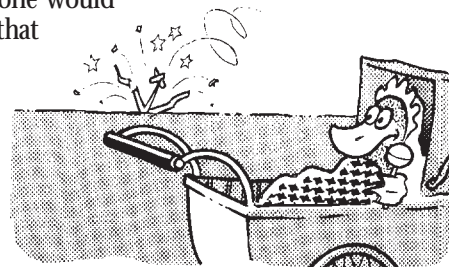
All sorts of strange ideas might now seize the numerologists who will see a clear case of cause and effect: "Think of the amazing performances we could get in the 21st century if Plat goes on till he's 100!" I can see myself being kidnapped from my rocking chair by a gang of aged alumni of the Akaflieds, bearing duelling scars, cropped hair and heavy accents — "Put der olt geezer on der life support machine, Gerhard, maybe ve can squeeze anuzzer five points out of him."

Rational-minded people rebut the theory with an elegant *reductio ad absurdum*: when Plat was born in 1934, gliders should have plummeted straight into the ground the moment they were launched. Well, lots of

them did, but one would

have to admit that a few of them were covering the countryside pretty effectively. So much for the pseudo-science of numerology.

All the same, if I celebrate my 80th birthday with a new glider capable of, yes, 80 to 1, I shall start looking over my shoulder ... ❖



requires the greatest amount of judgement and is the phase of flight that suffers most from lack of currency so is worthy of more practise. Bite the bullet and forget the soaring, and do a few circuits focusing on the normal, high, low and crosswind situations. Be critical of your handling, your turn coordination, approach speeds, circuit planning, approach, landing and ground roll. Look at the distance used and relate it to your chosen approach speed and prevailing conditions. Fly circuits to different parts of the airstrip in use. All this time you are vastly improving your chances of achieving a safe off field landing should the need arise this season.

Real pilots, thinking pilots, smart pilots, safe pilots ... call them what you like. ... will find being current in more than just soaring and gives a well founded sense of security and peace of mind when it comes to setting off on goal flights. Most accept that we never stop

learning ... equally though, we must remind ourselves that we never stop forgetting! So, make sure you are current and safe for the great season ahead.

We have focused on ourselves so far. It behoves us all to take responsibility for ensuring the whole operation is safe and efficient regardless of who you are and where you are on the experience ladder — don't disregard or turn a blind eye to practises that you observe and know to be incorrect. Sometimes we haven't had the training or experience to realize that our actions may be inappropriate, so listen to those who bring indiscretions to our attention and take action to ensure matters are resolved. There is obvious merit in using approved procedures. Do your bit to keep things on track as deviations can cost us all in the long run. Make this season a safe one and in doing so, a successful and enjoyable one. Happy flying! ❖

ASC ANNUAL REPORTS – 1992

President *Marty Slater*

I'm sure the past year has ranged from "ho-hum – business as usual" to "Wow, what was that! And where has it gone?" depending on your own personal circumstances. For some of us it may have meant changes in our lifestyle brought on by retirement, job difficulties, changing jobs or, heaven forbid, finding out you don't have one any more. My general sense is many of us are in the "Wow" category as opposed to the "ho-hum" category. For me this year has been interesting from the perspective of watching how people deal in different ways with their changing circumstances.

Some are out of a job and very bitter with an, "it's not my fault" or, "it's beyond my control" attitude. Others who find themselves in a position of being moved downward in the organization are at first resentful, but after a period of time come to the realization that there just aren't other opportunities so they accept their situation. Another reaction, which unfortunately isn't that common, is one of trying to anticipate what's coming and prepare in a positive way, looking at possible alternatives so they can deal with the situation in the best fashion.

In some respects, I think the Alberta Soaring Council and many other organizations are in this situation – especially with respect to potential assistance. My sense is that in Alberta there is a strong movement at the political level to re-examine priorities and redirect efforts toward "must have" services rather than the "nice to have" services.

In that context it's entirely possible the whole area of assistance will be aggressively re-evaluated (euphemism for *cutback*). If that is the case, or actually even if it isn't, we shouldn't be sitting here "ho-humming" it. We really should be looking at ways to deal with cutbacks in assistance in case they do happen.

When you think about it we are very lucky. Tony and Ursula are in a unique position to help us meet our needs. Most of us take them *way* too much for granted. As president my life is made very simple by their assistance. Similarly, the as-

sistance with expenses to ASC events, instructor schools, contests, etc. have, I think almost become a *right* in some people's minds. Where would we have been without the Scout in a few instances? We really would have been stuck!

So how do we deal with this new world if it comes to pass? First, I think we should take stock of what we have and not take it so much for granted. I think we should go through an exercise of examining our programs and decide which are the ones we must keep and which are the ones that would have minimal impact if they were cut. At least this would give us an idea of just how vulnerable we are. My guess is, at present, we have no idea what our absolute must need level is. Perhaps we are already below it and our organization is eroding without us realizing it just yet. Perhaps others are filling in the shortfall through donations.

Which leads me into the next step. We have to take a good hard look at our revenue generating activities as well as analyze the expenses we incur. With our regularly changing executive I know from year to year some decisions are made without good solid analysis as to what our expenses really are. This is the fault of no one. It is a way of life in a volunteer organization. But I do think we should attempt a better job of record keeping so that others have some good information to go on.

We also should try to keep the donations process top of mind. Tony and Ursula are constantly reminding people, but I think many of us just don't think about it when the opportunity comes up. Older members are aware but we have to keep ensuring the new people who join our sport also are aware. We should also not just think about it when we have an expense claim. Why not think of ASC when you decide how your charitable donations will be allocated this year?

My message this year is a practical one. We have to get better at ensuring our organization is able to continue to provide the services which we have come to expect in the face of possible funding reductions. So, in a nutshell, let's stop "ho-humming".

ASC '92 Financial Summary

Treasurers *Denis Bergeron
& Julie Lauzier*

	1992	1991
ASSETS		
Cash	\$3,917.16	\$3,348.57
Towplane fund (engine plus airframe)	34,066.44	30,266.44
Sailplane fund	19,633.02	19,633.02
General equipment and contingency fund	7,801.08	4,801.08
Sailplane C-FAML (depreciated at 15%)	21,453.02	25,238.85
Towplane C-GPCK (")	10,401.63	12,237.21
Misc Equipment (")	3,979.85	4,682.18
Accounts receivable	5,060.21	11,664.20
Total assets	\$106,312.41	\$111,871.55
LIABILITIES		
World championships competitor fund	\$2,750.00	\$2,000.00
National championships support fund	1,939.46	1,139.46
Outstanding ASC tickets	5,899.00	4,920.82
Accounts payable	1,000.00	14,157.78
Members' equity	94,723.95	89,653.49
Total liabilities	\$106,312.41	\$111,871.55
REVENUES		
Sport Council and Rec & Parks grants (see note 1)	41,250.00	44,150.00
Sportsfund donations	4,011.00	7,635.00
SAC fees & aircraft insurance premiums (see note 2)	44,627.00	6,000.00
Towplane operation	9,711.77	9,143.00
Sailplane operation	1,280.00	2,729.80
Misc operation revenues (see note 3)	8,674.46	654.03
Interest	2,994.62	3,939.85
Event fees, sales, and misc. revenues	843.00	2,037.00
Total revenues	\$113,391.85	\$76,288.68
EXPENSES		
<i>Administration</i>		
Office supplies, phone, postage (see note 4)	\$2,071.98	\$2,739.09
Executive travel & AGM	1,421.84	1,189.16
ASCent (see note 4)	2,746.15	1,580.81
SAC membership & insurance paid out	44,627.00	0.00
Fees, PR, write-offs, misc admin	681.23	80.00
<i>Leadership</i>		
Coaching, instructors, advanced training, nationals	6,229.06	7,400.32
Club member/instructor check flight support (see note 5)	2,220.00	7,700.00
PR, workshops, misc leadership	963.44	2,589.46
<i>Program/Event</i>		
Technical staff contract	11,500.00	12,500.00
Staging meets and camps (see note 6)	18,256.89	3,810.35
Towplane operation (see note 6)	4,175.14	13,765.66
Sailplane operation	6,526.85	6,464.73
Athlete development	3,816.16	6,917.23
Redirect ASC donations by request	1,000.00	1,650.00
Soaring supplies, misc. program	2,085.65	1,616.18
Total expenses	\$108,321.39	\$70,002.99
Net operating surplus	\$5,070.46	\$6,285.69
STATEMENT OF MEMBERS' EQUITY		
Equity at beginning of period	\$89,653.49	\$83,367.80
Current year earnings	5,070.46	6,285.69
Equity at end of period	\$94,723.95	\$89,653.49

This condensed summary has been extracted from the full statement prepared by our Treasurer team, Denis Bergeron and Julie Lauzier (a CMA). The statement was audited by Al Stirling and Gerald Ince. The financial statements were prepared according to Generally Accepted Accounting Principles (GAAP).

Anyone wishing more information may see copies held by club executives, and one can be sent to you by the ASC Secretary.

Notes on Summary

Note 1 1992 grant from Sport Council reduced to \$27,500 from \$32,600 in 1991.

Note 2 SAC membership fees and aircraft insurance premiums are being processed by ASC again. In '91 this was ASC membership.

Note 3 Revenue from club towplanes at ASC events.

Note 4 ASCent postage moved to ASCent expenses, and figure includes a bill from 1991.

Note 5 No longer includes grants equivalent to ASC membership.

Note 6 Now includes non-ASC towplanes expense.

Vice-President *Alan Sunley*

SAC director meetings were attended in Ottawa, Calgary, and Toronto. Reports of these meetings have been printed in *free flight*. Discussed at these meetings were budget requirements, reports from committees, ways to reduce insurance premiums, projects for 1995, interfacing with Transport Canada on licensing and other items.

Most SAC clubs reported a mediocre season as far as soaring was concerned and total number of flights appear to be down; membership, however, seems to be about the same as last year. Unfortunately we have to report two fatalities, one serious injury, and several damaged aircraft in the soaring community during the past season.

The Flight Training & Safety Committee will be running a CFI Seminar at the SAC AGM in London in March, and it is hoped that ASC and Alberta clubs will arrange for their CFIs to attend. Contact Ian Oldaker for details.

ASC planning workshops, executive meetings and the AGM were attended in Alberta along with the Provincials at Innisfail and the Summer Cowley meet. One Outreach event at Josephburg was also taken part in.

Donations to the Alberta Sport Council's Sportsfund were down drastically from last year, the total amount being \$3,824. We wish to give a big thank you to the following donors for their generosity: Kerry Bissell, Tony Burton, Lewis Burwash, Dick DeJong, George Dunbar, Bruce Hea, Hugh McColeman, Marty Slater, Al Sunley, and George Szukala.

Please remember that the cheques are to be made out to "Sportsfund" and must be accompanied by the formal donation letter. Please send them to me so that I can make up the donation report that accompanies them and forward the complete package to the Sport Council. Please contact your club executive or myself for blank forms.

Secretary and Archives *Ursula Wiese*

Administration In 1992 I attended all ASC executive meetings (AGM, three exec. meetings). Complete AGM Minutes and 1991 reports and summaries of the executive meetings were published in ASCent. Several updates in our bylaws of 1979 need attention; they are officially published in ASCent and will be dealt with at the Special Meeting, prior to the AGM proper. Calls for motions from members prior to the annual general meeting were not received which leads me to believe that everybody is happy with the organization's actions.

For several years now I took over the registration job at the Cowley Summer camps. Pilots' assistance was com-

mendable and I'm happy to see that various items were simplified due to new official regulations or pilots' cooperation. Of course, the financial reconciliation after the Cowley camps is also easier, as Tony and I can do the job around our kitchen table.

ASC sales items "Nice to have" sales items such as books, bumper stickers, pins are thinning out. *Stalking the Mountain Wave* is now out of print. Hil Austin of Cu Nim offered Golf shirts at Summer Cowley and they went faster than hot cakes. If anyone out there wishes to see items for sale, you are invited to take on the job.

Air Cadet service In the summer, the Air Cadet Squadron in Brooks asked ASC for videos and they were grateful for the service. They also asked for SAC's instructional material; the new list has just been mailed to them.

Videos My call for the lost tapes *Lifin' the Blues* and *Riding the Mountain Wave* (ASCent 2/92, p21) had no reaction.

Trophies & Awards As you know, my "pet project" is the clean-up and completion of flight data of the trophies and awards — ASC and SAC. The winners' flight documentation in both organizations had not been kept on file until now. Response from the individual pilots for retrieving lost data is good. In the process I hope to iron out mistakes and omissions on plate engravings.

Archives The work other than the "official secretary's job" continues as described in my 1991 report. Since the ASC Archives are also in my safekeeping as secretary, I have included the list of books and videos available from the ASC library. The loan and one way shipping to clubs is free, but you pay shipping back to me.

Thank you, chairmen for your prompt reply for the 1992 reports and recommendations, the basis for improvements in our organization. Nothing is more rewarding to a volunteer for doing a job than a prompt response — it's a silent thank you and encouragement to continue!

ASC popular videos • for details contact Ursula

Riding the Mountain Wave • *Nature of Things* — David Suzuki "Aircraft" • *Nova* — History of the DC-3 • *Julie goes to Camp* — A short visit by the CBC Calgary crew at the 1991 Cowley summer camp • *PZL KR-03A "Puchatek"* and disassembly • *The Quiet Challenge* • *Running on Empty* — The above two items are narrated by John Denver and Cliff Robertson • *Chasing Phantoms* — Short but sweet. It's composed of 35 mm colour slides cleverly put together with a musical background.

ASC COMMITTEE CHAIRMEN REPORTS

Cowley Development *Bruce Hea*

In 1992 the ASC funded and Alberta Transportation applied fertilizer to the runways. The grass is now healthier and bare spots are rapidly filling in. The new runway roller has been effective. Runway 21, thank goodness, is much less a bone-rattling, gear-smashing experience. Four new picnic tables have also been funded. They are under construction — a volunteer effort by the Pincher Creek airport staff that is much appreciated.

A new windsock base will be installed by ASC. It is intended to 'fly' a visible 36" diameter windsock which can easily be removed and stored at the end of each camp. It will substantially add to flying safety when you can see the 'sock' before you have committed to your landing direction.

Parks and Recreation returned our campground to Transportation. Nobody told the airport staff so there was a little disorganization at the summer camp. I will meet with manager Bill Odland in the spring. We'll plan areas to reclaim, roll, and fertilize and discuss camp services, etc. all in the interest of better camps. See you there in '93.

ASCent *Tony Burton*

1992 has been my first year as editor of *ASCent*, and this is the first full year in its new magazine style format. This has been possible due to my desktop publishing gear that enables me to prepare *ASCent* "professionally", and to Dave Puckrin who prints it at a fixed (and low) cost regardless of its size and content. It still isn't cheap however, which is why it now comes three times a year rather than the four it did as a newsletter. There isn't a journal anywhere in North America serving a local audience that is as good as *ASCent* is now, and I see a few of them.

To stay good it will require your active support and that means think of *ASCent* when you have had a good flight, taken a striking photo, or have something to say about the sport. I know that the first thing on most people's minds after a good flight or interesting incident is a cold beer and the last thing is to write about it, but the same people will also occasionally tell me that they enjoyed reading their last *ASCent*. I thank them, but do you detect a little irony here too?

I wish to thank everyone who responded to my arm twisting and contributed stories and photos to make its

content interesting and informative in 1992. The hardest job of an editor is trying to fill up the blank pages on the computer screen. It is a rare treat to have to leave something out rather than scramble around for copy, steal from other sources, or even write oneself. Particular thanks go to Bingo Larue, Jay Poscente, Marek Wakulczyk, Dick Mamini, Rick Dawe, Hugh McColeman, Bob Sturgess and Michael Morgan for their stories and photos. I also look forward to more great illustrations from Hans König — he did a fine cover for us in the last issue.

I always need more stories and photos so that the magazine is not entirely stuffed with the dry items like minutes of meetings and annual reports. If I phone you up and ask nicely for a report on something, it's great to know that you put the kid down, picked up a pen, and helped me fill up that blank screen.

Equipment *Tony Burton*

ASC owns the following equipment at the end of 1992:

- Scout towplane, C-GPCK
- Grob 103 sailplane, C-FAML, and trailer

Towplane refuelling equipment

- dual flow piston hand pump
- spare hand pump
- 2 fuel filter cartridges for pump — type PF-10
- 4 fuel drums containing about 100 gals of avgas
- 2 adjustable pliers (for opening fuel drums)
- 6 litres W100 oil
- 2 litres hydraulic fluid
- tire patching kit

Safety equipment

- O2 cart with 4 cylinders, and cylinder manifold
- first aid kit
- 18 lb dry chemical fire extinguishers, ea 2
- 20 lb dry chemical fire extinguishers, ea 2
- 2-1/2 lb dry chemical fire extinguisher
- fire brooms, ea 5
- 2 shovels (for runway hole filling)
- 9 flat runway markers

Other Cowley equipment

- large runway roller (at Cowley airfield)
- telephone set
- large funnel for cistern water pump
- 5 gal plastic fuel containers, ea 2 (for trikes)

- 4 folding chairs and 3 parasols
- canvas tarpaulin, poles, guys (for sunshade)
- BBQ drum & quantity of charcoal and fire starter
- splitting maul (for firewood)
- Canada and Alberta flags with halyards
- mounted map of Cowley area

Contest equipment

- contest box containing: 4 stopwatches, 5 walkie-talkies, 3 battery chargers, Alpha-100 ground station, contest photo-ident board, large clock, landout cards, clipboards
- contest ground clock panels in duffel bag
- 10 towropes
- 20 Tost rings and 4 Tost clones
- 8 large rings (Schweizer and clones)
- 3 chain links (for Blaniks)

Other equipment (held by Treasurer)

- old IBM clone
- wide platen dot matrix printer

The computer equipment has been written off. The clone is obsolete but could be disposed of to an ASC member for parts (disk drive, monitor, etc.). We should keep the printer for ASC use, as a future executive member could use it for printing on 15-1/2" paper (spreadsheets, etc). The manual fuel pump needs a replacement fuel drum fitting, and the spare pump requires a new diaphragm.

The 10" adjustable wrench in the oxygen cart went missing at the end of the '92 Wave camp. Someone who had a fill has it. Please check your toolbox or car trunk for a strange wrench and return it.

Potential sinners are Michael Glatiotis, Bingo Larue, Marek Wakulczyk, Dave Mercer, Deirdre Duffy, Ches Zwarych, and others. Unless otherwise stated, equipment is either stored in Cowley shack or at my house.

OO Coach *Tony Burton*

As the provincial Official Observer coach, I'm 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. At the national level, I wrote the new edition 6 of the Guidebook to the Sporting Code, and also created a new SAC Flight Declaration form.

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.

Safety *Dave Fowlow*

CONGRATULATIONS!

Another safe soaring year has passed and we all deserve a pat on the back. Kudos are also due to all the volunteers who helped make the provincial events so successful this year. Unfortunately, declining participation at these events have precipitated some changes which must be made in order to make best use of available resources. Some of these changes such as shorter camps at Invermere and Fall Cowley are already implemented, but others are needed to prevent the burnout and inevitable loss of more key members. Along these lines I would recommend that as part of the registration at the Cowley Summer camp participants are required to sign up for field managing or time keeping positions. This would ensure that all participants share the work of running the event.

Another change planned for 1993 is the abolishment of the dot-on-tow ticket system at ASC Cowley events. As you recall, this system was established to ensure that all participants were current on aerotow. Since this concern is addressed as part of the registration process, dots will no longer be issued at ASC Cowley events. I would however encourage anyone who is running the line to be vigilant of "visitors". Do not be reluctant to inquire of one's experience. Remember that accidents occur as a result of a chain of events. If the chain is broken, the accident will be prevented. Remember also that no system is perfect and a repeat of the 1983 Claresholm accident is possible.

A disturbing trend associated with the Grob continued this year. I wish to remind all pilots that oxygen for the pilot in command is mandatory above 13,000 feet ASL. Several pilots went above this altitude "for just a minute" in the great lift encountered at the Fall Cowley camp. Since pilots are clearly unable to resist temptation, I recommend that either oxygen be installed or a ceiling of 12,000 feet be established for the Grob. This may seem extreme but ASC has an obligation to set the safety standard.

1992 Cowley Summer camp saw a level of inter-club cooperation that has not occurred in several years. Specifically I speak of the sharing of aircraft and instructors between clubs. Cold Lake set the standard by bringing their Lark and sport canopied 1-26, expressly for the purpose of letting others fly these aircraft. Edmonton offered their Puchacz and Cu Nim reciprocated with their Jantar and ridge "experience" flights. The result was that many pilots flew new glider types and were exposed to different instructional techniques and philosophies. The benefits of this event, in terms of gained experience and future co-operation, are incalculable. I doff my hat to Cold Lake and hope that this occurrence will continue.

Have fun in 1993, but let's be safe up there.

Sailplane *Darwin Roberts*

The Grob flew 108 flights, for a total of 58.38 hours during 1992. I have presented a table which compares the five years that the Grob has been with the ASC.

	'88	'89	'90	'91	'92
Total hours*	70	94	157	134	56
Summer Cowley	22	26	20	17	0
Fall Cowley	5	12	4	0	8
Chipman fly week	15	15	9	10	0
Cold Lake	0	0	25	0	0
Cu Nim	4	13	26	19	30
ESC	0	17	26	19	16
Other	24	11	13	13	6

** Totals are taken from the logbook, however the breakdowns are incomplete in '90, '91 and '92.*

The Grob spent the first of the season with the Edmonton Soaring Club until the 15th of May, at which time it was used at Innisfail for the 16/17th May competition (Provincials). It was then transferred to the Cu Nim Gliding Club until the Cowley Fall camp on 10th of October. On the 19th of October the aircraft was shipped to her base at Claresholm where all repairs and required documents are being looked after.

The use of the Grob was down this year for a number of reasons:

- 1 poor weather was experienced throughout the year,
- 2 defective hinges on the elevator were discovered and repaired (grounded from 7-26 June),
- 3 spent a week at Invermere which was rained out
- 4 was not taken to the Cowley Summer camp as no one was found to look after the ship.

It is clear that the use of the Grob over the 1992 season was down for a variety of reasons; however, I think that with good weather, good mechanical condition, and volunteers to look after the aircraft while in the various locations, it can be utilized and fill its mandate.

The amount of revenue generated by the use of the Grob is as follows:

\$ 320	Edmonton Soaring Club
187	1992 Provincial Soaring contest
600	Cu Nim Gliding Club
0	Cowley Summer camp
307	Cowley Fall camp (estimate)
<u>\$1414</u>	Total revenue for the Grob in 1992

I recommend that the fee structure for the use of the Grob be left as is for the 1992 season, the reason being that if the fee structure is raised the use will go down adversely with the fees being raised.

Safety is always a concern while we enjoy this sport and I would like to make the following suggestions to make the Grob as safe to fly as possible:

- 1 Install an oxygen system so that the aircraft can be operated above 12,000 feet ASL (many pilots take chances when they are in good lift and go higher without oxygen).
- 2 If an oxygen system is not an option, then limit the ceiling of the Grob to 12,000 feet ASL in all cases with no exception.
- 3 Install a radio for communication.

I realize that the aircraft is for sale which might influence the decision to install oxygen and radio system; however keep in mind that without these systems the aircraft could be involved in unforeseen events that would lead to no aircraft for sale.

The Edmonton Soaring Club has requested the use of this aircraft by the first of March in order to display and promote the soaring sport at various events. I have been in contact with Cu Nim and they also would like the aircraft starting around the 15th of June. So far I have not received a request from any other club for the use of the Grob, and with the ASC permission, arrangements will be made according to the above schedule.

Sporting *Hal Werneburg*

The 1992 soaring season was unfortunately plagued by an unusually high number of rainy days and thus did not produce the amount of high performance flying we had hoped for.

Tony Burton again attended the US Region 8 contest at Ephrata, WA and reported in with tales of great accomplishments in excellent weather conditions while some of us were trying to make a go (unsuccessfully) of the Rocky Mountain Soaring Camp at Invermere and Golden in the Columbia Valley in BC. Kevin Bennett deserves congratulations for setting a new Canadian speed record over a 500 km out and return distance (Cu Nim airfield to Medicine Hat airport) quite late in the season.

The provincial contest was held from May 16 to 17 at the Innisfail airport for the first time in several years. The weather for the contest was mixed but I believe every pilot gained something positive from the two day competition. Quirks in the task setting and scoring systems produced some rather unusual flight statistics but I have a strong suspicion that the days of 14 km out and return flights at warp drive speeds are gone. Hans König from Cu Nim took top honours at this year's "Battle of Alberta" flying

the club Std Jantar while the team Rod Crutcher and Gerald Ince of Cu Nim, flying the ASC Grob 103, received a hand for a good show.

Unfortunately no pilots from west of Ontario participated at this year's national soaring contest hosted by the combined club efforts of Champlain, Gatineau and MSC at MSC's beautiful flying field at Hawkesbury, ON. Please make a note of the 1993 contest to be held at Swift Current, SK with dates likely being July 6 to 15. This should be an interesting contest at a new location and would give western pilots an easy chance to hone their flying skills while flying with the best in the country.

Both Cowley camps were well attended again this year and produced a good amount of cross-country and altitude flights in addition to the vast amount of local flying.

Please fly often and fly safely.

Towplane Manager *John Broomhall*

As of November 30, PCK flew a total of 146 hours in 1992. This compares with 152 hours in 1991, 152 hours in 1990, and 134 hours in 1989.

A breakdown of PCK use during 1992 follows ('91 figures in brackets):

ferry time	26	(28)
Innisfail	4	
Summer Cowley	39	(39)
Fall Cowley	13	(18)
ESC, Chipman	63	(55)
fly-ins	1	(12)

PCK use at Summer Cowley in 1992 (39 hours) compares to previous years (1991-39 hours, 1990-40 hours, 1989-37 hours). PCK spent the balance of its non-ASC use at Chipman. PCK was useful to the ESC while they continued sorting out the problems with their second towplane. It attended one fly-in breakfast at Josephsburg, aerotowing the ESC Puchacz in and out.

PCK condition PCK is in generally good condition. It had its annual inspection in November 1992, numerous minor items were attended to including new brakes, spark plugs, and the ELT was re-certified. The engine oil was changed, and a small amount of metal particles were evident. Another oil change will be done soon to see if the problem persists. Otherwise, the engine is in good condition, compression tests show 75/76/80 on all cylinders. There are approximately 230 hours left on the engine before its official TBO is reached, or about one and one-half years use at current rates. At this point it would be reasonable to assume that we should be able to get some "on-condition" use from the engine.

New regulations require that aircraft only require one inspection per year, regardless of the number of hours flown. PCK (inadvertently) made use of this provision in 1992. While PCK was ferried to Claresholm after Invermere with intentions of an inspection, it was brought back to Chipman before this could occur when the ESC Pawnee went unserviceable. While PCK remained serviceable for the season, it was more by good luck than management.

Recommendations

- Unless it has been otherwise inspected, PCK should be taken to Claresholm a week prior to summer Cowley for a mid-season inspection.
- PCK's engine should be monitored towards receiving approval for "on-condition" operation, probably starting by mid-1994. While circumstances could change at any time, at this point we could reasonably assume an engine major overhaul will be required over the 94/95 winter.

Final thanks (these thanks were copied from the 1991 annual report — they still stand):

- to Gerhard Novotny, ESC Chief Towpilot, who did most of the legwork on PCK, keeping it fit to fly (and doing a good share of towing too).
- to the Bruces (Anderson and Hea) who again this year took care of the fuel delivery at Summer Cowley.
- to Denis Bergeron, who got up much too early every morning at Summer Cowley to fly the temperature soundings, and did a lot of towing too.
- to the Cold Lake crew who did most of the towing at Fall Cowley, and saw that PCK got back to Claresholm.

Trophies & Awards *David McAsey*

Most of the season was less than great for most Alberta glider pilots this year. It was therefore no surprise that only three of five trophies are being awarded. Those who won trophies, however, richly deserved them.

The time has arrived for some trophy maintenance and rebuilding: the Bruce and Carling trophies need another tier of wood to hold plaques, the McLaughlin trophy requires re-silvering and the Bruce would benefit from some skilful engineering to restore the proud Minimoa glider at its top to an appropriate cruise angle.

Experience has suggested that our own people nearly always do a better job than the trophy makers, and volunteers for all the work except the silvering would be welcomed. With understanding on the part of the winners, we may be able to borrow the trophies long enough to get the job done before next January. A local plating company states (without having seen the trophy yet) that re-

silvering the McLaughlin will cost about \$350. I gather that the only correct way to do the job is to remove all the current plating and re-plate from scratch. This method will, however, preserve the original engraving. I will gather firm quotes and submit them to the executive.

We owe a debt of gratitude to Ursula Wiese, who on her own initiative took on the task of tracking down past trophy winners whose names were not inscribed on trophies they had won, or whose trophy victories exceeded the number of plaques that recorded them. (One still very active pilot had earned about a half dozen additional plaques on a single trophy).

At the fall planning meeting, consideration was given to whether additional trophies or awards would be desirable. No new ideas were forwarded. Despite this, I would like to find some way of further encouraging new pilots to develop within the sport.

At the moment, the XC-100 is the only trophy intended specifically for low-time pilots. Although we have seen at least one recent exception, it is generally won by a relatively new glider pilot who has had extensive experience in flying other heavier-than-air craft. With a new tradition being set for dual cross-country flights, perhaps an award could be made for the best student dual flight or flights. (We would not seek traditional contest type verification, and would rely entirely on the instructors' narratives to judge the quality of the front seat achievements.)

Perhaps this preliminary suggestion, even if it is inappropriate or impractical, will stimulate other ideas on how to further recognize and encourage new pilots at a point in their development when they most need encouragement.

I have submitted for your consideration a new ASC awards form based on the SAC one (*see page 18*). If it gains your approval, it will be touched up cosmetically and sent to all club CFIs.

Thank you for having selected me as Awards chairman. I enjoy the job and appreciate the opportunity.

Now that you have read all the reports from the previous season with various proposals, and recommendations, I'm sure you had some ideas who to do and when. Please tell me about it, so we can implement things for a smoother operation this summer! Your help and advice is much appreciated.

Ursula

Awards Presentation at AGM

David McAsey took pleasure to announce this year's trophy winners, who much to everybody's regret, were not at the meeting to take their trophies home.

Bruce trophy

Winner of the '92 Provincials

Hans König

This year we could add the missing names of the Provincials winners of long ago:

*Dick Mamini: 1965•1973•1974•1975•1977
and Bruce Hea: 1979•1980*

Carling trophy

best flight of the year

Kevin Bennett

for his 500 km O&R speed record flight to Medicine Hat

McLaughlin trophy

five best flights of the year

Kevin Bennett

for 513.5 km tri, 316 km O&R, 405 km tri, 320 km tri, 500 km O&R speed record (details in the report)

The only possible contender for the XC-100 had logged 101 hours before the start of the season, but this pilot received applause for his honesty.

Certificates of Recognition

Marty awarded ASC certificates to two pilots who much deserved this special recognition for their dedicated work:

Dave Fowlow • Cu Nim

For many years you acted as ASC Safety Officer and you substantially helped in running the Cowley summer camps. Under your guidance, safe flying standards have been improved. Thank you, Dave.

Grant Humphrey • CLSC

You kept the 1991 and 1992 fall camps running when no other towpilot was available, while sacrificing your own chance for wave flying. Thank you, Grant.



CLUB NEWS & GOSSIP

Cold Lake Soaring Club

Early season aircraft maintenance was delayed by a few weeks this year. Our towplane is going in for a paint job during the Easter holiday while our two-place gliders are in for repairs. The Bergfalke has a broken rudder hinge being repaired by Jerry Vesely and the Lark has an undercarriage problem. Everything should be fixed by the third week of April just in time for the good weather and thermal conditions of a typical Cold Lake spring.

This spring our club will support the local Air Cadet squadron by giving them some familiarization flights and a ground school for their future glider pilots. In addition, we will participate in the Cold Lake Air Show 24 July 1994, when we will have a static display and give some fam flights. We're hoping this event will make our sport better known to the population.

Two club members who have played significant roles in the club and ASC activities are being posted this summer. Marek Wakulczyk is going to Florida (the lucky guy) and George Szukala to North Bay (not that lucky). I would like to take this opportunity to thank these two members for their outstanding contributions to the development of soaring in our community.

Last but not least, our club is looking into different alternatives of a project to build a hangar. We are hoping to see this project come through next year — a new hangar will give us the opportunity to expand significantly.

Marc Brassard president

Cu Nim Gliding Club

1992 was a banner year for soaring at Cu Nim. Club membership was down, flight statistics were down, student numbers were down, cross-country flights were down, even Calgary's economy stayed stubbornly down; it seemed that only rainfall was up. 1992, however, was an excellent year for soaring near Calgary ... future soaring!

In 1992, the Cu Nim Gliding Club bought the Thompson's Ranch airport, arranged bank financing for the purchase, subdivided and purchased thirteen acres to the east of the airstrip which allowed for a lengthening and widening of the main runway, designed and seeded a new crosswind runway, leased out unused land for farming, removed hazardous trees from a neighbouring property, fenced our new land, calmed down our neighbours who were alarmed at seeing the airfield expansion, sold an

under utilized towplane, surveyed the grounds for future facilities development, and retired all bank debt by year-end with an internally financed bond issue. All of this while operating an incident free season of full scale gliding operations. Cu Nim members should be proud of their achievements in 92. The heavy workload was never overwhelming as nearly everyone contributed meaningfully. A sincere thanks to everyone who donated their time in 1992; especially those who went above and beyond what is normally asked of any club member anywhere!

Our planning committee has come up with a mouth-watering array of projects aimed at improving the facilities at our airfield. Things like a permanent clubhouse, proper tiedown cables, shelters at the ends of each runway, a sports field, a campground organized into serviced plots, and much much more. We didn't realize how much we wanted many of these niceties until they appeared on a prioritized list. Now, of course, we "need" them as soon as possible! As usual, first we will need some \$money\$.

A SIMPLER ASC TROPHY FORM

Dave McAsey, our Awards chairman, has simplified the requirements for earning the ASC flight trophies. The new form appears on the page overleaf (more copies will be mailed to club CFIs).

Based on the SAC trophies form scoring, the documentation requirements are less onerous, which Dave trusts will encourage more attempts by more pilots at cross-country soaring in the province.

The main change is that no flight documentation will have to accompany the trophy form, it only needs to be examined by the club CFI or an OO. Also, the documentation doesn't need to be perfectly good from an FAI Sporting Code standpoint. For example, a photo not quite in sector is still acceptable. The CFI or OO must simply be convinced, on any evidence presented, that your flight was completed as stated.

Of course, if you are also going after a SAC trophy or a badge leg, you will have to be as rigorous as usual with your flight procedures.

With government grants going the way of the pterodactyl (prehistoric thermal markers), increasing the size of the club's membership has become the most efficient route to achieving our financial goals. To this end, our club's new membership director, Karin Michel, has launched a number of effective programs. Perhaps the best idea is one that can easily and inexpensively be adopted by any club.

Karin designed a business card which consists primarily of a map to our airfield. One thousand cards cost \$39 by taking advantage of a "quick printer" promotional price. Everyone in the club is passing these cards out to anyone showing the slightest interest in gliding. As a bonus, club members can write on the back of the card that the holder may redeem it for a \$5 discount on an intro flight. Now they can't throw the card away because it's worth money, and they might see you, their friend, as a VIP at the club — you must be important to pass out such favours!

Think of it. How many times have you got someone all pumped up about going for a glider flight only to have the enthusiasm doused by complicated directions to the airfield. Now we can hand them one or two of these handy map/discount cards and they have no excuse for not showing. Best of all, being the size of a business card, it fits neatly into their wallet, *right next to the money we're after!*

Another highly successful plan Karin initiated was an ad in the university's Outdoor Programs Catalog. One simple and inexpensive ad has resulted in over 50 bookings for intro flights. A deposit is necessary to book one of these Friday evening flights so these people are sincere. In fact, three of them have joined the club without even taking the intro flight, and our ground school is filled to capacity. Way to go Karin!

Perhaps it seemed a poor year for soaring, but in hindsight, we will see that 1992 was a very good year for the future of soaring at the Cu Nim Gliding Club.

Jay Poscente president

Edmonton Soaring Club

This winter proved to be harder than many in the past years and not as much off-season has been done. The club is going into 1993 in a strong position but there is concern that it may be difficult to keep the membership at a reasonable level.

We would encourage any glider pilot from other clubs to join us for any of our events or to spend some time at our club. Remember, we have a complete clubhouse, including cooking and kitchen, bunk house, and flying virtually every day during the gliding season.

Dave Puckrin president

The best fliers?



from *Skywings*
British Hang Gliding & Paragliding Association

I FLY REGULARLY WITH A BUNCH OF LUNATICS who just love it when it's turbulent. Not for them the elegant scratching the ridge on light wind days. No, these guys only get their rocks off when it's howling and the sheep look as if they are ready to takeoff.

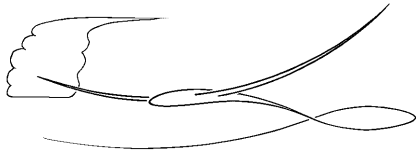
Loops, spins, barrel rolls, Immelmans, downwind top landings using the reverse wind from the lee rotor, they do it all. Nuts, every last one of them, that most uncelebrated of aviators, the humble crow.

I don't know if you've ever watched them closely, but try it. They always look bored if it's just soarable, or is sensible flying weather. But when everything else in the sky is walking, 'cos it's rorty as hell, they go out and play in it! Yup, the rougher it is, the more they like it, and they're complete masters of it, too.

The effortless ease with which they ride the gusts, and *use* the wind's violence has to be seen to be believed. I've only seen one crow get it wrong — and he was a youngster. He got rotored in behind the hill one day, whilst I was standing near the takeoff, whimpering at the gusts which were rocking the car. He bounced, rolled arse over tip three times, got up, shook himself and (I swear), looked furtively around as if to say, "God, I hope none of the guys saw THAT!" Then he hopped to the front and took off again.

No, your peregrines, golden eagles, etc. aren't even in it as far as I'm concerned, they sit out the rough stuff — and not only that, they're dumb too, judging by their expressions. The crows show their obvious intelligence in the same way that otters do, by their enjoyment of play. I defy anyone who's watched them doing it not agree that they do it for fun.

So let's hear it for the real hairy-arsed heroes of the bird world, the *Corvidae*. Keep an eye on them if you want to learn something. ❖



ASC FLIGHT TROPHIES

APPLICATION for XC100 Boomerang Carling McLaughlin

FLIGHT DATA Pilot name _____ Date _____
 Glider type _____ Handicap _____
 Type of flight: Tri O&R Poly Goal Post Dist Alt
 Takeoff point _____
 Landing point _____
 Turnpoints (if used) _____

 Distance or Altitude claimed (both in *km*)
 Flight details _____

POINTS Basic points are 1 pt/km for distance, or $4H(H + 10)$ for height (H) in km.
 Bonus factors The basic points are multiplied by the following factors as applicable:
 Goal flight or POST (1.25); O&R, Poly, or Tri (1.50) – if landed out, 1.25 on completed legs; Speed in km/h ($0.58 + 0.006 \text{ Speed}$); Sailplane handicap.

I certify that the flight claim is accurate and true. (Strict FAI evidence requirements are not mandatory for an ASC trophy, the person signing need only be convinced that the flight was performed “acceptably”.)

Signature of OO or CFI _____ Date _____

- Boomerang a flight between clubs (only requires a witness signature that pilot was observed over the goal club airfield).
- XC100 the best five XC flights by a licensed pilot with less than 100 hours at the beginning of the season.
- Carling the best flight in western Canada
- McLaughlin the best five flights originating in Alberta

If a claim is also being made to SAC for SAC trophies, mail a copy of the SAC trophy form to the ASC trophy chairman. The trophy chairman will score the flight based on the appropriate factors specified (scoring is the same as for SAC trophies except there is no record flight factor). In the section marked “Flight details”, include the lengths of each leg flown between declared turnpoints and last turnpoint to landing point, the high point of an altitude flight as determined from the barogram, the achieved flight speed if a speed bonus is applicable, and any other details to clarify flight.

Trophy claim forms must be received by Dec 15 of the year in which the flight was made (or the sooner the better). The chairman’s name and address are listed in *ASCent*. Inquiries about trophy eligibility are welcomed. This form and sailplane handicap data should be held by the club SOO or CFI.

PLANNING MEETING

Tony Burton

The second ASC planning meeting took place at the Nisku Inn on the morning prior to the AGM. It was short and sweet with 27 persons attending from every club but Red Deer. Only eight ESC members were on hand from the "host" club though, which I thought was pretty poor as the meetings and lunch were an enjoyable and interesting get-together. (Ursula even had to pay for a table of food for the no-shows, and we will have to do something about that next year.)

See the event calendar opposite for this year's ASC and club events. Invermere was the only "standard" provincial event which we couldn't decide what to do with this year so it was left open but available if a group wish to set themselves a date.

A plan to assist clubs in giving rides to disadvantaged or disabled youth was expanded. The other major plan revision was to delete all references and book entries between ASC and the clubs related to the ASC membership fee (you didn't know we had one, did you?) We had carried this in the past to show the government that ASC had a certain minimum of self-generated funds. Since we already generated funds from event registrations, and ticket and other sales well in excess of the minimum, it was probably a relief to the ASC and club Treasurers to forgo this puzzling bit of bookwork.

After the business was done, the remainder of the meeting was devoted to a discussion on what ASC policy should be regarding either continuing ownership of a provincial sailplane or how to effectively use the funds arising from the sale of the Grob plus the sailplane fund, which together will be in the range of \$50,000. (Dave Puckrin had a motion prepared on the subject for the AGM, and this discussion was to air out the facts and possibilities so that the formal motion discussion wouldn't get mired down in misunderstandings.) That it was useful was demonstrated when the motion was quickly dealt with later. ❖

Note on Coming Events

The complete list of soaring events in the province (including club events) is found as Appendix 8 of the ASC "bible" which club presidents got. It would be useful to club members if this list is copied and posted. Don't keep our events a secret!

1993 EVENT CALENDAR

The dates of the major ASC events and camps for the next year and significant external events are listed below.

- Provincial Soaring Contest* Innisfail 22-24 May
Contest Manager is Hugh McColeman 468-6418. Pilot selected course tasks. Again club two-seater entries, teams, and new cross-country pilots most welcome. \$50 entry fee per ship. Camping at airport. Film for sale (\$3), but bring your own 24 exposure 100 ASA rolls if you can find them cheap. Bring your own sectionals. Rules and turnpoint set supplied. Inform Hugh of your intent to compete by 1 May so things can get properly organized, please.
- ESC Cross-country clinic* Chipman 31 May - 5 June
No clinic at Cu Nim this year. All new cross-country pilots welcome. BBQ for all on the 5th.
- Mountain soaring camp* Invermere unconfirmed
No date set as other major events like the Nationals has soaked up the available holiday time. The Vancouver Soaring Association is planning to be there with a tow-plane beginning 12 June and welcomes us Albertans. Suggest you confirm by calling VSA president Hans Baeggli, (604) 734-1177.
- ESC Student Training* Chipman 5-17 July
Concentrated course — fast learning. BBQ on 17th.
- National Soaring Contest* Swift Current 6-15 July
Read latest details in 2/93 free flight. Notices going out to pilots soon. Contact Tony Burton if you wish to help in any capacity — it doesn't have to be for the entire period.
- Cowley Summer Camp* Cowley 24 July - 2 August
The best as usual, but fewer thunderstorms please.
- US Region 8 contest* Livingston, MT 26-30 July
This clashes with Cowley but is included just in case you are interested. Contact Steve Ard (406) 388-6887.
- SAC Instructors course* Hope, BC 5-13 August
Pilots interested in becoming instructors will have a beautiful place to train at! ASC will support your registration fee and half of your travel and flying costs as a minimum. Contact the SAC office for info and materials.
- Cowley Wave Camp* Cowley 7-11 October
The camp has been shortened up somewhat by popular demand, however PCK will be stationed in Claresholm the weekend before and after Thanksgiving to allow for the opportunity for wave flying if the conditions are good. Contact Tony Burton for details later.

ASC special meeting

The President called the meeting to order immediately prior to the AGM and explained why this meeting is held. Changes, amendments, rescinding etc, to the by-laws require a special meeting with no less than a 2/3 majority vote to pass any resolution.

By-law 10 Dissolution of organization

To-date ASC assets are high and the present by-laws do not take care of distribution of the Council's assets in case of the dissolution of the Council.

The following motion was tabled at '92 AGM for publication and ratification at this special meeting. "To ratify the amendment to the by-laws by amendment 10-0 Dissolution, to read:

"If upon the winding up or dissolution of the Council, there remains after the satisfaction of its debts and liabilities, any property whatever, the same shall not be paid to or distributed among the members of the Council, but shall be distributed to one or more recognized charitable and/or non-profit organizations in Alberta having objects similar to the objects of this Council and which prohibits the distribution of its or their income and property among its or their members." *Motion carried, one abstention.*

Bylaw 3-14 Expenditure limits

The present expenditure limit of \$500 is no longer in line with today's costs and the executive felt that a \$1000 would be more feasible.

Motion, as published in *ASCent* Fall/Winter 1992: "Expenditure of funds of the society for an amount not exceeding \$1000 (one thousand dollars) may be authorized by the president and the secretary, for any purpose which they consider to be necessary to carry out the objects of the society. Expenditures of amounts greater than \$1000 (one thousand dollars) shall be authorized by a vote of a majority of the directors present at a meeting of the board."

Amendments to above motion to read: after ...society; "not allocated in the approved budget", and ...authorized "by any two Officers", instead of "by the president and the secretary", and to insert "for any single purpose", all carried unanimously. The amended motion now reads:

"Expenditure of funds of the society not allocated in the approved budget for an amount not exceeding \$1000 (one thousand dollars) may be authorized by any two Officers, for any single purpose which they consider to be necessary to carry out the objects of the society. Expenditures of amounts greater than \$1000 (one thousand dollars) shall be authorized by a vote of a majority of the directors present at a meeting of the board." *Carried*

Summary of '93 AGM

The ASC annual general meeting was held at the Nisku Inn, 6 February 1993 with 28 persons present. President Marty Slater welcomed everybody with special mention to Cold Lake and Grande Prairie as they had to drive in from afar in winter conditions. The minutes of the 1992 AGM were accepted with a correction.

1992 reports The 1992 reports of the executive and committee chairmen were distributed and ratified.

President To his report, Marty added the upcoming meeting of provincial associations in February with government officials to assess the impact of possible government funding cutbacks including lotteries. Marty and Al will attend.

Sportfund Al encourages donations to ASC as this could be our main revenue in the future. In the past everything above the actual expenses had been donated, but in '92 this had not been well observed. He again explained the procedure for donations; if in doubt, ask him.

ASCent Tony asked again for stories and interesting things to publish and that a good *ASCent* is really up to the members. Dave Puckrin, our printer, added that Tony's computer files are very well done for easy processing at his end. Thank you.

Awards & Trophies The McLaughlin trophy can be re-silvered for \$200 and Dave will go ahead with the job immediately. Also, two new tiers for the winners' plaques will be added to the Carling trophy by Dave Puckrin.

Equipment The old ASC IBM clone computer was sold for the best bid presented at the AGM. The fuel pump at Cowley requires a new design at the attachment point to the fuel barrel, and Darwin Roberts offered to look after the job.

Safety Rod Crutcher was welcomed as the new Safety chairman, taking over from Dave Fowlow.

Sporting Hal Werneburg as SAC Chairman World Contest expressed his hopes that at the SAC AGM in March he could get a commitment from members and the SAC board as to whether or not they support some fund raising exercises. It would encourage our best pilots to participate in future world contests; and closer to home fly in our Nationals and Provincials, instead of flying elsewhere in competitions.

Hal will also use the idea of the ASC World championship support fund and to encourage other provincial or-

ganizations to follow the Alberta example. Jos Jonkers was appointed as new ASC Sporting Committee chairman.

Towplane Because of the possible engine age problems, ESC is to check C-GPCK diligently and make sure that the towplane is serviceable for the Innisfail May Meet.

1992 Financial statements and 1993 budget The two ASC financial statement auditors, Al Stirling and Gerald Ince were approved, and Denis Bergeron explained the major changes in the financial statement (see financial summary on page 9). Tony Burton explained the derivation of the budget. A warm vote of appreciation was given to Denis and Julie for their very professional work on the financial statements.

ASC rates 1992 revenues and expenses allow the present rates to remain:

- towplane, \$70 dry
- sailplane, 1 ticket – 30 minutes each or part thereof; XC 4 hours max. charge, fam flights \$50 (details in sailplane rules)
- ASC ticket, \$17

Some members felt that ASC should make price changes gradually. The above price has been kept for two years now. However, the fuel prices had not changed in the past year, and Denis felt that we could afford to offer another year of \$17 per ticket.

New Business

Sounding package Denis explained the use of the sounding recording equipment and data reduction software from Steve Foster of the Toronto Soaring Club which had proved to be a success at the '92 Cowley summer camp. This equipment provides better data than the old "read the thermometer" method used previously, and results in improved weather forecast, and the new sampler decreases the required time to make the sounding and will result in substantial savings for ASC in the long run.

There were questions raised as to the need for such high-tech equipment for limited use; contests would benefit, but Cowley camps were more for fun flying; looking after such equipment would be difficult as the ASC sailplane has proven already. The complete package including a computer and printer would cost about \$5000. Jay explained that the computer can be rented at a reasonable cost, which was probably the answer.

The motion "that ASC acquire the automatic temperature sounding equipment and ASAP Software of Aventech Research Inc. of Toronto to a maximum of \$1500 + GST" was carried with 14 in favour and 6 opposed.

ASC Sailplane The ASC sailplane continues to be

controversial. Five years of use show a peak of flights in '90 and '91, with drastic decrease in '92. Major problem is manpower to look after the sailplane as it "belongs to no one". This increases cost of upkeep. We seem to be unable to enforce our own rules. Fibreglass may be too sensitive where a rugged ship would be needed. Many pilots like the Grob but a motion at the '92 AGM gave a mandate to sell the Grob.

(The Grob was sold in January but the buyer changed his mind a few days later. ASC retained US\$1400 of the \$3000 down payment as a penalty, which completely offset the surface cleanup and sanding job Jerry Vesely did. Tony)

The following motion was presented by Dave Puckrin to the morning planning meeting "that ESC recommends to the Alberta Soaring Council that any monies from the sale of the Grob or in any current savings account for gliders be used as seed money for use by any and all Alberta glider clubs for the purchase of two seat gliders." Good ideas from the members came forward at the meeting as to how the sailplane money might be used.

At the beginning of the afternoon's formal discussion, a straw vote on whether an ASC replacement sailplane was wanted showed opinion was evenly split. It was therefore clear that continued discussion by members present would be fruitless. The motion arising from last year's AGM was therefore amended to "the executive sell the Grob at a price approved by the executive", removing the phrase directing replacement. This carried with one opposed.

This motion also effectively rescinded motion #3 from 1992 AGM that the executive purchase a glider within a reasonable time frame.

A new motion was presented by Dave Puckrin (to replace the ESC proposed motion), "that each club submit a proposal on the proceeds of the sale of the Grob and the sailplane fund, to be reviewed at the Innisfail Meet. The proposals to be received by Tony by 1 May for distribution to club presidents." This motion carried with one opposed.

Ancillary motions that we do not fly the Grob until such time as it is sold, and that a radio be purchased for the Grob were defeated.

Election of Officers

President Marty Slater, Treasurers Denis Bergeron and Julie Lauzier, and Secretary Ursula Wiese let their names stand and were elected by acclamation.

Hal Werneburg expressed the sentiments of the meeting that the ASC has been in very good hands with the current executive. ❖

ODDS & ENDS

Insurance on trailer accidents Clubs have glider trailers and members tow these trailers. Crew also may drive a car that is not theirs — loaned from a friend, or a company car. Are you sure this car is allowed to pull a trailer that is owned by a club? I have asked the SAC Insurance committee on this. Here is a short answer out of a very long explanation from Doug Eaton (and if you are interested, I can mail you a copy).

Liability for damage or injury to others, when an accident involves an auto/trailer combination: if the person towing the trailer is *not the owner* of the trailer, then the liability coverage of the towing automobile is the policy which responds, regardless of the type of trailer. (Note that club trailers and the ASC trailer are insured against damage up to \$5000 through the SAC insurance group policy.) The only warning I would extend here is the fact that when you are *using someone else's car or trailer*, always make sure you have the *consent of the owner to use it*. The insurance company can get very sticky about coverage when there is no permission.

Ursula Wiese, ASC Secretary

PCK has a new engine The towplane manager's fond hope that PCK's engine hang in for one more season turned out to be just that — it had to be overhauled recently as the camshaft was spitting a lot more metal into the oil filter. John Broomhall received two quotes, both similar, and an Edmonton AME has done the job. Given the hard use a towplane engine gets, we got our money's worth out of it, and the ASC towplane engine fund will pay for the entire job.

What to do with the sailplane fund?

This is a friendly reminder to all club presidents: at the annual general meeting of the Alberta Soaring Council it was agreed that "each club submit a proposal on the proceeds of the sale of the Grob and the sailplane fund (which will likely be in the low \$50,000) to be reviewed at the Innisfail Meet. These proposals are to be received by Tony by 1 May 1993 for distribution to club presidents. Have you done any brainstorming yet?"

Provincial contest at Innisfail Turn out for some early competition practise and support the provincial contest. Innisfail will be a good introduction to competition for the novice (club trainer entries last year were a great success). A contest may seem intimidating, but almost without fail, newcomers say that they have never learned

so much about cross-country in so short a time. One of the big advantages of cross-country flying at a contest is that the whole environment — the morning meetings, the rules, the grid, the people manning the retrieve telephone, etc, provide a positive atmosphere of "let's get out there and see what can be done". There is about \$2000 in funds for competitors attending the provincials — that should pay for everyone's entry fee and a bit of travel besides.

Arrive Friday if at all possible to get yourself organized. The pilots meeting will start 10 am sharp on Saturday.

Nationals news The organization work is moving along steadily. Right now I'm trying to get some major grants and expenses settled so that an entry fee can be set, but it looks like it will be around \$160-170. We may be able to use the services of an AES meteorologist working in Swift Current, providing that any AES fees-for-service are not much more than what the budget would support for the expenses of bringing in an outside "amateur". A good representation of Alberta pilots are needed to really make the contest go well — over and above the primary wish for flyable soaring conditions, of course. The dry and sandy competition area will be conducive to good thermal generation with any sun on the ground at all. It would be great to see about half the pilots come from Alberta.

We will be able to support some of the expenses of ASC competitors out of Sport Council funds of about \$3000. So block out your holidays, and register as early as possible (please). If you can't fly, at least turn up part time to help run the show, that's a lot of fun too. I've already received offers from several pilots which is appreciated and will make the event better for everyone.

Tony Burton, contest manager

Peter Masak's "Scimitar" A new high-tech 15 metre prototype racer may be at Swift Current for its first competitive flight trials if Peter can get it ready in time, he told me at the SSA convention in Seattle in February.

The wing and the elevator is where all the design effort has gone — the fuselage is stock Ventus. The wing will be built using a high strength "S" glass box spar and Kevlar skins using a new US resin which has a higher tolerance to high temperatures after curing. The wing planform will feature an elliptical leading edge, and the secret weapon is an electronic boundary layer control which will eliminate the laminar flow separation bubble that can increase wing drag as much as 20% in current designs. Finally, since the elevator contributes about a quarter of the total drag of a sailplane at high speed, a triple-taper planform elevator with a new non-symmetrical airfoil has been designed.

A CHALLENGE

A case of "Big Rock" goes to the fastest pilot breaking my 400 km Speed to Goal record on a flight to Swift Current airport on the way to the Nationals. *Tony*



Copy this and hang it by your phone.

ASC EXECUTIVE

President	Marty Slater [ESC] 7621 – 153 Street Edmonton T5R 1N3	RITE Operator B 427-5037 H 481-3866
Vice President	Alan Sunley [ESC] 1003 Keith Road Sherwood Park T8A 1G2	H & fax 464-7948
Treasurer	Denis Bergeron & Julie Lauzier [Cu Nim] 89 Ross Glen Way SE Medicine Hat T1B 1N9	B 544-4756 H 526-4560
Secretary	Ursula Wiese [Cu Nim] Box 1916 Claresholm T0L 0T0	B, H & fax 625-4563
Program Coord.	Tony Burton [Cu Nim] Box 1916 Claresholm T0L 0T0	B, H & fax 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:

Central Alberta	Jerry Mulder 4309 Grandview Blvd Red Deer T4N 3E7	H 343-6924
Cold Lake	Marc Brassard Officers' Mess Medley T0A 2M0	B 840-7628 H 639-3169
Cu Nim	Jay Poscente 48 Hawkcliff Place NW Calgary T3G 2S1	B 270-4084 H 239-8016
ESC	Dave Puckrin 35 Mill Drive St Albert T8N 1J5	B 451-3660 H 459-8535
Grande Prairie	Lester Oilund 9862 Prairie Road Grande Prairie T8V 3R9	H 532-9025

COMMITTEE CHAIRMEN

Archives	Ursula Wiese [Cu Nim] Box 1916 Claresholm T0L 0T0	B, H & fax 625-4563
ASCent editor	Tony Burton [Cu Nim] Box 1916 Claresholm T0L 0T0	B, H & fax 625-4563
Awards & Trophies	Dave McAsey [Cu Nim] 47, 2300 Oakmoor Drive SW Calgary T2V 4N7	H 281-7962
Cowley Developm't	Bruce Hea [Cu Nim] 1528 – 23 Street NW Calgary T2N 2P5	H 282-3874
Equipment	Tony Burton [Cu Nim] Box 1916 Claresholm T0L 0T0	B, H & fax 625-4563
Publicity	Dave Puckrin [ESC] 35 Mill Drive St. Albert T8N 1J5	B 451-3660 H 459-8535
Safety	Rod Crutcher [Cu Nim] 3049 Linden Drive SW Calgary T3E 6C8	B 291-8951 H 240-4374
Sailplane	Darwin Roberts [Cu Nim] 538 – 52 Avenue SW Calgary T2V 0B2	B 262-2771 H 255-1032
Sporting	Jos Jonkers [Cu Nim] 416 Signal Hill Place SW Calgary T3H 2C5	B 298-5724 H 242-6942
Towplane	John Broomhall [ESC] 1040 – 107 Street Edmonton T6J 6H2	H 438-3268

PROVINCIAL COACHES

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

return address
Box 1916, Claresholm, AB TOL 010