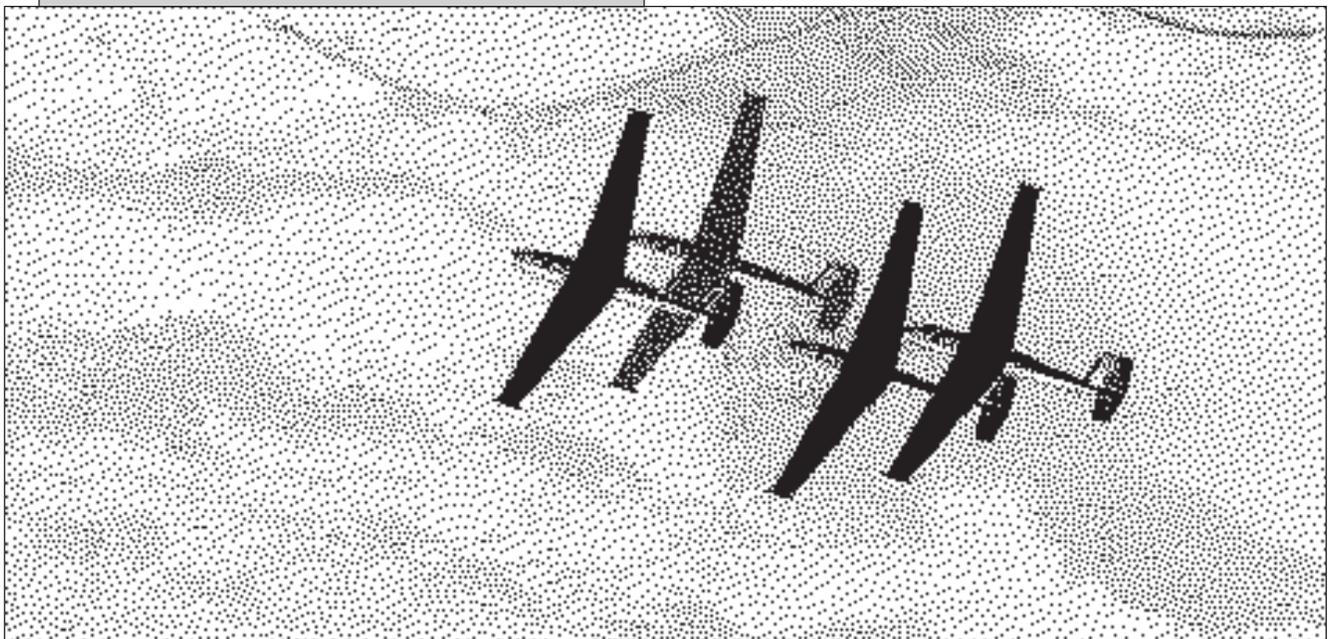
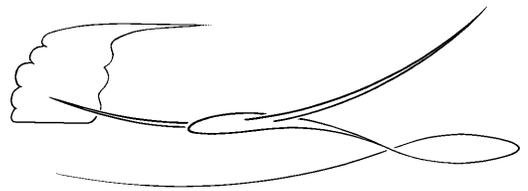


ASCent

the journal of the Alberta Soaring Council

Winter 1993



end of the year issue

Rewarding our best: the Cu Nim & ESC awards

The Cowley Fall Camp non-gathering

ASC AGM information

draft of Sailplane Fund allocation plan

president Slater says ...

Depending on where our editor puts this, it will either be the President's message or the Planning Workshop report. Anyway, eighteen hardy souls presented themselves in Edmonton on December 4 to talk about our plans for the next year, and Cu Nim, Cold Lake and ESC were represented. Tony asked for a moment of silence for Walter Müller who couldn't make it from Grande Prairie as he was being married. (Obviously, we have to talk to Grace about getting his priorities right.) The clubs were asked to provide dates for their events during the coming year and major ASC and national events were discussed. Everyone was asked to review our draft plans for '94 and provide comments.

We then got into a discussion on how much effort we should be putting into becoming more involved in the community versus focusing on our particular needs for the sport. There was a strong feeling we cannot just do our "soaring" thing without trying to bring new people to the sport. Some of the hits and misses on involving newcomers were:

MISS ASC funding allocated to Big Brothers and Big Sisters was used to some extent in Calgary. Edmonton indicated they had not taken advantage of the flights.

HIT Calgary was very active in providing subsidized intro flights that were advertised through the University events paper.

HIT/MISS Going to fly-in breakfasts were not seen as being very productive. Cold Lake felt the one they go to was of benefit but it really wasn't too far away. If rides are given at the breakfast, it can generate some revenue.

HIT Edmonton put on an open house in late April for two weekends in a row:

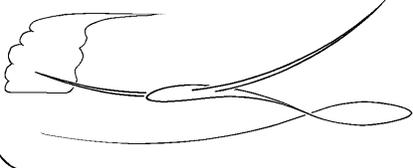
- The first weekend was for the media which generated good TV and print coverage. But after three years it's harder to get them out as the novelty has worn off.
- The second weekend is for the general public. A pancake breakfast is provided and fly-in traffic welcomed. Posters are put up and radio media contacted to advise of dates and activities.

HIT/MISS There were mixed feelings about doing static displays at sportsman shows, malls, etc. Some felt that the exposure was positive even if someone did not immediately join. The seed may be planted and they come out years later.

After lunch the planning session continued until about 1:30 whereupon it transformed itself into an

ASCent

Winter 1993



editing and layout Tony Burton
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executive meeting. This was marked by a few departures, although the majority of hardy souls wanted to hear about the status of the Grob sale. By the time you read this it will be history, so there will probably be newer information elsewhere in this issue (which is also a good way for me to get out of laying out all the detail.). The discussion then took on a broader perspective looking at what should be done with the proceeds. Proposals were submitted by clubs some time ago and these were reviewed. Basically they were:

CLSC - Split the money 50/50 with half split evenly among the existing ASC clubs and the other half prorated on a membership basis. The money was to be used for a higher performance single or two place ship.

ESC - Split the money 1/3 among the clubs and 2/3 based on membership. Money to be used to purchase a higher performance two place ship.

Cu Nim - They had two options: buy a 2nd ASC tow-plane, or give the money to the large clubs to buy 2 two-place ships which the small clubs would also have "rights" to.

There was some discussion that perhaps the clubs should re-examine their proposals since the situation may have changed since they were originally made. ESC indicated they probably wouldn't have a problem changing to a 50/50 split. There was also talk about being more flexible with the requirements for the use of the funding. It was suggested that the money could be applied to an existing debt on a club two-seater that would have to be made available as required for ASC events. It was agreed the executive will produce a draft recommendation by the end of December. The clubs will be asked to provide preliminary responses by the end of January, so an indication of

views can be determined prior to the last planning meeting in February.

Marty.



Editorial notes

Welcome to "Mini-ASCent", a somewhat delayed last offering of 1993. We were almost going to forego this issue just because there was hardly enough new material to justify printing anything prior to the ASC AGM and all the year-end reports, etc. But since ASC is obliged to give proper notice of an AGM there had to be a mailing of some sort going out anyway, so I thought I would make this a tiny *ASCent* rather than a long, dry letter.

Check the page 7 news on the AGM which will be held again at Nisku Inn. This location is quite central to all clubs and the meeting format we have had is quite successful. It's an enjoyable day to meet friends from other clubs, find out what's going on in the province and break bread together. We will be talking mostly about what to do with all the money we have in the sailplane fund as a result of the sale of the Grob. So put 12 February on your calendar, and let Ursula or your club know that you are coming so we can set the luncheon organization up.

Note that anyone bringing a carload of pilots along will get their gas bill paid.

A LETTER FROM MOOSE – I hate goodbyes. I hate them because they sound final and at times desperate.



I had been asked to go to Cold Lake by my first Commanding Officer, and when I got there back in 1989 my attitude was one of curiosity bordering on placidity. I didn't know what to expect but was prepared for anything.

It wasn't long before I found the soaring club on base. The club was to become, for me, a doorway to the most fabulous four years I have ever experienced. Although the flying opportunities were wonderful and varied, my fondest memories will be of the people I met and all the friends I've grown to cherish within ASC. I can't name them here because Tony has only so much space, but you know who you are, I'm sure. It's these folks that allowed me to see the heart-crushing beauty of the Rockies from 30,000 feet and experience the magic of the Cowley camps.

Many of you will know by now that I've been posted to a staff tour in Fighter Group HQ back in Ontario. Imagine — the Moose as a staff weeny. I choke just thinking about it. Well, at least the adults here have found it within their hearts to send me out to Cold Lake twice a year to maintain ties with the tactical fighter world, and maybe sneak in a soaring flight here or a Cowley camp there.

In closing I just wish to say thanks and give a big Moose hug to the people of ASC for allowing me to share four marvellous years. Of course, special gratitude must go to the boys of the Cold Lake Soaring Club. The club that never sleeps — they just fly, eat, work, and party. So, I won't say goodbye — hopefully I'll see you in about six months when I look forward to being Alberta bound.

George Szukala

Rewarding our v

CU NIM The '93 Cu Nim Awards Banquet preceded, as usual, the arrival of multiple Santa Clauses in the shopping malls. On November 19, the usual Awards fare was superbly prepared and served by the staff at the ATCO Centre in Canada Olympic Park and enjoyed by all. Thanks go to Hans and Ruth König for discovering this place and organizing the event. The annual hardware handouts were noticeably lighter this year, with no small Lead A's awarded for soaring misdemeanours. *Kurt Edwards*

Instructor of the Year — Darwin Roberts

for having his butt pasted to the rear seat of a Blanik. Thanks go to one of our most dedicated instructors for bringing the joy of flight to a new crop of pilots.

Fledgling Award — Scott Russell & Steve Hosier

the student of the year trophy is shared by these new pilots for an equal combination of talent, achievement and endless help and support for the club operation.

McGregor Memorial Award — Karin Michel

the member of the year is Karin for always helping with everything, including organizing the tremendously successful Friday Night Intros program. Thanks to her efforts, Cu Nim actually grew this year!

Brewery Trophy — Tony Burton

for the highest placing Cu Nim pilot in (and winning) the 1993 Provincial contest.

Best Flight of the Year — Tony Burton

for flying the new Canadian out-and-return record of 652.3 kilometres from Black Diamond, Alberta to Leader, Saskatchewan and back. For those of you who don't know, this was done on a less than great day in a 17 year old homebuilt RS-15. Great flight, Tony!

the Coyote Plaque — Lyn Michaud

the towpilot of the year goes to Lyn for towing and towing and towing ... Thanks, Lyn, and all the rest of our towpilots too!

I Wish I Had a Motorglider — "54"

at the last minute, this was renamed the "I Wish I Were a Motorglider" award, and was presented to Mini-Nimbus "54". This hapless aircraft's two pilots managed to have some amazing retrieves: Jay Poscente, with all of Saskatchewan to land in during the Nats, was retrieved from the same field *twice*, and new partner Gerald Ince made the step up into a serious cross-country ship by landing out on his very first flight in it. Jay & Gerald also retain joint ownership of the *Big Lead A* (*with chain*) for their accomplishments.

Silver Speaker trophy — Dave Morgan

normally awarded for abuse of the airwaves, this year's citation went to Dave for precisely the opposite reason. He is known for impeccable radio procedure, fixing club radios and administering radio licences. (Trouble is, no one will know or remember in the future that he's engraved upon the trophy for being a saint rather than a sinner!) If all of us righteously follow his example, we may soon be able to consign this trophy to the trash.

The Stachow Wave trophy — Dave Fowlow

this national Soaring Association of Canada trophy also put in an appearance, ambling out of its closet in Ottawa to grace our awards table. Dave's diamond climb at the Cowley Summer Camp proved to be the highest recorded flight in the country this year, and his name will be added to this beautiful commemoration of exceptional wave flights.

very best in 1993

EDMONTON SOARING CLUB The ESC Awards Party on November 20 saw about sixty in attendance at the Edmonton Petroleum Club for the year end event. A very nice buffet of turkey and hip of beef was enjoyed by all, and the presentations and serious and fun awards followed. The evening ended early as usual. *Elaine Friesen*

Instructor of the Year — Kerry Bissell

awarded on the number of instructional flights given and the amount of time and effort given to the club during the season.

Student of the Year — Wayne Watts

the student of the year award is based on the number of instructional flights taken and the amount of time and effort given to the club during the season.

Senior Ladder — Paul Scott

awarded for the most declared cross-country flights from Chipman during the season.

May Meet Trophy — Buzz Burwash

for the highest placing ESC pilot at the 1993 Provincial contest in Innisfail.

Outstanding Executive of the Year — Jack Despres and Monika Setter

awarded jointly this year and chosen by ballot amongst the current year's executive for the greatest contribution to club business.

Outstanding Member at Large — Graeme Craig

chosen by the executive and awarded to Graeme for all the PR work he did for the club over the year (living at the field sort of forced his hand in this job).

Towpilot of the Year — Andrew Jackson

awarded for the greatest number of tows in the season. Andrew did his 300th tow on October 30 and also set the year's daily tow record of 30 tows!

The Fun Trophies

Wheel Award — Fred Wollrad for his gear up landing

Landout Awards:

Mike Freeland – on his solo flight landed five feet short of the field

Kerry Bissell – who encountered incredible sink and later realized that his spoilers had popped up a bit

Hugh McColeman – who made two off-field landings, and is better known as “Landout McColeman”

Rod Seal – who got caught in a rain-storm about two miles from the field and walked back

Paul Scott – who landed out on one of his two 300 km attempts

Dave Marsden – who landed out at the Nationals, but we included him in our fun awards anyway

Buzz Burwash – who also landed out at the Nationals and also from Chipman after outrunning a thunder-storm just after his launch (it was the only time his crew, Florence, wasn't there to retrieve him).

The Cowley Wave Camp non-gathering of '93

Tony Burton
Cu Nim Gliding Club

THE COWLEY FALL CAMP was, for the first time ever, a non-event. The plan was for Cu Nim to begin arriving on Wednesday, October 6 with Edmonton flying in their Pawnee towplane the next day. However, plans began going wrong on the beautiful sunny Tuesday when Ursula and I were hauling the ASC oxygen cart and some other equipment over the Porkies to the airstrip. On the gravel road ten kilometres north of the "yellow bridge", our old Toyota came to an abrupt halt with what turned out to be a dead battery. Luckily, a pickup came along about ten minutes later which towed us all the way out to the Cowley garage. The garage owner was nice enough to store all the gear inside the shop and give us a fast charge to get us home before we had to turn the headlights on.

That was the last fine day for quite a while. It rained/snowed on Wednesday. Then Andrew Jackson called and said the weather is rotten in Edmonton so he can't ferry in the towplane. Then Thursday was sort of grungy, but the long weekend forecast had a big high settling in with lots and lots of sun but no westerlies. Then Andrew called again and said Edmonton was cancelling out because of the forecast.

By Friday morning the few souls that were standing around the empty camp kitchen: a group from Kalispell who brought their own Grob 103 along, Neville and Paul from Winnipeg, and some other lonely ESC pilots. We had a conference and decided that as long as everyone had come so far anyway, we might as well move up the road to Black Diamond for a little local club flying just to use the weekend in some sort of a soaring fashion. (Mike Strand, the owner of Strand Aviation, 406-257-7678, invites all ASC pilots to visit Kalispell City Airport and fly with them.) Luckily a few telephone calls managed to catch some others who were planning to arrive.

So I repacked the Cowley shack and headed north to Cu Nim. The weekend featured pretty dead air, but I enjoyed a couple of days of tip-toeing around the sky trying to snare elusive one knot thermals hiding under the inversion. Over to you, George ... ❖

George Szukala
now of North Bay

"WHAT WAVE CAMP?" "You know, the Cowley wave camp — we drove up from Montana to fly in the wave." "It was postponed due to lack of weather." ... This kind of conversation was to take place many times as the long range forecast was for no wind and no wave. In fact, the air was positively dead and a leaf would've dropped as straight as an anvil. So, a decision was made to move the camp to Black Diamond on the assumption that if wave did develop we could quickly redeploy back to Cowley.

All equipment was repatriated to Cu Nim where standard sled rides were taken over the weekend. Mother Nature dealt our high altitude flyers a hand from the bottom of the deck. Although soaring conditions didn't develop, the weather was beautiful, warm and sunny with no wind and no clouds. As it turned out, even a bad wave camp beats a good week at work. The camp will be back next year, so check your oxygen equipment over the winter and get your "significant other" to buy you a pair of electric socks for your birthday. ❖

Join the Home Team!

Catch the Excitement of
Team Alberta North



1994 Arctic Winter Games

March 6 - 12, Slave Lake

Watch for coverage on
CBC Television

awards luncheon & ASC Annual General Meeting

12 February 1994



exit east off Hwy 2 at
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*Everyone welcome — come spend
the day with friends from other clubs*

Accommodation

please make your own reservations

special rate (double or single) \$55.00

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Menu

- Planning meeting 1030 sharp
tying up the loose ends for 1994 activities,
discussion of Grob fund allocation plan
- Awards luncheon 1200
Luncheon ticket \$10
salad • Denver Quiche • fresh fruit cup
- Presentation of provincial honours
- Annual General Meeting 1330
 - approval of Minutes of '93 AGM
(printed in the '93 ASCent spring issue)
 - '93 executive & committee reports
 - '93 financial report
 - '94 budget presentation
 - old & new business, motions
 - election of officers

The one-year term for the Treasurer will expire. Nominations prior to the AGM and from the floor are invited.

Al Sunley, the present SAC Zone Director and ASC Vice-President, is stepping down. The new incumbent SAC Zone Director will be affirmed as the ASC Vice-President.

Nominees to date:

Treasurer Denis Bergeron & Julie Lauzier

Call Ursula at 625-4563 for questions & info

THE GROB IS SOLD!

It will now be flying with a club at Warner Springs airport northeast of San Diego. After considerable negotiation in early December, a purchase agreement was concluded for \$26,000 US plus \$1700 US for the trailer, which is almost \$36,900 in "real" money to our account.

Ursula and I hauled it to the sunny south over the Christmas holidays. The 2-1/2 day trip down was uneventful until the descent out of the desert at Cajon Pass east of San Bernadino. There the dreaded Santa Ana wind blowing from the east was reported gusting up to 60 mph through the passes! It was a tailwind most of the way

down until the highway turned south near the bottom. It was white-knuckle driving for about seven miles at 30 mph in a 35 to 40 knot crosswind with traffic passing at 60 mph and the trailer doing its best to steer the Toyota. After getting rid of the "anchor" at Hemet where it was to be inspected, we enjoyed Christmas amongst the loaded citrus and avocado trees with Curt Hawkins and his wife Regine (who some of you have met at our Nationals).

With the ASC sailplane replacement fund currently holding about \$20,000, you can see that there is a considerable amount of money which we can distribute based upon our decisions at the AGM (draft plan for discussion on next page).

Tony Burton

Draft Proposal for the Allocation of the Sailplane Fund

Principles

- The funding must be used for enduring purposes to support soaring in Alberta.
- The funding must be used for the benefit of all soaring enthusiasts in Alberta.
- Decisions relating to any matters in this proposal must be approved by a 2/3 majority of the combined Executive and Board of Alberta Soaring Council*.

Criteria

- Recipients must maintain membership in both the Soaring Association of Canada and Alberta Soaring Council to remain qualified to take advantage of the funding assistance.
- Subject to any exception which the Executive and Board of Alberta Soaring Council may wish to make to accommodate any special circumstances, eligible recipients can only be a club which for three years has met and, in the opinion of the Executive and Board of Alberta Soaring Council, is expected to continue to meet the definition of a club under the criteria established by the Soaring Association of Canada.
- Subject to a decision by the Executive and Board of Alberta Soaring Council, the failure to meet or maintain eligibility under the above criteria will require immediate repayment of the assistance.
- The proposed use of the allocated funding by eligible clubs must be approved for each project by the Executive and Board of Alberta Soaring Council. As part of the approval, the Executive and Board of Alberta Soaring Council may include any provisions or conditions it deems necessary to protect the interests of Alberta Soaring

Council and ensure the principles of this proposal are maintained.

Funding structure

- The net proceeds from the sale of the Grob as well as any additional funds on hand approved for inclusion by the Executive and Board of Alberta Soaring Council will be established as the initial amount available to be allocated. The date of this decision will become the allocation date.
- One half of the funding will be allocated equally among the clubs that are eligible at the time of the allocation.
- One half of the funding will be allocated on a pro-rata basis among the eligible clubs based upon their Soaring Association of Canada membership at the end of the latest membership year.
- Subject to any decision by the Executive and Board of Alberta Soaring Council, eligible clubs will be given three years from the allocation date to obtain approval for projects under the proposal and a further one year to implement the projects and use the funding. Any unused allocations will be returned to the allocation pool for further allocation to the clubs eligible at that time. This further allocation will be subject to any decision by the Executive and Board of Alberta Soaring Council to amend the funding structure at that time.

* Executive and Board of Alberta Soaring
Council

Executive

President, Vice-President, Treasurer, Secretary

Board

Club president and one club member appointed by the club prior to the annual general meeting of the Alberta Soaring Council.

This draft has been mailed to your club president for discussion and approval at the annual general meeting. Therefore it is in your best interest to attend your club meeting, so that your input is reflected in your club's vote.