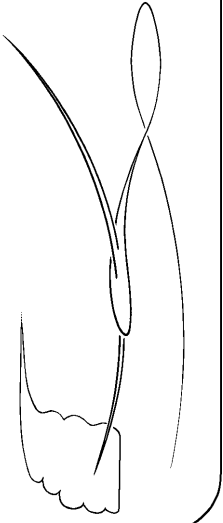
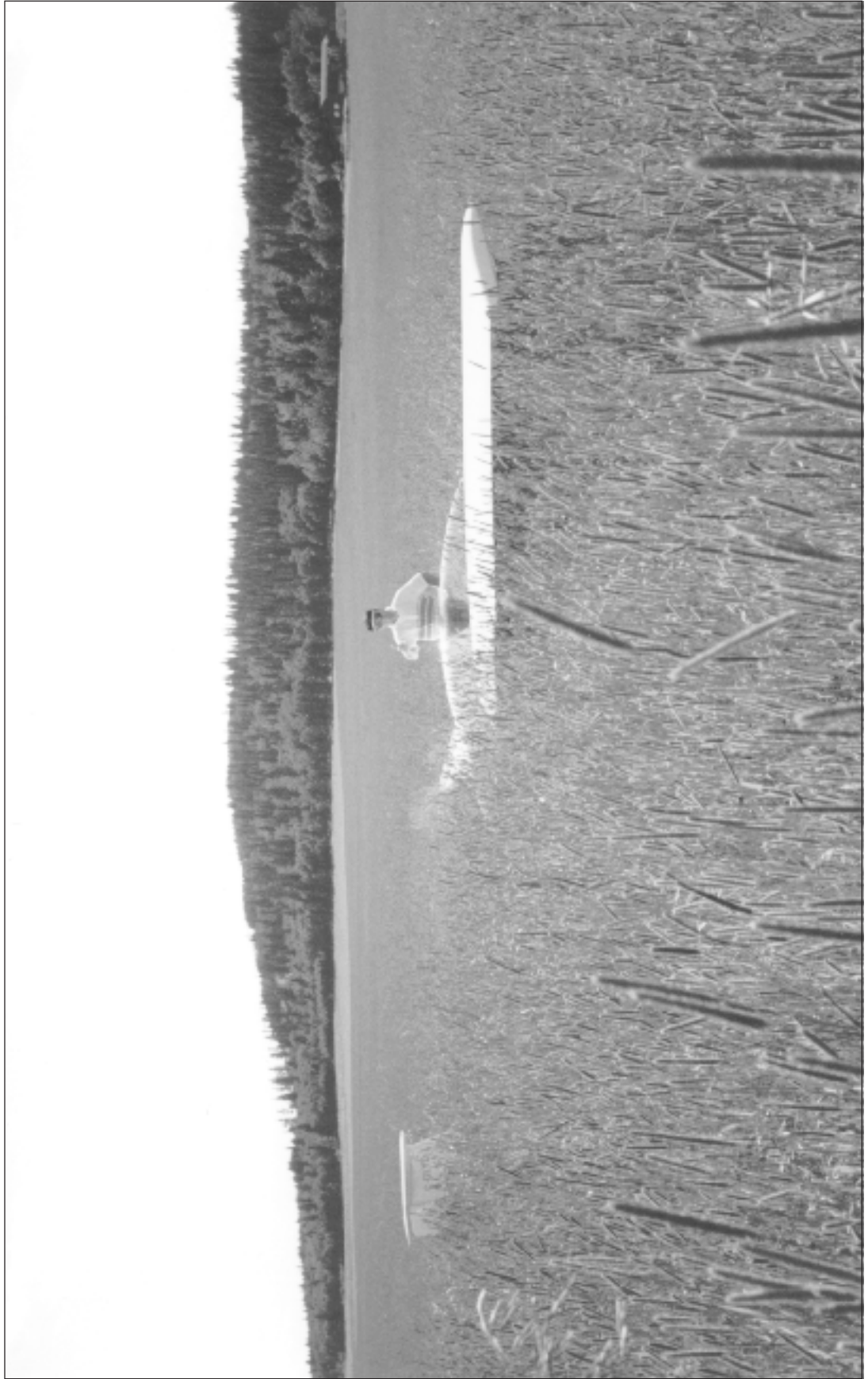


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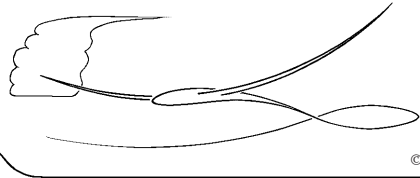
the journal of the Alberta Soaring Council



Spring 1994

ASCent

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Cover

The first ever outlanding by Gerald Ince is west of the Cu Nim Gliding Club in a Rock Mountain foothills grain field. photo by Jay Posente

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Editorial notes

Getting the first *ASCent* of the year out isn't too bad since a large part of it is annual reports and AGM stuff which just has to be poured onto the blank pages with a little pretying up.

The juicy bits — actual flying stories — are harder to find of course, so it was a great editorial relief to have Gerald Ince write the adventure of his first flight in his own glass ship and his unorthodox choice of airport. The, "*there I was ...*" nail-biter narrative is fine reading — even better is the analysis of the flight and exposition of lessons learned. That elevates a good story into an excellent chapter on safety of flight and is required reading, especially for you new XC pilots. Thanks, Gerald.

The flying season started pretty early here down south, with all March being mostly snow free and above freezing during the day. Cu Nim wants me to drive out to York Soaring in Ontario to pick up a second Jantar for the club, and I've got to get EE ready for more record attempts, so I better get this issue off to Puckrin-the-Printer, then I can practise soaring rather than just write about it.

Spring is here. Pick a flying goal a little higher than you think you can reach, and stretch for it! Then, in the summer issue, you can tell us how you did it.



verse, or werse?



*Spring has sprung
Da grass has riz
Lookit how sticky my fingers is.*

*Da sap is sticky I
know not why,*

*But it's great for my grip
On da stick when I fly!*

Well, I couldn't have the same poem as before, could I?

I don't know about you, but after the winter we had in Edmonton I'm sure in the spirit! I guess we've been spoiled after the past few years of relatively light winters. Many people (usually non-soaring types) tell me the fall is their favourite time of year. Not me. Give me the dirty, mucky days of spring with light breezes, blue skies with puffy cu and a warmth from the sun that gets only part of the slight chill off the wind.

Now that I've got you in the mood — what's up for this year? Well, actually quite a lot is happening. I know Tony will have more detail elsewhere in this issue so I don't want to steal his thunder. But I think one important thing should be recognized — our world is changing significantly all around us and it is going to have some profound implications for how soaring fares over the next few years. More and more we will be asked as individuals to shoulder the responsibility of operating our facilities and possibly even the administration of such things as licensing, training standards, inspection and certification procedures, etc. at the national level. One thing is for sure — the shifting of responsibility is taking place at a very rapid pace and in many cases the amount of consultation is very minimal. How WE deal with this environment is the key to how we make out in the long term.

In a very recent change, ASC is now going to be responsible for Cowley, for example. Bruce Hea, as our Cowley Development chairman, has been busy negotiating with Alberta Transportation to make sure soaring's position doesn't get lost in the budget cutting game. (*see page 14 for news on this. ed*)

We have to work more and more with a positive outlook putting aside our self-interests and keeping our perspective on the broader development of soaring. And by this, I don't mean just having the Alberta soaring clubs working together. It also includes the provincial associations working closely as Alberta and Saskatchewan did recently for the Nationals. It means developing ties and becoming involved with other aviation sectors, associations and related government agencies. It means putting more time in by participating in the non-flying activities that the volunteer side of our sport requires.

A second key to how we deal with the events that are unfolding will be our ability to look for new and creative ways of doing things. We have to free ourselves of our old ways of thinking. Doing something because it's been done that way for years no longer works. I'm sure many of us are experiencing this in our workplace. Now we have to apply this type of approach to our sport. As a suggestion perhaps our future planning meetings should dedicate an hour solely to a brainstorming session with no holds barred on ideas.

How's this for one? Soaring (gliding?) is a year round sport. Well, except for this year because of the heavy snowfall in January and February, ESC has flown every month of the year for the past several years. It keeps interest up. The equipment is used on a regular basis. Additional revenue is generated. And it can have social aspects if everyone goes somewhere after for pizza and a lies-telling session. All it needs is a bit of effort and a change in the mindset that we all give up flying over the winter.

It's up to us.

Marty.

TEST DRIVING 54

Gerald Ince

Cu Nim Gliding Club

SEPTEMBER 5, 1993 — I sit on the flightline in new and unfamiliar surroundings — the cockpit of Mini-Nimbus “54”. Having purchased a half interest in the Mini from Jay Poscente earlier in the week, I am about to embark on my first flight as a private owner.

As a pilot I have cut my teeth on Blaniks, the Jantar 2 and a Grob 103. This will be my first flight on a 15 metre flapped ship. I am confident about every aspect of the flight except for one: the parts attached to the business end of the flap handle resting beside my left thigh. I have been practising on the ground — flaps from negative to positive during rollout; from positive to negative after flare and touchdown, but the control movements seem foreign to my hand. After a final briefing from Jay I complete my cockpit checks for the tenth time. Bruce Hea comes over to offer a few words of advice. At the time I don’t realize how important his words are. “Keep the wings absolutely level when landing. These high performance ships will groundloop if you come in with one wing low.”

As the towplane inches forward to take up slack I make a mental note of encouragement to myself. This takeoff will be exactly like each of the 175 previous takeoffs I have logged with one small exception. Once aileron control is established I will move that lever back a couple of notches. Jay takes a final look at me before signalling all out to the towplane. As the Mini gains airspeed I gently pull on the flap handle and lock it in position. I have, of course, waited a few seconds too long. The Mini balloons up 15 feet above the runway as the airflow is deflected downwards by the now positive flaps. I sense an uncomfortable sloppiness in the controls as if the Mini is trying to tell me “We’re not going fast enough for this.” Moving the stick forward a little too far, a little too late, results in a gentle touch and go. “Don’t overcontrol, don’t overcontrol,” I chide myself out loud. Nevertheless, as we climb out the Mini oscillates up and down behind the towplane like a fishing lure. I realize that I’m going to have to work on my aerotows again. This is no Blanik.

Cloudbase is about 7000 feet asl today and the Scout has to make some gentle turns between the clouds on our way

to 8000 feet. There are soft, medium sized cumulus clouds all about and the view is quite spectacular as we climb beside and finally above them. My goals for this flight are simple:

- get comfortable with the handling characteristics of the Mini,
- investigate the low speed flight behaviour, and
- get used to the landing attitude by experimenting with the flaps and spoilers.

At 8000 feet I punch off and trim the aircraft for 50 knots. I am pleased to find the handling is very docile. The controls coordinate beautifully and the roll rate is much better than anything I have flown previously. I am immediately impressed by the “slipperiness” of the aircraft — push the nose down and the aircraft accelerates quickly; pull back and the airspeed gained is quickly reconverted into altitude. Like Crisco oil, the altitude all comes back, except for one tablespoon!

Grinning from ear to ear, I am too happy for my own good. I’m a private owner! My days of patiently waiting for a flight in a club ship while perfectly formed cu float by overhead are behind me! No more one hour time limit!

I decide to have some fun with the Mini. I have noticed a few bumps of lift under these rather soft look-ing cu. Raising the gear and pulling the flaps full on, I bank 54 over into an effortless climb to cloudbase. I venture a little away from the field to try my luck under a nearby cloud. With nicely spaced cu and only a light breeze from the east, the consistent two knot thermal I find under each cloud affords an opportunity to dolphin fly. I travel straight ahead for several kilometres, speeding up in sink and slowing down in lift, reaching cloudbase again each time. About 8 kilometres west of the Black Diamond airfield I find a four knot thermal in the blue. I radio back to Jay, who is on the ground, and let him know how impressed I am with the Mini’s performance. “I’m going to see if I can stay up for a little while as the day seems to be improving.”

Dolphin flying under the popcorn cu takes me to Quirk Creek gas plant (22 kilometres due west of the Black Diamond airstrip) in short order. I centre a one knot thermal directly over the plant while I play tourist and watch the activity below. I spend a few minutes fiddling

with the ILEC computer mounted in the instrument panel. Although I have maintained altitude as I ventured west into the foothills, the ground has been rising up to meet me. My thermal eventually dissipates and I spend the next several minutes rowing around trying to find something else which is working.

With my hands and mind preoccupied with all the toys inside the cockpit of the Mini, I have not noticed that the sky around me has taken a turn for the worse. I now find myself in the middle of a blue hole that stretches for several kilometres in each direction. Although the September sun is still shining the local thermals have chosen to cycle all at once. I use up the better part of thousand feet trying to reconnect with something kicking off the nearby ridges before beginning to head for home at about 1500 feet agl.

Flying east and into wind I realize that I am in trouble. The ground below me is rugged terrain; trees and rocks leave few fields suitable for a landing. Running for home will require that I cross a number of ridges which threaten to cut me off from Black Diamond. I know that in the past I have always been able to find lift in this area. What if there is none today? The vario has gone mute, and I can only coast along at best L/D. I make an 'S' turn here and there whenever I feel a bump, but these efforts are mostly wasted.

By the time I travel seven kilometres back along my original route I am down to circuit height. Below me on either side of a gravel road are the best looking fields I have seen in some time. Although sloping up from east to west they are relatively smooth and have been under cultivation. I see a pickup pull into the driveway of a nearby farmhouse. Do I put the Mini down here, risking damage to the aircraft by landing out on my first flight? Should I continue on, hoping for a low save which will spare me the embarrassment of having to call my new partner for a retrieve? Finding a bubble of lift, I crank the Mini into a turn in the hopes of buying a minute or two in which to make a decision.

Given my current height, I decide that the odds of a low save are rather long. Looking downhill to the east, I don't see any potential landing sites that look as good as the fields below me. Continuing on may be a one way ticket; level ground is a scarce commodity below. My decision is effectively made. I try a radio call to Black Diamond to inform Jay of my intentions but there is no response. Focusing my attention fully on the landing, I take a good look at the fields below me. My heart sinks as I see the surface swaying gently. There is an uncut crop standing in both fields. The wet weather we have been experiencing has precluded the farmer from getting his equipment into

the field to cut his hay. I look around again but the alternatives are not attractive. In the field to the right of the road I can see dark patches. Assuming these to be wet spots, I decide to land on the field to the left. Landing into wind is not an option as this would require me to clear a stand of trees before landing downhill. My first landing on type will be into a four foot high crop — with a tailwind!

The adrenaline has kicked in by now. Although I am concentrating on planning out my circuit I cannot completely block out a sense of dread lurking in the back of my consciousness. I have not surrendered to fate; I am still flying to the best of my ability. I am not afraid for my personal safety; the possibility that I could be injured does not enter my mind until later. Yet there is a heaviness in my chest, a heaviness caused by the growing realization that as a pilot I have made a serious mistake. "I can't believe this is happening" I think to myself. Decisions made minutes before, or in this case, decisions not made, have set into motion a chain of events that I can now only partially control. Like a chess player, I cannot take back a bad move made previously. Having lost my Queen, I now fight on hoping only to secure a draw.

Improvising an abbreviated circuit, I decide to overfly the centre of the "runway" to take a final look for hidden obstacles. I quickly complete my SWAFTS check and concentrate on maintaining my airspeed for the final two turns. As 54 turns final I open the spoilers wide to bring the Mini down to ground level quickly. "Keep the wings level, don't let the speed increase!" Approaching the ground, I gently ease the spoilers closed, but not locked. The Mini skims along in ground effect. At times like this an L/D ratio of 39:1 is a distinct disadvantage! My approach is made uphill and I have to keep steady back pressure on the stick to maintain my height above the rising ground.

Before long I hear the first stalks of the tall crop tickling the bottom of the Mini's fuselage. I continue to maintain this attitude, trying to bleed of all excess energy for several hundred feet. Although I have picked a rather large field, I can see the driveway and barbed wire fence at the far end becoming ever larger. The crop is now sweeping the bottom of the fuselage and a few wayward seeds start to fly into the cockpit. My concern about the fence at the far end is growing rapidly. Just about the time I decide that I can't continue on with the spoilers shut, the Mini runs out of energy and settles into the hay. WHOOMP! When the crop finally grabs hold of the Mini's wings she stops like a fly caught in a spider's web. My body weight rebounds off the shoulder straps, and suddenly all is silent. "That wasn't too bad," I think to myself. Given the possibility of a ground loop, or even a

she stops
like a fly caught in
a spider's web
... I have been
incredibly lucky

The Winter Soaring Seminar

Rod Crutcher, ASC Safety Chairman

On February 26, about 30 folks gathered at the Peter Lougheed Hospital in Calgary for a seminar day dedicated to soaring. The seminar was really a revival of a popular seminar last held about five years ago and I thought it was about time we dusted off a good idea, gave it a fresh coat of paint and made it happen. Thus, after planning with club members at all levels of soaring experience, our "Super Seminar" (as it was called in the past) came about, and was considered a success by all. Although advance notice of this seminar was given at the ASC annual general meeting in Nisku, it turned out all but three participants were from Cu Nim. Two pilots from the Rocky Mountain Soaring Centre in Golden attended and Mr. John Pearson — the Regional Aviation Safety Officer based in Edmonton — was in attendance for the afternoon.

There were many suggestions in the planning stages as to content for the seminar, and choosing from a large buffet of options was a challenge. The morning started with a talk by Terry Southwood on "*Speed to Fly in the Final Glide: the Essentials and Does it Matter?*" This was followed by a talk by Hal Werneburg on "*Off-field Landings: Safety Away from Home*". After a break, Tony Burton gave a talk on "*Official Observer Update and Review*". He gave us some tips (and traps) to help us in our badge and record claim attempts. After lunch, I presented the "*1993 SAC Incident/Accident Review*" with emphasis on lessons learned. Mr. John Pearson's talk on safety and sport aviation was well put together with an interesting slide show, in which the broader issues and concerns regarding airmanship and safety were reviewed. We broached the subject of air space updates and changes but there were a few questions left unanswered — a topic for a separate presentation or seminar, methinks. Terry Southwood shared some perspectives from a "*Cu Nim Safety Audit 1993*", and the day ended with a cross-country panel moderated by Dave Fowlow. Interspersed through the day were soaring videos, and lots of camaraderie and hangar talk.

It was a busy and fun day. I encourage other clubs to consider a similar pre-season event, and have written to Marty Slater, current ASC president, suggesting that such a seminar might also be scheduled either preceding or following the annual ASC meeting. There are many interesting possibilities, and I look forward to learning of how these educational initiatives might unfold, either provincially or in other clubs.

I think all participants left late in the afternoon with friendships renewed, enthusiasm rekindled and at least one or two snippets of information that will help make the 1994 season's soaring fun, efficient and safe.

Cross-country & Speed to fly – Terry Southwood

Reported by *Mike Glatiotis*

I have flown "cross-country" before, kinda. Back and forth over Black Diamond. It's just that the flights tended to get higher and higher as I drew further away, with plenty of cloudbase inspection when I was as far away as High River. It's funny how 38:1 just didn't seem all that comfortable from 25 km away. But now, with my own ship, the new season holds great promise and my soaring horizons are opening wide.

Breaking the bounds of the airfield involves breaking the bounds of my previous thinking as I soared around the home field. The past seasons have concentrated on flying skills, never far from home, learning the thermals, reading the air, and chasing the eagles. Flight optimization was never a serious consideration as I could always just glide home. Now there are questions of speed to fly, rates of climb, MacCready rings, and flight computers. Fly the maximum glide distance, achieve a reasonable cruise speed, optimize the thermal to thermal journey, and know the factors for a successful final glide back home. Full opposite rudder etc. doesn't work for a spinning head! It's back to the basics, starting with the Cu Nim Winter Soaring Seminar, to get the novice cross-country pilot ready for the season. The following is an attempt to summarize some of the comments and helpful hints that came from Terry Southwood's lecture on Speed To Fly.

There is a best speed to fly for any flight goal or situation, and knowing this speed greatly affects cross-country flight performance. There are three goals to cross-country flight:

- maximize glide distance
- maximize cruise speed
- refine the final glide home

Flight performance is dictated by an individual ship's performance (graphically represented by the glide polar chart) and the movement of the air mass (lift, sink, and head/tailwinds) through which the ship travels. From these relationships, it is found that cross-country flight should

always be flown at speeds greater than the best glide, with speeds dictated by the expected strength of the next thermal. The stronger the thermals, the faster the interthermal flight speed, as indicated by your MacCready ring. Besides, the polar is relatively flat between best L/D and say 60 knots, so a 20% increase in airspeed over best glide doesn't increase the sink rate nearly as much. So, the best speed to fly is very tolerant of error provided that you don't fly at best L/D (survival) speed. Flying a bit too slowly is largely offset by arriving at the next thermal higher and not having to climb as long.

Regardless of the speed you fly between thermals, a high net cruise speed results more from minimizing the time spent circling (when net velocity is zero). Optimize your climb by learning how the thermals are forming that day, and by trying to fly in only the strongest portion of those thermals. Don't linger in weakening lift and don't bother with lift weaker than you might reasonably anticipate further on. There are, however, always caveats, so the adaptable pilot will be the successful one. Sometimes you need that extra altitude, and sometimes you have to fly best L/D just to get to the next thermal.

Beyond knowing the right speed to fly and how to thermal, you have to anticipate the best energy track, and keep your head well in front of the cockpit. The end of a task brings the final glide, and the use of the glide calculator for speed to fly and the height required. Tony Burton wrote a great article on how to make a (final glide calculator) in the June/July 1991 *free flight*. Have your map prepared with concentric rings for the final glide calculation. Figure out the wind conditions by radio contact with the field, or by observation of cloud shadows for speed and direction aloft, and by smoke, water, dust or whatever for surface conditions. Always be conservative on your final glide calculation, leaving adequate circuit height, and enough speed to adapt to changing conditions. Check your progress regularly along the glide. Avoid the high pucker factor of a low altitude, low speed, downwind run that on paper looks just right. And always remember to keep a good eye out, because home is where the traffic is!

All in all, it seems that cross-country flight requires the pilot to understand the conditions and fly them well:

- Learn the characteristics of the daily thermals, and climb in the strongest portions.
- Fly the MacCready ring indicated best speed, but adapt it to changing conditions.
- Always leave yourself choices.
- Success comes more from reading and predicting lift, and from climbing well.
- Speed to fly theory is great on paper, but isn't as important as predicting the best lift path to follow. Keep your head outside the cockpit and well in front of the ship. That's where the next lift will be.

Now it's just a matter of trying to put all this great advice to use. Farmers, keep your fields clear, 'cause Jolly Mike might be dropping in!

Off-field landings – Hal Werneburg

Reported by *Gerald Ince*

Hal began his discussion of outlandings by stating that the key to safe off-field landings is preparing for them in advance. This means that cross-country pilots have some work to do before they get in their aircraft. Food, extra clothing, money, telephone numbers, and a tiedown kit should all be on board before takeoff. Back at the field, the glider trailer should be packed and ready for a retrieve. Make your retrieve crew aware of your intended flight course, and remember to leave them the keys to your tow vehicle!

Outlanding fear keeps many pilots from venturing away from the field and attempting their first cross-country. This fear can be overcome simply by adopting a different mindset when departing on the flight. You should takeoff assuming that you are not coming back to the home airfield. This way, the equipment will be ready and you will be mentally prepared for an outlanding should one occur.

Hal suggested that low time cross-country pilots should fly conservatively. The first few final glides can be nerve-racking. Until you become proficient with your ship and final glide calculator you cannot judge whether you are on the correct glide slope to make it back to the field (which you may not even be able to see). Allow some additional altitude as a margin of error in your final glide calculation. If you have to cross bad terrain make sure that you either have sufficient altitude or have a field picked out before you push on. If things don't look good ahead, begin looking for suitable fields within gliding range.

In flight, pilots should train themselves to constantly keep an eye out on the landing possibilities. When you are down to 2000 feet above ground, begin identifying suitable landing fields. Luckily, flight over the prairies generally offers pilots a good choice but looks can be deceiving. Your perspective of the terrain changes with height and fields tentatively selected at 2000 feet will look a lot different at 1000 — a field that looked perfectly flat and smooth at altitude may in fact be undulating and rocky.

At 1000 feet you should be able to see the surface clearly. If at all possible, choose fields that have been cultivated. The best for an outlanding is a stubble field because the surface is usually firm. Plowed fields are better than ones with a crop. While it is possible to land in a hay field, the crop will hide surface features which could include rocks, ditches, and irrigation equipment.

The best landings are made after flying a complete circuit. If this is not possible, flying the base leg is the absolute minimum for a safe landing. One should assume that there will be obstacles along the edges of fields such as fences and power lines even if none can be seen — so don't be caught by surprise after turning final. Any building you see will likely have a fence around it or a power line leading to it. If there are solid obstacles along the field edge such as trees, allow for turbulence and wind shear downwind of them. Add a few extra knots to the approach speed. Be aware that obstructions on final will reduce the usable length of the field considerably (a good rule of thumb is ten times the obstruction height).

If the field you have chosen has a slope, always land uphill even if this results in a tailwind landing. Even a very shallow slope markedly lengthens the ground run. Slopes can be difficult to see from the air but can be inferred to exist if there is a stream nearby.

Should you have to land in a crop, approach normally but slow the glider as much as possible before touching down. Close the spoilers at the last moment to avoid catching these "paddles" in the crop. A groundloop is guaranteed if one wingtip catches the crop first and could damage the tail boom due to the inertia of the tail whipping around.

There are a number of things a pilot can do at the airfield to practise. Work on your spot landings (glideslope and airspeed control). You must be confident of your ability to stay within a few knots of your desired speed on final or you are not ready for cross-country flight. If possible simulate an outlanding in a two-seater with an instructor by landing in an unusual portion of the airfield.

Finally a note on outlanding etiquette. When you do land out remember that you are an uninvited guest. Try to minimize the disruption caused by your retrieve. Make arrangements with the farmer as to how and where to drive your vehicle. If you have damaged the crop or property, let him know that you have insurance. Be a good representative for the sport — you never know, you may be back one day!

Cross-country panel

Reported by *Chris Gadsby*

The panel members were Tony Burton, Terry Southwood, and Hal Werneburg. Dave Fowlow moderated. Dave's first questions focused on being prepared.

Tony addressed equipment and course preparation prior to the flight. Tony stressed that most of the equipment preparation can occur well before the flight day. Tony advocates the creation of a 'declaration kit' so that the

pilot has everything required to get an OO to observe the flight easily. The pilot must ensure that the radio and vario are working well and that the aircraft is outfitted for cross-country flight (tie downs, landing certificates, etc). Develop a set of various courses based on wind conditions — this ensures a portfolio of well-developed options. On flight day, rig early and then relax before taking off.

Hal discussed weather preparation and underscored how tough it is to get meaningful weather information. Hal calls the weather office shortly before flight. For longer flights Hal starts checking the weather several days ahead and uses any and all information he can get including civilian broadcasts and the usual aviation weather services. Tony commented on the need to not wait for only the best days — they are only needed for record flights — and marginal days can improve. Just being able to stay up most of the day can make a Gold badge flight possible.

Terry discussed physical (pilot) preparation and commented on the need to be well-rested, well-fed, and well-watered before a flight. He also stressed the need for the pilot to be settled down before the flight. A pilot should not be running around just before takeoff. This echoed Tony's comments about rigging early and then relaxing before the launch.

Dave asked a question about how late a pilot should take off for a 300 kilometre attempt. The panel agreed no later than 1 pm with comments that the best flying is usually seen 3–4 pm. When Hal is flying on a record attempt, he puts tick marks on his course line at expected time intervals. If he falls more than a half hour behind his estimate, he breaks off the attempt.

Dave generated a lot of discussion when he asked what was the one skill that a pilot needs to have as a beginning cross-country student. Hal and Tony felt that it was the ability to thermal well. Terry focused on actually finding the lift. The panel agreed that both skills are necessary and offered a number of useful comments:

Tony: Work out your next direction before you reach the top of the climb, you can see the clouds on course much better from below. It is very easy to waste a lot of time dithering around indecisively in weak lift because of delaying on a choice of where to go next, so if no choice presents itself you should at least be moving out on course.

Hal: Don't take a thermal all the way to the top, as the lift weakens you should be on your way.

Terry: Tom Knauff suggests looking down the course as you thermal; the time required to turn in the thermal gives you a time-lapsed view of the course line. This allows you to pick out the new, developing clouds easier.

continued on page 21

1993 Annual Reports

President *Marty Slater*

Last year can probably be best characterized as a “mixed bag.” From the May Meet through to Fall Black Diamond (formerly Cowley) the weather didn’t cooperate to the extent that we could say any one of them was an unqualified success. And yet, for people who actually attended at the right time when things were briefly going well, they would tell you things were great!

Looking at soaring from the administrative side, it’s probably safe to characterize it as a mixed bag as well. The government made a major change, effective January 1994. Instead of our funding coming partially from the government and partially from lotteries, in future all funds will come from Alberta Sport Council only (which is funded by lotteries). Maybe this is good because so far we expect to receive approximately the same funds as previously (although it wouldn’t surprise me if we were asked to take some type of reduction).

On the subject of money, it was very encouraging to see the amount of donations made this year. In future I expect we will need to begin reducing our dependence on grants so donations and even bequests could become very important to us.

The Nationals at Swift Current did not enjoy great weather, but it was a success in terms of two provincial organizations getting together to put them on. Much of their “success” was due to the hard work of Tony Burton, both prior to and during the event. Once Tony gets the weather organized, we’ll have it made!

Lastly, after last year was over, Al Sunley stepped down as Vice-President of ASC and also will be finishing up his term as President of the Soaring Association of Canada. He will be sorely missed. Al has made significant contributions to soaring on all levels — I don’t

think there are many people (if any) whose list of positions held would be as long as Al’s. Now for crying out loud Al, quit fiddlin’ and get flyin’!

Vice-President *Alan Sunley*

SAC membership has dropped again this year, which was also reflected in the Alberta clubs. Encouraging is the emergence of several new clubs in western Canada. SAC directors have been polling their clubs to ascertain successful methods of attracting members, and keeping them for more than a couple of years. The Publicity Committee has been directing more efforts and funds into direct help to the clubs.

SAC Directors meetings were attended in Ottawa and London. The fall Directors meeting was replaced with a phone conference to reduce costs, as it appeared that the budget would be running into a deficit. The provincial and national contests were attended in an officiating capacity at Innisfail and Swift Current. Assistance was also given at the cross-country clinic in Chipman.

The Flight Training & Safety Committee held a CFI seminar at the SAC AGM at London in March, and CFIs and delegates from Alberta clubs attended. The Instructors School scheduled for Hope was cancelled due to the low number of registrations up to the week prior to starting. A minimum number of students are required to pay for the camp, and the students are required to have their training material at least three weeks before the start. This coming year the school will be held in Chipman and any candidate planning to attend should register at least one month ahead of time.

ASC planning workshops, executive meetings and the AGM were attended in Alberta, as well as a Sport Outreach event in Innisfail. The summer and fall Cowley meets were not attended due to a previous commitment and the adverse weather.

Due to the heavy accident claims this year, it appears that we will be faced with an increase in premium rates in 1994. It is possible that SAC will be able to maintain the same fees as last year but there will be less funds for special projects for the 50th anniversary in 1995.

Sportsfund Donations increased this year to \$8952.50. Many thank yous to the following donors: Gary Arthurs, Avion Construction, Hil Austin, Denis Bergeron, Tony Burton, Lee Coates, Mike Crowe, Rod Crutcher, Dick DeJong, George Dunbar, Maury Engler, Chris Gadsby, Mike Glatiotis, John Grieco, Keith Hay, Bruce Hea, Gerald Ince, Jos Jonkers, Sylvain Larue, Dick Mamini, Dick Matthews, Hugh McColeman, Dave Mercer, Jay

Poscente, Marty Slater, Terry Southwood, Kerry Stevenson, Alan Sunley, George Szukala, Jack Towers, Harold Weidemann, Rob Young, and Rick Zabrodski.

Please remember that the cheques are to be made out to "Sportsfund" and must be accompanied by the formal donation letter, properly filled out and signed. *If a company cheque is issued for the donation, the receipt will be issued in the company's name.* Cheque and letter are to be sent to the ASC designated executive who is required to complete a Donor Report form and send the resulting package to Sportsfund c/o Alberta Sport Council. Please contact your club executive or myself for blank forms.

Secretary (and Archives) *Ursula Wiese*

Administration In 1993 I attended all ASC and planning meetings. Complete AGM minutes, minutes dealing with changes of bylaws, and 1992 reports were published in *ASCent* Spring 1993. Otherwise, it was a very quiet year. Thank you, chairmen for your prompt reply for the 1993 reports and recommendations.

Archives The Archives, both video and books, are in my safe-keeping. Video additions are:

- 5 minute show "Out West" (1992 Cowley summer camp), aired in September '93 by TV channel 2&7
- Retrieve of a downed sailplane on Mount Hope, courtesy of VSA.

Please contact me, if you need something out of this treasure box. The loan and one way shipping to clubs is free, but you pay shipping back to me.

Treasurer *Denis Bergeron & Julie Lauzier*

The complete 1993 financial statements, audited by Al Stirling and Gerald Ince of Cu Nim, are not reproduced here. The consolidated one page summary opposite fairly illustrates our financial status. Tony

Total current assets (\$105,815) increased by \$35,338 over the last year primarily due to the disposal of the ASC sailplane (+\$37,500). The sailplane, towplane, general equipment and contingency funds show small or no change from 1992. The towplane engine fund is reduced by \$11,722 due to a major engine overhaul. Proceeds from the sailplane and trailer sale have been kept in a \$US account (\$28,430) to avoid unnecessary expense associated with currency exchange. Accounts receivable changed little from last year.

Equipment (\$26,131) is lower than 1992. Current year depreciation expenses and disposal of the sailplane re-

duced the amount while the new engine increased the value of the towplane.

Liabilities and members equity (\$131,947) is \$25,635 greater than last year. Equity increased by \$25,323 due to a profit (\$15,407) from the sailplane sale. The World Championship support fund increased \$1,250 to its allowable limit of \$4,000. The National Championship support fund was depleted \$1,939 to support Alberta participants and later increased by \$1000 from Nationals profits for future years. Outstanding tow tickets liability was decreased \$799 as a one-time book-keeping adjustment. Accounts payable increased by a small amount (\$800) over last year.

Revenues of \$110,071 were \$3,320 less than 1992 due to reductions (\$2,750) in government grants, lower SAC membership fees (\$1,663), lower interest on investment (\$1,634) and Other operations revenue (\$5,340). The latter reduction is a direct consequence of the poor attendance at the Provincials, poor flying conditions at the Cowley summer camp, and cancellation of the Mountain and Cowley fall camps. Sportsfund donations increased by \$4,687 to \$8,698 (donations in 1992 were unusually low at \$4,011). Miscellaneous revenues increased by \$3,590 in large part by a penalty imposed in January on a buyer for backing out of a Grob sale after the down payment had been made.

Administration expenses of \$47,395 are less than 1992 due to a reduction in SAC membership (\$2,028), a large adjustment to outstanding tow tickets (\$1,566) and two less issues of *ASCent* (\$1,142) since an end-year issue is often paid for in the following fiscal year. Annual meeting expenses increased by \$1,089 because ASC paid much of the travel for Hal Werneburg and Keith Hay to attend the SAC meeting in London.

Leadership expenses of \$10,261 are greater primarily due to support of officials participating in the Swift Current Nationals. All other leadership account categories were relatively unchanged.

Program expenses of \$42,499 were \$4,861 less than in 1992 largely due to event cancellation and reduced flying at other events due to poor weather. A large specific increase (\$3,134) in towplane operations was due to increased maintenance expenses and depreciation. An increase in athlete development also resulted from Nationals support to pilots. Finally, there was a large increase in the amount of Sportsfund donations directed to specific programs rather than to ASC general revenues.

Overall the equity of the Alberta Soaring Council in 1993 increased by \$25,323 or 27%, which is a very healthy jump.

ASC 1993 Financial Summary

	1993	1992
ASSETS		
Cash	\$11,319.06	\$3,917.16
Towplane replacement fund (see note 1)	23,000.00	34,066.44
Sailplane replacement fund	20,000.00	19,633.02
General equipment and contingency fund	8,000.00	7,801.08
US cash & exchange (see note 2)	38,465.79	0.00
Sailplane C-FAML	-	21,453.02
Towplane C-GPCK (see note 1)	21,558.63	10,401.63
Misc Equipment	4,572.87	3,979.85
Accounts receivable	5,030.93	5,060.21
Total assets	\$131,947.28	\$106,312.41
LIABILITIES		
World championship pilot support fund (note 5)	\$4,000.00	\$2,750.00
National championships support fund	1,000.00	1,939.46
Outstanding ASC tickets	5,100.00	5,899.00
Accounts payable	1,800.00	1,000.00
Members' equity	120,047.28	94,723.95
Total liabilities	\$131,947.28	\$106,312.41
REVENUES		
Sport Council and Rec & Parks grants	\$38,500.00	41,250.00
Sportsfund donations	8,698.50	4,011.00
SAC fees & aircraft insurance premiums (see note 3)	42,599.00	44,627.00
Towplane operation	9,337.00	9,711.77
Sailplane operation	1,818.93	1,280.00
Other operation revenues (see note 4)	3,334.00	8,674.46
Interest	1,360.77	2,994.62
Event fees, sales, and misc revenues (see note 4)	4,423.11	843.00
Total revenues	\$110,071.31	\$113,391.85
EXPENSES		
<i>Administration</i>		
Office supplies, phone, postage (see note 4)	\$1,554.41	\$2,071.98
Executive travel & meetings (see note 7)	2,522.76	1,421.84
ASCent (see note 6)	1,604.51	2,746.15
SAC membership & insurance paid out	42,599.00	44,627.00
Fees, PR, write-offs, misc admin	(885.00)	681.23
<i>Leadership</i>		
Coaching, instructors, advanced training, nationals	8,131.25	6,229.06
Club member/instructor check flight support	1,980.00	2,220.00
PR, workshops, misc leadership	150.00	963.44
<i>Program/Event</i>		
Technical staff contract	10,500.00	11,500.00
Staging meets and camps (see note 4)	8,885.69	18,256.89
Towplane operation (see note 8)	7,309.32	4,175.14
Sailplane operation	3,126.23	6,526.85
Athlete development	5,143.00	3,816.16
Redirect ASC donations by request	4,850.00	1,000.00
Soaring supplies, misc program	2,684.58	2,085.65
Total expenses	\$100,155.75	\$108,321.39
Income before extraordinary item	9,915.56	
Extraordinary item	15,407.77	-
Net operating surplus	\$25,323.33	\$5,070.46
STATEMENT OF MEMBERS' EQUITY		
Equity at beginning of period	94,723.95	\$89,653.49
Current year earnings	25,323.33	5,070.46
Equity at end of period	\$120,047.28	\$94,723.95

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 checked by Al Stirling and Gerald Ince to ensure that it fairly represented the activities of the Council. The financial statements were prepared according to "generally accepted accounting principles".

Anyone wishing more information may see copies held by your club executive, or a copy can be mailed to you by the ASC Secretary.

Notes on Summary

Note 1 Large change due to the engine overhaul.

Note 2 Current value of SUS account of \$28,430.

Note 3 SAC membership fees and aircraft insurance premiums are being processed through ASC .

Note 4 Revenue and expenses from events down due to reduced participation from poor weather or event cancellations.

Note 5 Maximum value of this fund is \$6,000.

Note 6 Expenses of only two issues fell in 1993.

Note 7 Higher expenses due to travel support for two to SAC AGM.

Note 8 Rise due to more maintenance and increase in depreciation on new engine.

committee chairmen reports

ASCent *Tony Burton*

1993 saw three issues of *ASCent*, although one didn't actually get into anyone's hands until early 1994 prior to the AGM. I put a fair amount of effort into the summer issue and am happy to have got a lot of positive comments back on it.

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. Let's only hope that the coming season sees enough decent soaring weather that I have the luxury of being able to pick and choose through all the material that comes in!

I wish to thank everyone who responded to my arm twisting and contributed stories and photos to make its content interesting and informative in 1993. The hardest job of an editor is trying to fill up the blank pages on the computer screen. Particular thanks go to Terry Southwood and George Szukala for their flying stories.

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.

Cowley Development *Bruce Hea*

In 1993, four new picnic tables were delivered to Cowley airfield — a gift of winter labour by Bruce Roberts and Bill Odland of the Pincher Creek airport staff. Our sincere thanks to these two gentlemen — always so pleasant and willing on our behalf. Regrettably, staff was reduced to one employee. Bill is carrying the full load and it is necessary that we continue our cooperation and support for the work he does at Cowley. The new reality is that we must do as much as we can for ourselves.

Record rainfalls, a new roller, and two consecutive years of an ASC funded fertilizer program have substantially restored the grass runways. The fertilizer program can be suspended for two or three years. Funding should probably be redirected, if necessary, to purchasing washed gravel to improve the camp roads.

Our new 36" windsock (bless those guys from Cold Lake!) has had the white sections repainted orange. It's available, legal, and highly visible. See it fly every camp day — 1994!

Equipment *Tony Burton*

The major change in equipment this year was the sale of the Grob and trailer for \$US27,700. It was delivered to a San Diego club in December. ASC owns the following equipment at the end of 1993:

- Scout towplane, C-GPCK (*stored in rented ASC / Cu Nim hangar space when not being used*)

Towplane refuelling equipment

- dual flow piston hand pump
- spare hand pump
- 2 fuel filter cartridges for pump, type PF-10
- 6 fuel drums for avgas
- 2 adjustable pliers (for opening fuel drums)
- hand pump stabilizer for fuel drums
- 2 litres hydraulic fluid
- tire patching kit

Safety equipment

- O2 cart with 4 cylinders, and cylinder manifold (*in rented ASC/Cu Nim hangar space when not used*)
- 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, 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)

- wide platen dot matrix printer

Unless otherwise stated, equipment is either stored in Cowley shack or at my house. The spare gas pump requires a new diaphragm to be serviceable.

OO Coach *Tony Burton*

As the provincial Official Observer coach, I am available to any club or individual having a question regarding the interpretation of the FAI Sporting Code. Also, I am willing to run seminars on the subject at your club at a mutually convenient time.

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.

I have written a new OO Questionnaire which is current with the latest FAI Sporting Code and edition 6 of the Badge Procedures booklet. Available for the asking, it is a handy quiz to see if you are up to date on your OO work.



Safety *Rod Crutcher*

The 1993 soaring season — from the ASC safety perspective — consisted of one principle event, our annual Cowley summer camp. Terry Southwood was my designate Safety Officer, as I was to attend only the latter four days of the camp. From my own observations, and the reflections of Terry and others, the camp was well organized. Unfortunately from a safety point of view our camp was troubled by more than just bad weather: there were a number of incidents and one serious accident in which it was very fortunate that there were no injuries.

Another event having considerable safety value was the high altitude chamber course held in Edmonton in early June. Any pilot contemplating a Diamond climb in the wave should make an effort to attend such a course in

order to understand and especially, experience, the effects of reduced air pressure on their bodies.

Safety questionnaire

To better understand the broader concerns regarding safety at ASC events, in January of 1994 I sent a questionnaire to all Alberta club CFIs asking them to reflect on ASC soaring safety over the 1993 season. All five clubs responded, although the folks from Grande Prairie and Red Deer could not comment specifically on summer Cowley as they were not in attendance.

When asked “Do you have any concerns with safety at ASC events?” most respondents replied “yes” with one further commenting “always” and another commenting “of course”. Two respondents commented on the need for more educational activities regarding safety. There was a spectrum of opinion in response to my request to, “Outline any practises that you feel would enhance the safety of any ASC sponsored event”. One respondent suggested taking a positive approach, publicly commenting and praising the good things that people have done. Another suggested, “very simply ground a pilot for the event, or a defined period, for doing stupid things or breaking the rules ...”

Upon the request to review the role of the ASC Chief Safety Officer, after reviewing the documentation all respondents reported being comfortable with the role as currently defined.

In response to the question “How could the role of the Safety Officer be enhanced over the subsequent year?” suggestions about distribution of specific material prior to ASC events (ie. information re high altitude and hypoxia prior to the Cowley camps) and suggestions re brief daily safety talks/updates at Cowley events were received.

There was general support for the proposal of having a regular (ie. annual) specially organized safety seminar.

Recommendations

With the above comments in mind, I recommend that:

- 1 An annual pre-season soaring seminar be held in which safety issues/concerns could be highlighted. This seminar could be either club-sponsored or sponsored by ASC.
- 2 Daily “short safety snappers” be a regular component of all ASC events. The topics would vary, and would be presented by selected individuals in attendance. The content for these safety snappers would be the responsibility of the Chief Safety Officer, in consultation with senior pilots and the club CFIs in attendance at the specific event. The duration of the proposed talks would vary, and might be as brief as a five or ten minute review to a more lengthy discussion according to need. The “snappers”

COWLEY – under new management

Since the AGM, when it was learned that Alberta Transportation and Utilities was getting out of the airport maintenance business, Bruce hea has been busy protecting our interests. In a letter from the Deputy minister for Transportation, the hard news to date is:

- As of 1 Apr 94, Transportation is suspending its maintenance budget for Cowley (mowing, water hauling, firewood, garbage). That's the bad news.
- The government is well aware of the importance of Cowley for the sport and for tourism and will ensure that the land is held for future use as an aerodrome only for the use of ASC, and will assist us in changing the land reservation over to us through the Public Lands Division. That's the good news — we won't have to but it!

Bruce is presently determining who might do the maintenance work for ASC locally and how much the on-going cost is likely to be. When we have the numbers, a Council meeting will be held to discuss how best these expenses can be met.

would be practical and educational in focus. The topics could include radio protocol, circuit procedures, gaggle entry, ridge flying, hypoxia prevention, off field landing considerations, ... etc.

3 The issues related to liability at ASC events be reviewed. This review should include, but not be limited to, current ASC disclaimers, club-specific protocols and any national recommendations available from SAC.

4 All ASC safety-related publications be reviewed for clarity of presentation and relevance.

Conclusions and Kudos I wish to thank the many ASC members who by their positive attitude and day-to-day airmanship — on the ground, or in the skies above — make our sport fun, challenging and fundamentally safe.

It is essential that we constructively address the safety concerns that arise from both incidents and accidents during soaring activities — ASC sponsored or otherwise. A careful review, on a club by club basis, of SAC's "Accident/ Incident Report and Analysis for 1993" is probably a good place to start. Cu Nim has agreed to sponsor a pre-season Soaring Seminar — to be held on February 26, 1994. I encourage all ASC members to attend — please contact your club CFI for further details.

Have a fun and SAFE 1994 soaring season.

Towplane *John Broomhall*

As of the end of Summer Cowley, PCK flew a total of 125 hours in 1993. PCK saw little or no use past Summer Cowley this year. A breakdown of PCK use during 1993, and total hours in previous years, follows:

	1993	1992	1991	1990	1989
ferry time	18	26	28		
Innisfail		4			
Summer Cowley	27	39	39		
Fall Cowley		13	18		
ESC Chipman	55	63	55		
fly-ins	8	1	12		
Nationals	17				
Total	125	146	152	152	134

The use of PCK was down from the past few years due to a number of factors: Summer Cowley was washed out for the first half of the week. Bad weather also prevented PCK from getting to Innisfail. Fall Cowley was cancelled, again due to uncooperative weather. Finally, ESC sold their hangar queen Super Cub and bought another Pawnee in July. They did not require PCK after that point.

PCK attended four fly-in breakfasts at Josephsburg, Innisfail, Westlock, and Ponoka aerotowing the ESC Puchacz in and out to each. An attempt was also made to get into Cooking Lake for their FIB, but was aborted enroute due to weather.

PCK condition As most of you now, PCK had a major engine overhaul this past spring. The particles discovered in the oil late in 1992 (and mentioned in my report last year) did not go away as hoped, and in fact got quite worse. While the time on the engine was two hundred hours below its TBO, it was decided by the ASC executive and the towplane manager that an overhaul was indicated at this time, rather than risk loss of use during flying season. So PCK entered the 1993 flying season with a zero time engine.

The cost of the overhaul escalated significantly when it was discovered that, on disassembly, three of the four cylinders were cracked. These cracks are indicative of improper engine cooling techniques after tow release.

PCK also had Mode C added to its transponder while the engine was being rebuilt. This has proven useful this past year by allowing PCK to fly through Edmonton and Calgary control zones. PCK's airframe, fabric, etc received excellent care this past year after we moved the site of its Edmonton-based maintenance to an independent AME working at Twin Island airport. Bob Toole, who is also maintaining the ESC towplanes, has taken a personal interest in keeping our planes fit, and charges very reasonable rates for doing so.

Prompted by some detailed analysis of engine cooling techniques conducted by SOSA on their 180 Citabria, and published in *free flight* last year, some experimentation was done this year on a letdown procedure to be used by PCK. Given the cracked cylinders mentioned above, our current procedures (if any) were inadequate.

Recommendation While the following approach is not based on scientific measurements as done by SOSA, it is patterned after their procedure, and showed a slower rate of cooling based on observations of the cylinder head temperature (CHT) gauge during descent.

After glider release: full flap
2100 rpm (above "rough" range)
maximum 90 mph

After CHT less than 325: maintain full flap
speed restriction removed
(within flap extension range)
normal circuit

This procedure will likely continue to be tested and revised as necessary.

Final thanks as usual go to Gerhard Novotny, ESC Chief Towpilot, whose knowledge about aircraft maintenance (and dedication to it) I can only aspire to.

Sailplane *Darwin Roberts*

As everyone is aware the Grob has been sold to a club in California, and so this report is going to be brief. Even with a poor half of a season due to weather, the sailplane was used with some enthusiasm. Following is a comparison for the years the ship was with the ASC:

	'88	'89	'90	'91	'92	'93
Summer Cowley	22	26	20	17	*	*
Fall Cowley	5	12	4	0	8	**
Chipman Fly-week	15	15	9	10	0	?
Cold Lake	0	0	25	0	0	6
Cu Nim	4	13	26	19	30	38
ESC	0	17	26	19	16	23
Other	24	11	13	13	6	0
Total	70	94	123	78	60	67

* Grob not ferried to Cowley

** Fall camp cancelled

This makes a grand total from the information I have of 492 hours of flying with this sailplane that will not soon be forgotten.

It has been a pleasure to serve the Alberta Soaring Council and its members.

Awards Presentation

David McAsey (Trophies chairman) presented this year's trophies to their winners at the ASC AGM in Nisku. He suggested that "glass" was not needed to be a contender for these valued trophies.

Bruce trophy

winner of the 1993 Provincials
Tony Burton

Carling trophy

best flight of the year
Tony Burton

for his 652.3 km O&R distance record flight to Leader, SK and return to Black Diamond.

XC 100 trophy

five best flights of the year by a novice cross-country pilot (less than 100 hours P1 in the logbook at the beginning of the season)
Mike Glatiotis

for his 110 km poly, 90 km poly, 72 km O&R, 185 km tri, and 54 km O&R flights.

The *McLaughlin trophy* (the five best flights of the year originating in Alberta) and the *Boomerang trophy* (for inter-club flying) were not awarded this year, the weather not cooperating at all.

Certificates of Recognition

President Marty Slater awarded a special Volunteer Award of a plaque and certificate to
Al Sunley

for many years of unselfish effort supporting soaring on the local and national, but especially on our provincial level.

Special certificates of thanks were also awarded to *Darwin Roberts* for his work maintaining the ASC Grob, and to *Gerhard Novotny* for his continuing work in helping maintain the ASC towplane.

Minutes of the ASC

Annual General Meeting

Ursula Wiese, Secretary

President Marty Slater welcomed everybody, especially those from out of town, and thanked them for battling winter weather to attend the meeting. This was the largest attendance for some years and the support was very much appreciated. As many had to drive very long distances back home, he suggested that the meeting be dosed by 1530 hours; any unfinished business would be tabled.

At the awards presentation Al Sunley clarified that "100 hours solo as PI" was the criteria for the XC-100 trophy, not 100 hours total time.

A quorum (of at least seven members) was present.

Motion by J Despres, seconded H Werneburg
"to ratify the Minutes of the 1993 AGM as distributed and published in ASCent Spring '93." *1 opposed - carried*

The '93 executive and chairmen reports were distributed.

- *Towplane* CTP report amended to reflect Nationals flying in 1993.
- *Cowley* Marty asked Bruce Hea whether Bill Odland, Pincher Creek airport and Cowley Maintenance man, had received a thank you letter for the free picnic tables. "No, but he appreciated a case of beer very much", he said. Maintenance (gravel, cut grass twice, a 4-5 day operation, firewood, drinking water, garbage pick-up, toilet cleaning, maintenance of camp kitchen) approx. \$5000.

Motion by R Saueracker, seconded D McAsey
"to ratify 1993 executive and committee reports." *unanimous*

Motion by T Burton, seconded J Despres
"to approve the two examiners of the ASC financial statements, Al Stirling and Gerald Ince." (*They see that the statements fairly reflect the activities of ASC, they do not audit the statements.*) *unanimous*

Motion by A Sunley, seconded D Roberts
"to approve the '93 financial report." *unanimous*

Motion by A Jackson, seconded E Friesen
"that the budget be approved." *unanimous*

Persons leaving executive and committee positions:

Al Sunley – SAC Zone Director & ASC VP
John Broomhall – Towplane Manager
Darwin Roberts – Sailplane Manager

Appointments by executive:

John Broomhall – SAC Zone Director /ASC: VP
Mike Crowe – Towplane Manager
Terry Southwood – Sporting Committee

ASC members attending SAC AGM in Montreal:

Hal Werneburg, ASC for Marty Slater
Al Sunley, Zone Director & SAC President
John Broomhall, incoming Zone Director
Tony Burton, editor *free flight*

ASC prices

- tickets \$18 for '94; this issue had been discussed last year when a motion to increase by \$1 was defeated. This year's funding cuts warrant the increase. A new analysis will be done by the Treasurer to find the current cost of operating the towplane.
- PCK rental to clubs, \$70 dry

Motion by D McAsey, seconded R Blackwell
"to accept \$1 increase of the ASC ticket from \$17 to \$18" *unanimous*

Motion by A Jackson, seconded H Werneburg
"to ratify the actions of the executive for '93." *unanimous*

Members expressed their appreciation for a job well done.

Election of Officers

To allow ample time for the election of officers and the major point of discussion, namely the allocation of the sailplane fund, Marty suggested to elect the new ASC officers and then continue with the order of new business.

Treasurer

Denis Bergeron & Julie Lauzier let their names stand.
Proposed by H Werneburg, seconded E Friesen
elected by acclamation

Affirmation of SAC Alberta Zone Director as ASC Vice
President – John Broomhall
Proposed by A Sunley, seconded A Jackson *carried*

New Business

Safety Rod Crutcher spoke on his plan to hold a one day Safety Seminar on 26 February in Calgary and extended a warm welcome to everyone. Rod offers lectures of general interest, discussing safety records from SAC and other sources, cross-country flying, O.Oing, the medical aspects

of high altitude flying, safer ASC events, etc. Video tapes, speakers from Transport Canada and other agencies will be invited. An article, "What do we want from the safety point of view" will be written for *ASCent*.

SAC Statistics Randy Saueracker pointed at his problems to gather flight data at year end. Clubs are slow to respond filling out the SAC forms and he puts the onus on the private pilots to cooperate with clubs and submit their data. He explained the benefits of accurate and complete information such as hours and distances flown (see SAC form, declared flights not necessary). Data can be used for outside agencies, lobbying, etc. Log comments on any cross-country flight, long or short, would also be confidence boosters. Please pilots, do your part!

Allocation of Sailplane Fund

At the morning's planning meeting, Marty offered ample time to discuss the Cu Nim proposal and executive amendment and to allow time for further discussions during the luncheon. In general, two new developments since receipt of the Cu Nim proposal changed the mood of the discussion from immediate distribution of funds to short-term investment of funds:

- grants down 20% for '94, with cuts likely to continue,
- Alberta government announcing going out of the maintenance business for airfields.

Cold Lake Soaring Club reported that they do not support a Cowley fund, but a small club support and use SAC affiliated member dubs for membership criteria.

At this time Jerry Mulder from Central Alberta Soaring (Red Deer) suggested that the proposal as presented was not acceptable to him as his club was not eligible to receive any funds being a non-SAC dub. As an accepted member club of the Alberta Soaring Council he expected to be part of this; the reason for not being an affiliated member of SAC was simply that his members did not see any benefits to support this organization, SAC glider insurance was too high and mandatory, and that they were not willing to spend \$80 for what? (This club now has flown gliders for three years out of Innisfail airport; a PPL was minimum membership criteria at this time.) A few pilots had received their glider pilot licence and the club was looking at a single seater. However, if ASC would not support their request for monetary help, he would go to get government funding by himself.

CAGC's position on SAC and ASC benefits are obviously based on misunderstanding and misinterpretation of the organizations' activities, including as to how the present ASC sailplane fund had come about (*which Jerry thought was all from grants*). It was clarified that \$10,000 was grant, the balance of about \$50,000 was ASC revenue and donations accumulated over the years of operation, supported by the active member clubs.

The executive proposal was now on the floor with the amendment that \$10,000 be set aside for a Cowley heritage fund and that the balance of the funding be one-half divided amongst the eligible dubs, and one-half prorated based on SAC membership as of 31 Dec 1993. Because of the different views, a straw vote was held to judge the sense of the meeting, resulting in 18 in favour and 13 opposed. This suggested that further discussion was required.

Motion by A Jackson, seconded H Werneburg "that the funds from the sale of the sailplane and the existing sailplane fund be set up in an ASC foundation fund as seed money to be used for the betterment of soaring in Alberta as determined by the executive and board of ASC by a 2/3 majority."

Enormous interest and comments followed. It was overwhelming to listen to old and young alike on how much Cowley as "the Jewel of Soaring in Canada" was to be preserved. Comments (in no particular order):

- if Cowley goes, so does the Block airspace,
- want seed money for Cowley,
- emergency money to run ASC projects and bailout including Cowley,
- splitting money now would not be wise planning and showed only grabbing for the short term, a hastily made decision,
- invest the bulk of money into Cowley and keep it until we know what's coming in the future,
- proceeds of investment could be used, but keep the capital,
- maintain a separate fund,
- strength of ASC is long-standing commitments, charitable donations may be possible,
- conditions will change – should re-evaluate every year,
- Cowley is principally of benefit to Cu Nim who are closest,
- Cowley has long distance participation with pilots from Manitoba to British Columbia and the United States regularly attending the camps,
- keep the money for Cowley, don't divide it, hold it in trust for Canada,
- user fees suggested,
- is Cowley \$10,000 worth investing?
- don't stifle growth of young dubs, make the organization stronger, be flexible and make honest decisions,
- to receive money, clubs have to submit good plans to the Council.

4 opposed – carried

The executive to look into an investment portfolio and circulate the proposal to clubs for further discussion since GICs have a poor return now.

Treasurer

Motion by J Mulder, seconded H Werneburg "to adjourn the meeting."
unanimous

PLANNING MEETING

Tony Burton

The second ASC planning meeting for 1994 activities took place at the Nisku Inn on the morning prior to the AGM. It was well attended with 37 persons attending from every club but Grande Prairie.

See the event calendar opposite for this year's ASC and club events. A mountain soaring camp is the only "standard" provincial event which has been left open. However, Rocky Mountain Soaring is going to be quite active and invites pilots over to the Columbia valley to fly from its operation at the Golden airport. There's a Blanik for check-outs, and a Pilatus was bought this winter for single seat rental. If and when any group of pilots from either Edmonton or Calgary contemplate going over to fly, please contact the opposite club for interest. If a large group wishes to make a camp out of it, ASC will fly PCK over to assist. See opposite for soaring events planned by Rocky Mountain Soaring.

The planning portion of the meeting was taken care of quickly, then the remaining hour before lunch was devoted to a discussion on the facts of the proposal related to the distribution of the sailplane fund to clubs.

However, new factors had entered the equation since the clubs were initially asked to submit ideas for an AGM vote: a 20% cut in provincial grants with uncertainty in the stability of future funding, and also the prospect of Alberta Transportation getting out of the Cowley airfield and campground maintenance business, both the result of the provincial deficit crunch. As a result, new proposals were put on the table to place some of the sailplane fund into a Cowley fund to protect this asset. There was an excellent discussion with general agreement that we should do what we can to support the continued future of this "jewel", a term that was used several times.

The meeting then broke for the lunch (although a couple of the Cold Lake lads begged off since they didn't think that real military glider pilots should eat quiche!). ❖

Note on Coming Events

The full list of soaring events in the province (including club events) is in 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!

1994 EVENT CALENDAR

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

Golden Record Flight Week Golden, BC 7-20 May
The best early season soaring. Contact Uwe Kleinhempel (604) 344-6665. Also contact Tony Burton to see if ASC group is interested.

Cu Nim Cross-Country Clinic Black Diamond 8-14 May
All new cross-country pilots welcome.

Provincial Soaring Contest not at Innisfail

Read latest news on page 21. Contest Manager is Terry Southwood (phone 255-4667). Pilot selected course tasks. Again club two-seater entries, teams, and new cross-country pilots most welcome. Small entry fee per ship. Supply your own 16-24 exposure 100 ASA film. Bring your own sectionals. Rules and turnpoint set supplied. Inform Terry of your intent to compete ASAP so things can get properly organized, please. Competitors will get some expense support for attending.

ESC Cross-country clinic Chipman 29 May - 4 Jun
All new cross-country pilots welcome.

ESC Student Training Chipman 4-16 Jul
Concentrated flying course — fast learning. BBQ on 16th.

International Pilots Camp Golden, BC 8-15 Jun
Contact Uwe Kleinhempel (604) 344-6665. Also contact Tony Burton to see if ASC group is interested.

National Soaring Contest Rockton, ON 6-15 Jul
Please inform Tony Burton if you are interested to compete so that funding support can be determined.

Cowley Summer Camp Cowley, AB 23 July - 1 Aug
Contact Tony Burton for info. (403) 625-4563.

US 15m Nationals Livingston, MT 27 July - 6 Aug
This clashes with Cowley but is included just in case you are interested. Contact Steve Ard (406) 586-1560.

SAC Instructors course Chipman 14-20 Aug
ASC will support your registration fee and half of your travel and flying costs as a minimum (call Tony Burton). Contact the SAC office for info and materials.

Cowley Wave Camp Cowley, AB 6-10 Oct
PCK will likely be stationed in Claresholm 1-5 Oct and after Thanksgiving to allow for the opportunity for wave flying if the conditions are good. Contact Tony Burton for details later.

CLUB GOSSIP

Cold Lake Soaring Club

It was a merry Christmas indeed for the Cold Lake Soaring Club, when in December we took delivery of a Twin Astir and a K-7 from our disbanded sister club in Lahr, Germany. The Twin Astir is awaiting completion of an airbrake AD, but should be on the flightline by early May. It will be a welcome replacement for our beloved but ill-fated Lark. Unfortunately, the K-7's wings are not serviceable due to geriatric glue joints and will require reconstruction. We are still awaiting delivery of Lahr's K-8 and their second K-7; and hopefully they will be in better shape.

We have just completed our ground school with an average of six very keen students attending. Seasonal checkouts for our towpilots and instructors have commenced and we will be starting instructional flights before the last week of April. Our hangar construction plans are almost complete, with construction slated to begin in late May. Our club is eagerly looking forward to finally having a permanent hangar and clubhouse!

Randy Blackwell

Cu Nim Gliding Club

The '94 season had an excellent start. Rod Crutcher et al organized a very successful Super Soaring Seminar in February. Topics included cross-country flying, speed-to-fly, final glide, off-field landings, mechanics of OOfing and being OO'd and important safety issues. The seminar was well attended and we all learned much. Thank you, Rod.

Actual flying started March 12. Spring check and rust removal flights have accounted for about 80 flights to date. We've even had some good soaring flights. Mike Glatiotis, now the proud co-owner of the Standard Cirrus, JM (Jolly Miller), holds the record for the longest flight this year — 3 hours. Not bad for March.

Our new crossfield runway is doing very well with a thick mat of grass between the man-eating badger holes. By the end of the season it should be ready for regular use. We have last year's rain and Darwin to thank for this.

The club is looking forward to the arrival of a second Jantar Standard 2. We will be picking it up from the York Soaring Club in mid-April which should make it available for Cu Nim's X-Country week in early May. In addition Jerry Vesely has made some excellent mods to our existing Jantar to allow both big and small pilots to fly it safely and more comfortably. Jerry, we really appreciate you.



Hal Werneburg

Finally, a reminder to club members that our monthly meeting location has changed to 5430 11 Street NE, Calgary (off McKnight – first left after airport exit, then left again behind Post Office plant). We meet there the third Wednesday of every month at 7:30 pm.

K2

Edmonton Soaring Club

Going into 1994 the Edmonton club is in excellent financial condition and is expecting another successful but slower year than we have been experiencing lately. The rather cold and snowy winter prevented us from flying during December through March but all appears well for a start on the second weekend in April. A New Year's day celebration was held with a hay ride and spicy chilli — and our deep freeze still has some leftovers in bags. Everyone had a good time, of course, and Kerry Bissell honoured us with his normal phone call from warmer climes.

Glider maintenance suffered this winter as no warehouse space could be found in town at the proper rent, so we'll need a few days in the spring to get this under control.

Glider pilots are invited up to the club on the May long weekend. With the last ever airshow at Namao taking place, two days of flying could be combined with viewing some heavy iron. Manfred Radius will perform.

A cross-country week will be held the last week of May and a concentrated student training week in July. An instructors course will be held at Chipman in August. Anyone interested please contact our CFI Jack Towers at (403) 430-7044. (Also contact Tony Burton as there is funding available to cover the SAC registration fee of \$125 plus a portion of your flying and other expenses.)

All the best from us to you, and we extend a warm welcome to any pilot wishing to fly with us.

Dave Puckrin

1993 CANADIAN RECORDS

C indicates a record by a Canadian citizen originating outside the country.
T indicates the corresponding record set within Canada. (These are
noted only when a greater "C" record exists.)

RECORD TYPE	OPEN	FEMININE	MULTI – (OPEN)	MULTI-FEM
DISTANCE (km)				
3.2.3.1 Straight distance	Marsden / Apps 1093 1984	Ursula Wiese 607.0 1986	C Zwarych (R Adam) 495.0 1986	not claimed
3.2.3.2 Distance to goal	Marsden / Apps 707 1984	A Williams 303.0 C 1975	Zwarych (McColeman) 310.0 T 1984 Proudfoot (G Fitzhugh) 304.0 C 1981 D Marsden (E Dumas) 421.5 1979	A Williams (E Bell) 76.2 1979
3.2.3.3. Goal & Return	Tony Burton 652.3 T 1993 Walter Weir 1032.1 C 1993 Hal Werneburg 803.7 T 1982 Peter Masak 1007.0 C 1987 Brian Milner 1394.0 C 1993	Ursula Wiese 328.0 1984 Jane Midwinter 317.6 1988	John Firth (D Webber) 510.4 T 1986 C Yeates (K Yeates) 510.2 C 1989	not claimed not claimed
3.2.3.4 Triangle distance				
3.2.3.5 Free distance				
SPEED, Δ (km/h)				
3.2.3.6 100 km	Kevin Bennett 131.1 T 1989 Peter Masak 141.4 C 1985 John Firth 110.6 1984	Antonia Williams 54.5 C 1976 Marion Barritt 68.7 C 1970	Dave Marsden (M Jones) 98.1 1975 Lloyd Bungey (T Burton) 76.0 T 1983 C Yeates (K Yeates) 79.5 C 1987 D Marsden (E Dumas) 69.9 T 1975 Ian Spence (U-R, Fallu) 128.5 C 1991	A Cservenka (M Stone) 31.0 C 1970
not FAI 200 km				
3.2.3.6 300 km	Kevin Bennett 113.1 T 1988 Peter Masak 148.9 C 1985 John Firth 99.0 T 1987	Ursula Wiese 55.6 1983	John Firth (D Webber) 88.8 1986	not claimed not claimed
not FAI 400 km				
3.2.3.6 500 km	Walter Weir 111.8 C 1990 Walter Weir 105.7 T 1991 Peter Masak 151.2 C 1985 Willi Krug 108.8 1982 Peter Masak 106.5 C 1987	not claimed not claimed not claimed		not claimed not claimed
3.2.3.6 750 km				
3.2.3.6 1000 km				
ALTITUDE (m)				
3.2.3.7 Gain of Height	Jay Beattie 8153 T 1983 W Chmela 8321 C 1974 Bruce Hea 10485 T 1981 W Chmela 12449 C 1974	Deirdre Duffy 6575 1991 Deirdre Duffy 8986 T 1991 A Cservenka 9772 C 1969	R Shiley (Campbell) 7102 1961 R Shiley (Campbell) 9083 T 1961 Chmela (VanMaurik) 10390 C 1975	A Cservenka (Kossuth) 2987 C 1970 A Cservenka (Kossuth) 4206 C 1970
3.2.3.8 Absolute Altitude				
SPEED, O & R (km/h)				
3.2.3.9 300 km	Hal Werneburg 115.2 T 1983 Walter Weir 191.3 C 1989 Kevin Bennett 126.3 T 1992 Peter Masak 144.3 C 1985	Ursula Wiese 59.6 1984	W Chmela (Rominger) 65.0 C 1976	not claimed not claimed
3.2.3.9 500 km				
3.2.3.9 750 km				
3.2.3.9 1000 km	Walter Weir 142.6 C 1993	not claimed not claimed	not claimed not claimed	not claimed not claimed
SPEED, GOAL (km/h)				
not FAI 100 km	Kevin Bennett 118.7 T 1985 Walter Weir 147.7 C 1992	not claimed	Walter Chmela (R Zimm) 47.0 1971	Alberta is the best place to improve upon these Canadian soaring records in the next four months, so make it one of your goals this season to try to break one of them!
not FAI 200 km	Kevin Bennett 123.6 1992	not claimed		
not FAI 300 km	Wolf Mik 108.6 1966	not claimed	Jock Proudfoot (Fitzhugh) 70.2 C 1981	
not FAI 400 km	Tony Burton 81.5 1990	not claimed		
not FAI 500 km	Dave Marsden 97.1 T 1970 Walter Weir 138.4 C 1993	not claimed		

ODDS & ENDS

1994 Alberta Team Squad Since 1987 the Alberta Soaring Council has provided annual funding for a provincial squad of competitor pilots to assist in the expense of furthering their skills. This funding is designed to help squad pilots attend out-of-province and out-of-country contests and seminars as well as assisting in the cost of cross-country, badge and record attempts at locations away from their home fields. Leadership activities such as travelling to other clubs in a coaching role are also funded.

The squad is made up of four pilots chosen from the national contest seeding list and the provincial contest results along with another four pilots who have been recommended by club CFIs as showing potential and enthusiasm for cross-country and competitive soaring. On this basis, the members of the 1994 Alberta Team Squad are as follows:

- | | |
|-------------------|------------------|
| 1 Buzz Burwash | 5 Dave Mercer |
| 2 Terry Southwood | 6 Bingo Larue |
| 3 Tony Burton | 7 Paul Scott |
| 4 Kevin Bennett | 8 Mike Glatiotis |

Congratulations everyone and good luck in the coming season.

Contest must move from Innisfail this year

The 1994 contest is in limbo at the moment. As the contest manager for the event, I recently found out two things that impact on the date and location which was originally scheduled for the May long weekend at Innisfail.

First, the Victoria Day weekend is the scheduled date for the final Namao Airshow, which is of interest especially to the Edmonton people. More significantly, the Air Cadets who normally fly out of Namao will move to Innisfail for that weekend. I looked at the 1 July long weekend as an alternative, but again the Air Cadets will be operating out of Innisfail from mid-June to about the end of August.

Since an Air Cadet operation and a provincial contest would make for a very unwise and hazardous mix, it is obvious that Innisfail is out, period. The interest in the last Namao Airshow may eliminate the May long weekend as a possible date if a lot of ESC pilots would otherwise compete. So ... this leaves the 1 July long weekend as the likely date with Chipman, Black Diamond, Claresholm or ?? as possible locations. Combining the provincial contest with the Cowley camp might be another possibility, but again the safety aspect concerns me.

Fear not — there will be a contest. But what I must have now is an indication, particularly from Edmonton and



Tony Burton

Cold Lake, as to who is planning to fly in the Provincials so that I can finalize the date, and choose a “least inconvenient” location. Call me today, before you forget!

I also need a volunteer Contest Director (this is your big chance to tell a group of glider pilots where to go!) or, if I’m stuck with the job myself, some volunteer helpers for the finish line so that at least I can fly in the contest. Call me at 255-4667 with information or suggestions. Thanks.

Terry Southwood, chairman Sporting Committee

Safety Seminar

continued from page 8

Tony: As a pilot tries to determine the high energy path through the sky he can use other gliders as a ‘future’ variometer. If they begin sinking relative to you, you should diverge away from them.

Following Tony’s comment on high energy paths, Dave interjected with a question about what side of the cloud a pilot should choose. The panel agreed that the upwind side is the best — especially if it is also the sunward side of the cloud. Dave then asked about how far ahead the panel thinks ahead while flying. Hal stated that weather sense makes a huge difference for a long look ahead and is crucial for very long flights. Tony commented that as you can only see a bit ahead, you must look for clues like cloud shadows to try and extend your vision.

Dave thanked the panel and asked for any final comments. Terry suggested that pilots should ask more questions of experienced pilots. Tony suggested that pilots shouldn’t hesitate to try weak days as they’ll often learn more than on the strong, easy days. Hal underscored the weak day theme as an excellent way of honing one’s thermalling skills. Dave summarized the discussion by emphasizing the need to prepare and suggested that fledgling cross-country pilots fly something — even if it is only a 20 kilometre flight always within gliding distance. The session was informative and well received by the group. ❖

TEST DRIVING 54

continued from page 5

cartwheel, I have been incredibly lucky. The tail of the Mini rests only two or three feet off the centreline of my approach path.

I should be filled with a sense of relief. I have done something stupid and got away with it. Instead I am overcome by anger. I am angry at myself for making the mistakes that have brought me here. I tell myself I am a better pilot than this. Yet here I am, snagged in a crop as tall as my aircraft. I sit motionless in the cockpit for a minute pondering my own foolishness.

My bout of self pity is interrupted by the sight of a teenage girl, still in her Sunday best, running towards me through the tall grass. As she gets closer and closer to my downed craft her run turns to a walk. About thirty feet away, she stops. Standing on her toes, I watch her peering left and right above the tall grass. I can clearly see the fear all over her face. She is looking for signs of movement before venturing any closer, afraid that she may find herself alone with an injured pilot. Gathering my own composure, I open the canopy and shout to her that I am fine, this type of thing happens all the time, etc. Her parents arrive moments later in a cloud of dust as their pickup screeches to a halt on the nearby road. "Would you mind if I borrow your telephone," I ask them sheepishly after introducing myself ...

Writing an article about this flight has been somewhat cathartic for me. Nobody likes to admit to their mistakes in public. Nevertheless, I write on in the hope that there is something contained within from which other "low time" cross country pilots can benefit. Here are some of the things that I took away from the experience:

- On making your first few flights on type, set an objective for the flight and then stick to it. No matter how good the day looks, don't modify the plan or go on a cross-country. Over-exuberance can be a fatal character flaw.

- Moving to a higher performance ship can be a double edged sword. These ships open up a whole new range of possibilities in terms of how far and how fast you can fly, but they also allow you to get yourself much deeper into trouble. As a low time cross country pilot I should have never ventured into rough terrain while relying on two to four knot thermals.

- When flying over inhospitable terrain, there is no time to play tourist or fiddle with your camera or instruments. You must be analyzing your options all the time. When the number of available options start to dwindle, get out of there. I should have noticed the change in weather and I should have seen the crop in my field much sooner.

- Never, never, ever land in a tall crop (unless the alternatives are even less attractive).

- If you must land in a crop, keep the wings level and put the aircraft down with absolute minimum energy. Spoilers should be closed, especially if they extend below the wing surface where they are likely to catch and cause a ground loop. I landed with flaps extended because on the Mini they dramatically lower the stall speed (to 32 knots). You may want to consider your individual aircraft if you find yourself in a similar situation.

- No matter how bad things look, you have to keep making decisions and flying the aircraft. There is no point in wasting mental energy beating yourself up over what could have been or should have been. Once you are committed to a course of action you must execute. Simplify things for yourself. Concentrate on those critical tasks that you have to perform in the next minute (coordinate turns, wings level, minimum energy touchdown). Never give up. Your job isn't done until the airplane is back in the trailer.

- It pays to pick a good partner! Many thanks to Jay Poscente for being so understanding, and to Karin Michel, who helped on the retrieve. ❖

graphic no longer available



Copy this and hang it by your phone.

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Sportsfund	John Broomhall [ESC] – address above (must send the 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, AB T4N 3E7	H 343-6924
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ESC	Dave Puckrin (acting) 35 Mill Drive St Albert, AB T8N 1J5	H 459-8535
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