

AScent

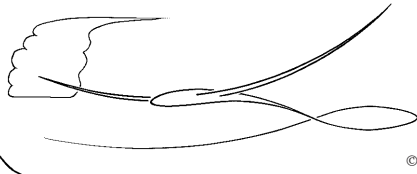
the journal of the Alberta Soaring Council



Winter 1994

ASCent

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Cover "Team Barnacle" and friends at the X-C Camp at Cu nim with the club Jantar, "Fruit Juice". Left to right are Kerry Stevenson, Chris Gadsby, Mike Crowe, Karin Michel, Darwin Roberts, Mike Glatiotis, instructor Terry Southwood, Kurt Edwards, and tow pilot Barry Bradley.

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Editorial notes

We have a mini-issue again at this time, containing the Fall Wave camp story (it was a good camp), a lot of other reports and material necessary to be published prior to our AGM on the last Saturday in January at Nisku.

Please mark your calendar and come out. The Nisku Inn has proven to be a pleasant and central venue for a quite painless (even enjoyable) morning and afternoon of talk, food, and awards. See the event "menu" on page 11.



Letter from afar

Not just gliders fly cross-country! *ASCent* has flown over 11,000 kilometres in one trip in order to reach me here in Argentina, where I am living for three years while helping with the expansion plans of a pipeline company that my employer Nova bought into. I enjoyed reading the latest issue you sent me, particularly the part about Dick Mamini flying over the hang gliding "launch potatoes" squatting on the Wasa takeoff site while he soared overhead.

Buenos Aires is the world's 6th largest city, with over 11 million inhabitants, so with the crowds and the poor roads it's a bit hard to get away on weekends. Still, there are a number of gliding clubs in the area, at places like San Andrés de Giles, Zárate, Canuelas and Tandil. The first is the biggest and best, located about 80 kilometres west of Buenos Aires, and has a number of facilities such as a swimming pool, restaurant, bunkhouse and camping area, in addition to several hangars for storing rigged private gliders.

Tandil, 300 km to the south, is the closest area to Buenos Aires that is not totally flat

continued on page 11

the presidential thermal

This will be the last editorial from me as I complete three years as ASC president. It all started innocently enough when Garnet Thomas asked me to take over the last year of his term. I think it was part way through my second year as I was thinking it's almost over, when Ursula pointed out to me that I still had another year to do since the year of Garnet's term didn't count for anything! I mean, how can you argue with that logic.

At any rate, it has been a quick three years and the Council has seen some major changes with the selling of the Grob and assuming responsibility for Cowley airfield. It's also been satisfying to see the rekindling of interest in Grande Prairie and to welcome CAGC into the fold as a SAC club. Although nothing really to do with the Council's activities, the two larger clubs passed significant milestones as Cu Nim bought their airfield and ESC was able to retire all its debt. Lastly, Cold Lake has a strong equipment base as a result of the closing of Lahr. So from that perspective things look very positive for the future.

However, there are also some things we have to address as we move forward. We still have the situation where only a dedicated few are carrying the burden for the whole. Somehow we have to break out of that cycle.

Also, our member base is fairly static or shrinking some what. With the population bulge approaching the gray zone with more leisure time and disposable income, our sport should be positioning itself to take advantage of this opportunity. I'm not sure we are exploring what possibilities there are to reach this segment. Personally, I think it may be that a lot of the plus 50 crowd don't even consider soaring because they feel the opportunity is gone at their age.

Oh well, if I had the answers I could probably get rich by becoming a consultant (or make a killing on the 649!). I would like to end this by saying what a privilege it has been for me to work with Tony, Ursula, Al, Denis/Julie and John on the executive. They, along with the appointed people like Mike Crowe and Bruce Hea really made my job very easy and (being the lazy person that I am) makes me very grateful for that. Lastly, my thanks to the executive of the clubs because ultimately the clubs are Alberta Soaring Council and we on the Council should never lose sight of that.



PS In the opposite column you'll see that we have to keep working to keep our place with other sports in Alberta.

ON NOVEMBER 25 AND 26 I attended a forum hosted by the Department of Community Development which has the responsibility for the Sport, Recreation, Parks & Wildlife Foundation as well as Historical Resources and Active Living.

In his opening address the Minister, Hon. Gary Mar remarked on how proud he was of the quality of life in Alberta and, as he travelled, it was always brought home to him the benefits we enjoy living in Alberta. He also noted the department was considering streamlining the way the three different areas were administered to achieve cost savings. He admitted it might be difficult to have the same person dealing with Sport, Recreation, Historic Resources and Active Living since they couldn't possibly deal knowledgeably with all these different areas. But he also indicated the groups might have to assume more responsibility for their affairs and become less reliant on government support.

The message was to break into groups and consider creative ways of doing business differently to operate more effectively in this ever tighter fiscal environment we are faced with.

In my breakout group it quickly became clear the creative thinking by the larger associations was to squeeze out the little guys to achieve the cost savings and streamline the number of groups receiving assistance. It was pointed out to me that activities like soaring are adult only, not effective use of tax dollars and cater to a small specialized group with a special interest not shared by many people.

I reminded them we do work with Air Cadets and also the Minister's comments about the importance of Alberta's quality of life. I feel ensuring there are a wide range of activities for Albertans to enjoy is a way of maintaining that quality of life at the level the Minister is proud of. I asked the larger groups to consider that they may be able to achieve self sufficiency much easier and if they wanted to be truly creative in their thinking to decline further government assistance to ensure the ongoing survival of the broader range of activities Albertans could choose from. Failing that, rather than squeezing out the smaller groups perhaps we should just reduce the collective pot and we take a proportionate reduction in assistance.

In the long run, my sense at the end of the session was that the government will take the input but will have to set the direction and stay the course. The reality is we are like a bunch of animals around an African waterhole that is shrinking as the drought continues. Cooperation and collaboration usually isn't the hallmark of that environment. 'Nuff said. ❖



WAVE CAMP '94

Tony Burton

Gerald Ince

WHAT A GREAT WAVE CAMP! EVERYONE who decided to pass up the drive to Cowley missed out on beautiful weather with thermals on Thursday and Friday, and knock 'em dead wave Saturday and Sunday. We had a huge number of visitors, most of them being hawks and eagles migrating south down the valley, but the pilot travelling the farthest was a keen young man from a small German club who ran around the field all five days helping out and flying like a local.

Before the camp opened I got several calls from out of province pilots checking that the camp was going to be held, as people remembered that last year had been cancelled when a stationary high sitting overhead gave sunny weather but stable conditions and no west wind whatever. Callers had also seen the TV reports of the heavy snowfall that had dumped on the southwest corner of Alberta — 50 cm in Waterton!

A few people were on hand on Thursday October 6, mostly a few Cu Nim types who ferried in a towplane and Blanik, the first of a good Cold Lake contingent, three and a 1-26 from Regina, and the aforementioned young German, Torsten. When I arrived I saw three aircraft tied down on the cable and looking forlorn on the field, an Air Cadet 2-33 and Citabria towplane and another power plane, which had obviously been snowed in the previous weekend.

There were eight launches after 2:30 with weak thermal lift which was best over the Porkies where a ridge component helped things out. Mike Glatiotis and Mike Cook were the first to notice the feathered traffic and they spent some time climbing with and chasing a pair of bald eagles. The view to the south sure was white — all the mountains south of the Crowsnest Pass were snow-covered while to the north they were mostly bare, and a sharply defined white swath of ground painted the path of the easterly track of the season's first big snowfall.

Friday was blue with thermals beginning after 1300. The only cloud was some very fast cycling scraps of cumulus which dissipated almost as fast as you could focus on them. The thermals were strongly influenced by weak upper wave which produced bands of 2-4 knot lift and similar areas of considerable sink. Although the upper wind was out of the northwest, it didn't know what to do on the surface — the runway changed three times during the day. It started on 21, swung over to 11, reversed onto the rarely-used 29, then back to 21 later in the afternoon — all in less than four hours! The owners of the Air Cadet ships showed up in the afternoon and ferried out to Taber for more cadet intro flying.

This was the day to see birds on the move. Just as thermals got going, a gaggle of seven eagles could be seen

thermaling just to the west of the field. Later in the day both Mike Glatiotis and I saw many hawks slope soaring south down the spine of the Livingstones. At sunset, glowing upper lenuies formed over the Livingstones as a promise for tomorrow. It was a cold night with all the stars within reach.

Saturday was the day of days. At sunrise there were two sharply defined very long and narrow lenticular bars coming off the Continental Divide and a more diffuse one forming on the Livingstones. The forecast called for upper northwesterlies which wasn't a favourable direction, but a helpful radio transmission from a passing jet said the actual winds were westerly. By early afternoon the valley was filled with three waves and many flights were releasing into the secondary just northwest of the field at 1500–1800 feet.

The waves were based at 18,000 and everyone remarked on the beautiful scene they created both on the ground and in the air.

Many pilots got up over 20,000 feet and several pilots had their first experience in the wave. Bob Mercer got to 24,900 in his RS-15 for the Diamond only to find on landing that his barograph didn't have a complete trace (it was installed needle down). Karen Michel reached 24,000 in Fruit Juice on her first wave flight but didn't have a barograph on board. Keith Bjorndahl got to 24,000 in the Regina 1-26 for his Diamond, I went to 28,000 (where there was still a knot or two of lift), Darwin Roberts got 20,000 in the Jantar, Dierdre Duffy got to 20,000 in ESC's ASW-15, Mike Glatiotis got 25,700 in a five hour cruise around the valley in his Std Cirrus, Mike Cook got 25,000 in Z1, etc, etc. This is what we came for!

The next day showed a prominent wave arch in the morning and there were good wave flights made on the morning launches from 4000 foot tows to the primary. Carl Cottrell made 27,000 in the Cold Lake 1-26 and Jack Kerkhof had his wave introduction with me going to 20,400 and back in the Blanik in an hour. Bob Mercer torqued his barograph needle down tighter on the drum and flew the Diamond again to 26,400 while Karla Hopp also got her Diamond climb in the Regina 1-26. Steve Hosier claimed a Gold climb in the Blanik, unfortunately missing a Diamond because he miscalculated on the altitude required. I got to 26,500 after a low struggle seeing if I could contact the tertiary wave from a 2000 foot tow to north of the field — a small thermal at 1500 feet agl finally saved me. Rod Crutcher was the only pilot who bothered to call Edmonton Centre for an altitude clearance and got over 29,000



Action at the Cowley control tower

Gerald Ince

which will earn him the SAC wave trophy for the year. Mike Glatiotis made 22,500 and flew up to west of Black Diamond and back, Mike Cook won his Diamond at 26,600, and Deirdre made 23,600. Other high flights were made by Gerald Ince and others.

Mid-afternoon the American group arrived from Kalispell and rigged their Grob 103 but missed the best flying. They shouldn't have waited until the wave was guaranteed before driving up.

The wave structure changed later in the afternoon with the primary and secondary wave going blue and it was no longer possible to contact much below 10,000 feet. In the lower levels the air just became very turbulent, and pilots just got beat to death on the tow and struggle to get back home.

On the last day of the camp there was still some light wave first thing in the morning with calm surface winds. However, there was a weather change forecast for mid afternoon with rain. Dave Mercer was first up before 9 am in the family RS-15, all decked out in high altitude gear (even including a military bone dome), but he dropped out the bottom of the wave and landed out in a large field a few miles northwest. When he got back later I thanked him for doing the camp "duty landout" — a task usually reserved for the Blanik. Only two morning flights contacted wave, Paul Frigault to 16,000 feet in the Cold Lake 1-26, and myself with young student Tomas Florian in the Blanik. By then the western skies were beginning to clag up so it was time to break camp and get things cleaned up and locked up and equipment ferried out again.

Murphy usually strikes when event dates are set — it was a real pleasure to see that he was busy elsewhere this time — this successful camp missed the snowstorm of the previous weekend, and rotten weather started the day after we packed up. Our timing was perfect. Once again special thanks go to the Cold Lake tow-pilots who kept the operation going on the weekend. The only minus was the lack of a second two-seater to fill the demand for student and area check flights. ❖

Summary of Meeting ASC Executive & Council 5 November 1994

Status of Central Alberta Gliding Club

John Mulder was asked how the club is coming along with SAC membership and SAC-affiliated club status as discussed and agreed upon by CAGC president Jerry Mulder at the 28 May meeting. The club now has 12 active members, 8 have joined SAC as individual members; the necessary paperwork to SAC club affiliation is still outstanding. At the preceding planning meeting, CAGC members were encouraged to participate in ASC events, starting with the Innisfail May Meet.

ASC events For the past 15 years, the Cowley summer and fall camps have enjoyed enormous popularity not only from our own pilots, but also from other provinces and the US; Regina and Winnipeg have become regular participants with a contingent of 5 to 10 pilots with their own single and two-seaters, sometimes a towplane, and support the operation with towpilots. Regular visitors come from as far as California, and Germany, with a new soaring group from Kalispell.

ASC has undergone several stages of safety procedures, with camp and operating guidelines, mandatory daily pilots briefing and safety talks. However, the workload on a few key people has become tremendous and important safety items are easily overlooked. The ASC executive want to reassure our camp CFIs and safety officers that ASC control (our own rules) on unsafe flying or violating air regulations stand, and action is to be taken swiftly. We applaud the long-standing initiative that each club appoint their club CFI attending the camps to discuss any of the violations with the camp CFI and recommend the appropriate action. It is important, however, for the executive to be kept aware of incidents at the events and ask for a report by the camp CFI/safety officer for each event, to be mailed to the president.

ASC towplane

Pilots from out-of-province From time to time our camps suffer a towpilot shortage. The executive has no objection if qualified pilots from out of province receive checkflights for towing with the ASC towplane (this does not extend to club towplanes). Each case has to be dealt with individually by respective chief towpilots. SAC membership is mandatory.

C-GPCK flight time to-date in 1994

Mike reported 81 hours flown, but would like to encourage more hours (Denis has calculated a break-even cost of 75 hours).

Use by GAGC CAGC is interested in flying the ASC towplane and Mike will communicate with the club, once their club status with SAC is satisfactory to the executive and their towpilots are SAC members. The latter is an insurance requirement, valid for 1994.

Changes to the Cowley operating guide

Beat-ups (high speed finishes)

Excerpt from *ASCent, summer 1994*: "The hazards of mimicking the contest finish without proper training were reviewed. Any high speed maneuver near the ground has little margin for error, so practising one's first beat-up clearly compromises a healthy landing! Considerable preparation goes into such a finish and an interesting discussion ensued." Training will be offered at Cowley if wanted and the Cowley guide with reference to beat-ups will be amended as required.

Waiver The first trial with waivers for all non-pilots at Cowley was conducted and pilots' cooperation was commendable. However, it was felt that there was a difference in understanding the risks of the sport between family and friends of pilots and people "walking in off the street" for a familiarization flight. It was decided that only the latter be asked to sign waivers.

Changes/amendments of bylaws

Our bylaws had been revised in 1979 and many changes and requirements have surfaced since. The executive feels that it is time to have a closer look again. Ursula will coordinate proposed changes and amendments with the club presidents — deadline end of November. The proposed changes will be published prior to the AGM for discussion and action.

AGM 1995 Location will again be at the Nisku Inn, 28 January 1995. The format will be as usual, with the possible addition of a short seminar by Rod Crutcher on some aspect of safety.

Resignations/replacements The president and secretary have given their intention to step down. Club presidents are asked to submit names of possible candidates for the jobs to Marty and/or Ursula. Election at AGM.

Congratulations

- to Terry Southwood, invited to the SAC Flight Training & Safety Committee. He is replacing Mike Apps.
- to Rod Crutcher, invited to the SAC Safety Committee.

Distribution of grant money Tony talked about the distribution of grant money to date according to the Action Plans, and noted that there was an additional one-time increase from the closing of the Sport Council which allowed higher reimbursements than anticipated. There was almost \$4000 remaining to distribute to clubs for X-C training support. Club SAC membership will suffice as supporting documentation, with the executive to decide on shares at a later date.

1996 National Soaring Competition

Dave Mercer announced for the record that Cold Lake offers to host the 1996 National championships scheduled "in the west" as part of their 25th club anniversary celebration. Location still to be decided. Cold Lake through ASC will send a letter of intent to SAC.

Notes on SAC Insurance and Cowley operations

Ursula Wiese

Insurance liability

With ASC now being the operator of the Cowley airfield, Marty Slater and Dave Fowlow were concerned about proper liability coverage for ASC, its executive, directors and appointed key people at events. 1994 ASC insurance coverage is:

- \$3 million liability coverage
- \$3.1 million premises liability coverage
- \$50,000 hull value C-GPCK

Insurance Policy clause "Your Liability Coverage" (p5, 400AC-3705) reads:

... "All provincial and federal funding bodies; and all provincial soaring committees" are covered. According to Grant Robinson (8 Nov phone call), this includes key personal "working" at ASC events — provincial association and SAC members. If ASC keeps an *internal* record of key personnel names (which may change at any given notice during the event) this will suffice; Grant also recognizes that such recording may be incomplete in the "heat of the battle" with *no* drawback in case of litigation. We should not be too specific, that is why the insurance policy wording is kept very broad.

The 1994 Policy for ASC will be mailed to me 9 Nov 94, clubs to receive their copies a bit later (he said). The wording has *not* changed from the 1993 policy. The policy is usually mailed to the club treasurers; if there are any questions, please contact the receiver of this policy. It's a book!

Cowley Airfield Agreement

The Agreement was signed 11 August 1994 for a ten (10) year term. The Agreement between ASC and the Province of Alberta calls for "aircraft liability for all aircraft owned, operated or licensed in the name of Alberta Soaring Council in an amount not less than \$2 million per occurrence and including passenger hazard liability where applicable." (Clause 3b) This clause may have implications for clubs who *offer* their single and two seat sailplanes or towplanes for use at ASC events (operated in the name of ASC, but insured for less than \$2 million).

Because of the possible legal implications, clubs bringing club ships to Cowley or other ASC events *must*:

- check that all required aircraft documentation is in the aircraft prior to departure to Cowley,
- ensure that club ships have at least \$2M liability coverage,
- name a contact individual who is responsible for the aircraft at Cowley.

ASC will check all of the above upon arrival. If there is doubt, we will not be able to allow that aircraft to fly until the documentation is in order. I suggest separately notifying the Alberta clubs, Regina and Winnipeg of these implications, and also make note of it in *ASCent*. Clubs like Saskatoon, Prince Albert, Rocky Mountain Soaring Centre and Vancouver receive *ASCent* and if there are any questions, they may call for further information.

Insurance for third party claims

ASC is covered if (for example) the farmer causes a third party claim on ASC premises. The farmer doing his work on "ASC premises" should have his own liability coverage for himself.

Field Managing/Time Keeping duties

Because of the "I don't know what to do" problem of volunteers, it was suggested that the CFI and Field Managers of the day have a small meeting after the pilots' meeting for clarification of "things to be done for the day, including waivers, etc."

Cowley Airfield Maintenance

The airfield has been a public campground and it has been used during the year. ASC will not close the gate, but is faced with garbage left behind — hopefully in the garbage cans. It was suggested that only two garbage cans be left near the kitchen, with an informational sign on the kitchen wall opposite the pump, saying something like "please take your left-overs home as there is no garbage removal here." More ideas being worked on by Bruce Hea. All other garbage cans should be stacked at one spot, near the shack perhaps. ❖

CLUB NEWS & GOSSIP

Some Edmonton Heros

the 1994 club award winners

Member of the Year Dick Dejong
tirelessly worked the flight line, time recording, duty pilot, instructor, and fam flights.

Student of the Year Ken Freeland
for highest flight activity for a student, and won and participated in winning several prizes in the "ESC extravaganza" flying.

Towpilot of the Year Elaine Friesen
started towing late in the year and quickly put in over 100 tows.

Senior Ladder Buzz Burwash
flew the most cross-country kilometres in ESC.

May Meet Trophy Buzz Burwash
Highest placing by an ESC pilot in the provincial meet.

Instructor of the Year Graeme Craig
Voted by the students – flew over 70 instructional flights.

Executive of the Year Wayne Watts
prevailed over incessant club infighting to finally get the club a decent "tow buggy".

Wave Trophy Gerhard Novotny
Awarded to the pilot who tries the hardest and achieves the least in wave flights for consistently climbing to Silver heights in the company of those achieving diamonds.

Jackson Trophy Graeme Craig and Martin Petrucha
Awarded to the most significant two-place flight.
A flight of 3:06 hours in a 2-33.

Special Recognition Helga Novotny
for taking over special events and doing a superb job, continually working to keep the clubhouse clean, and trying to keep Gerhard on time.

Special Recognition Inge Dejong
for continually helping out at the flight line, timekeeping, and retrieving gliders, and entertaining visitors.

and some Calgary Heros

the 1994 club award winners

Best Flight of the Year Karin Michel
Karin accomplished some remarkable flying this year, particularly during the Provincial Soaring Contest where she flew the contest's best of 237 km.

Brewery Trophy Lee Coates
Congratulations, Lee, for placing the highest and winning the 1994 Provincial Soaring Contest.

Instructor of the Year Kurt Edwards
1994 was a year where a lot of students did a lot of flying thanks to Kurt and the others. Kurt did the most instructional flights this year, passing his excellent skills and judgement on to our new crop of pilots.

Fledgling Award Mike Swendsen
In a year full of good students. Mike managed to outclimb some other excellent candidates for the Student of the Year award.

John McGregor Memorial Award Darwin Roberts
Club member of the year and a shining example of club spirit, Darwin – our director of Aircraft Maintenance, Instructor, Timber Tailor & Inventor – actually found time to land out last year. Darwin built our runway roller and is working on a new invention over the winter – we can hardly wait.

Silver Speaker Award Darwin Roberts
Usually awarded for abuse of the airwaves, but our DAMN Darwin ensured that every aircraft had working radios. As an instructor he insisted every student practise proper radio procedure and have their radio licence. Naturally it came as a shock to us all that Darwin did not have his Radio Operators Licence!

The Coyote Plaque Lyn Michaud
For the second year in a row Lyn towed and towed and towed. Thanks again to Lyn and his fellow Coyotes for your dedication.

I Wish I Had A Motorglider

Kurt Edwards & John Monroe
We had to change the name of this trophy again this year to "We wish *she* had a Motorglider". Awarded to Karin Michel's crew. She was on final out by Vulcan and made a great save; however, a failed radio didn't save her crew from a long drive to where she wasn't.

The Dreaded Lead "A" Award Terry Southwood
Not for a notable landout this time, but for creating so

many potential landout candidates (now known as “Barnacles”) at the spring cross-country clinic.

Broken Spoke Award Keath Jorgensen
Awarded to the member who had a “wheely” bad time during the year. Usually awarded for a mountain biking misadventure by one of our club crazies, this time it went to Keath for being forced into a ditch and having his pick-up written off near Cowley by another driver busier watching gliders than the road.

.....

The 1994 Cu Nim Awards Banquet was held at Canada Olympic Park again this year, but this time in a cosier setting of the *Naturbahn Teahouse* on the top of the hill. We enjoyed a beautiful view of the city along with an exceptional meal of stuffed turkey and all the trimmings. The awards presentation went well with a lot of laughs and congratulations to all winners. There were even couples dancing (*two*, and they won the two bottles of wine set aside to encourage dancing)! A big thank you to Hans and Ruth König for coordinating this evening and making a good event better. We’re all looking forward to next year.

Kerry Stevenson

Cold Lake Soaring Club –1959

Back in May we got two beautiful looking training gliders, a 1-19 (ZCY) and a Pratt-Read (ZCZ) from Art Penz in Saskatoon. Finished in 14 coats of dope the PR was a PR with a difference — besides the gleaming white with black and red trim, the cockpit pod was completely reworked with a lowered cross section, moulded canopy and fibreglass shell. This results in a good glide ratio and a quiet ship. We had ten members and other interested parties but the formation of a gliding club was the signal to AFHQ; and now we have representatives in Resolute, Ascension Island, Chatham, NB and Germany.

As for flying, well, we towed with a Tiger Moth CF-COV, a newly-rebuilt machine of W/C Hoy and George Carpenter, also white with red and black trim. The Queen had some old used drogue cable we used for car towing. The Moth’s new engine gave the PR a fair rate of climb at this altitude (1780 feet airport height) except on very warm days. There were few of these this summer. With a 300 hp car (Sven’s Ford with a Thunderbird engine), 9000 feet of runway, a 1/10” diameter armoured steel cable used in various lengths from 1000 to 3000 feet, we found it impossible to get up over about 1000 feet, usually less. We tried various speeds — can anyone say how to do better than this? We did not try a C of G hook. The usual problems of cable kink-

ing and fast wear on the runway caused us to give up car towing except for some days of hops in the 1-19.

We did nearly 200 flights and about 30 hours of flying, mostly done by 4 or 5 members. Contributing to the low totals was the fact that most of the personnel were away for periods from three to ten weekends at one time or other during the summer — and the weather, well, it was not good. Future plans are affected by the few personnel interested in training, and the fact that the bank manager doesn’t really want to own the 1-19 any more. Both the 1-19 and the PR are reluctantly offered for sale. Members plan to press on with construction of higher performance sailplanes in hopes of seeing a lot of Saskatchewan next summer, aided by prairie thermals.

reprinted from *free flight* Jan/Feb 1960

I slipped this in to show the Cold Lake guys there really was a club there at the time. Cold Lake was my first posting in 1959 and got my first-ever 10 gliding flights in the 1-19 and PR that fall (#3 was a ground-skimming auto tow solo in the 1-19!). “Higher performance sailplanes” referred to in the last paragraph was a BG-12 that I helped a little to build during the winter. The club ceased in 1960 for lack of members. Tony ❖

Job openings 1995–96

PRESIDENT

*

SECRETARY

*

If you think it’s time for a change,
here’s your chance.

If you think these jobs are for life,
you’re wrong!

*

These jobs have priceless rewards,
Try it and see for yourself.

*

You don’t need a licence – don’t be shy – your
willingness to assist is all that’s needed.

please give us a break

Notice of motions to amend
ASC bylaws

(to be discussed and voted on at the AGM)

Motion 1 Add word “*safety*” and delete word “*flying*”
to the first stated object of ASC.

Presently the objects of the society do not have any reference to safety or its promotion, given its importance and the fact that dimensions of soaring such as meteorology, navigation and airmanship are specifically set out in the first object of Alberta Soaring Council. The word “flying” is redundant to “gliding and soaring” So, it is proposed that object 1a be reworded as follows:

*To provide training in gliding and soaring,
meteorology, navigation, airmanship, and safety.*

Motion 2 Delete paragraph 2-1 (*list of affiliated clubs*)
Listing named clubs is unnecessarily specific and should not be in the bylaws since it goes out of date, and any update to the bylaws requires a special meeting and filing with the registrar. It is proposed that 2-1 be deleted since it does not affect the operations of ASC.

Motion 3 Add a phrase to paragraph 2-2 to read: “Any Alberta club, *having no restrictions on the type of member or flying activity, and having gliding ...*”

Without this additional phrase, 2-2 permits affiliation by clubs who may have gliding and soaring as an object, but restrict membership to only special interest groups such as parasails, hang gliders, power pilots, ultralights, etc. This motion eliminates restrictions on the type of club member.

Motion 4 Delete the phrase in paragraph 2-2
... and not previously accepted as an affiliated club, ...

It is not clear what purpose this phrase was intended to serve. If a club was previously accepted and currently is affiliated, it is difficult to understand why they would be applying for affiliation again. If the club had been affiliated but had lapsed its affiliation, its affiliation should be revisited rather than automatically granted affiliation on the basis that it had previously been affiliated. As a result, it is proposed to delete this phrase.

Motion 5 Add a phrase to paragraph 2-2 to read: “*and being affiliated with the Soaring Association of Canada*” after phrase “having gliding and soaring as its primary object, ...”

With SAC becoming more the administering body of soaring in Canada for Transport Canada, it is only prudent for a new club to join the national organization to receive and operate under the national guidelines on training, licensing, airspace, etc. Current affiliation with the provincial association should be tied to the national affiliation, ie. if the national membership lapses, so will provincial affiliation.

Motion 6 Preface existing paragraph 3-3 with: “*The position of ASC vice-president is normally to be filled by the SAC Alberta Zone Director.*”

In 1980 the suggestion was made to amend the bylaws to reflect that the SAC Alberta Zone Director also serve as ASC Vice-President for a two year term. Although this has been the practice since then, the bylaws have never been amended to reflect these duties.

Motion 7 Split existing paragraph 4-2 into two with a following paragraph number for Special Meetings.

Motion 8 Change paragraph 5-1 by deleting the first sentence and replacing it with, “*Voting members are members in good standing in the society who are also members of the Soaring Association of Canada*”

Motion 9 To affect required changes to bylaw paragraph numbering arising from above motions, and to reorder and renumber bylaw paragraphs according to attached Bylaw Table of Contents for purposes of easier reference. (Table of contents will be distributed at AGM.)

Ursula Wiese, ASC Secretary

the Western Regional Sports Class Contest

You are cordially invited to the first annual sporting class event to be held in Golden, BC on 24-28 May as a follow-on to the Provincials in Innisfail. The aim of this Meet is to provide a competition supplement for western sailplane pilots who may not be attending the Canadian Nationals in Ontario.

Rule #1 is to have fun! However, both the terrain and the conditions (mother nature cooperating) should be an excellent proving ground for both intermediate to advanced cross-country enthusiasts. Handicapped scoring will be used. Après soaring, fine dining and nightly entertainment are inevitable.

The organizers want to promote the concept of team flying between lesser and more experienced pilots to develop cross-country education. Having teams from Alberta, British Columbia, Washington and Montana may truly provide some exhilarating moments as well as develop club rivalry and new friendships.

More information to follow or call the Rocky Mountain Soaring Centre at 1-800-268-7627. Non competitors are welcome, so please attend!

Meet Organizer – Mike Cook – (604)427-5471

Letter from afar

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and/or prone to occasional flooding. Here, there are a number of hills rising up to 1500 feet above the surrounding terrain, with the Olivares gliding club at the edge of one of the hills. Pilots are towed up and dropped off in the ridge lift for an easy soaring flight.

The summer soaring camps are held in semi-arid regions to the west, in neighbouring La Pampa province at either Santa Rosa or General Pico, where 500 km triangles are not uncommon. I haven't got around to flying at any of the above mentioned locations, at least not in a glider, as I've been kept busy obtaining my

private pilot licence and doing powered cross-country. I have also been acting as a towpilot, using an ultralight to tug up local hang glider pilots. Apart from three excellent trips to the mountains west of Córdoba, the only unpowered flying I have been able to do was at the pre-World hang gliding championship in Spain last July, where for two weeks I had the chance to explore the hills and valleys of the southern Pyrenées.

If any glider pilots are coming this way for a holiday give me a call (home 54-1-552-1009/-6182) — I'll try to set you up for a flight at one of the local clubs.

Cheers, **Stewart Midwinter**

ASC Annual General Meeting & awards luncheon

28 January 1995



exit east off Hwy 2 at
Edmonton Intern'l airport

*Everyone welcome — come spend
the day with friends from other clubs*

Accommodation

please make your own early reservations

special rate (double or single) \$55.00

phone 1-800-661-6966
fax (403) 955-7743

Menu

- Planning meeting 1000 sharp
tying up the loose ends for 1995 activities
- Safety seminar 1100
items of interest and concern for 1995
- Awards luncheon 1200
luncheon ticket - \$10
- Presentation of provincial honours
- Special meeting (for bylaw changes)
and Annual General Meeting 1330
 - approval of Minutes of '94 AGM
(printed in the '94 ASCent spring issue)
 - '94 executive & committee reports
 - '94 financial report
 - '95 budget presentation
 - old & new business, motions
 - election of officers
- Meeting close about 1500

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

Nominees to date:

Treasurer Denis Bergeron & Julie Lauzier

Call Ursula at 625-4563 for questions & info

return address
Box 1916, Claresholm, AB TOL 0T0

to: