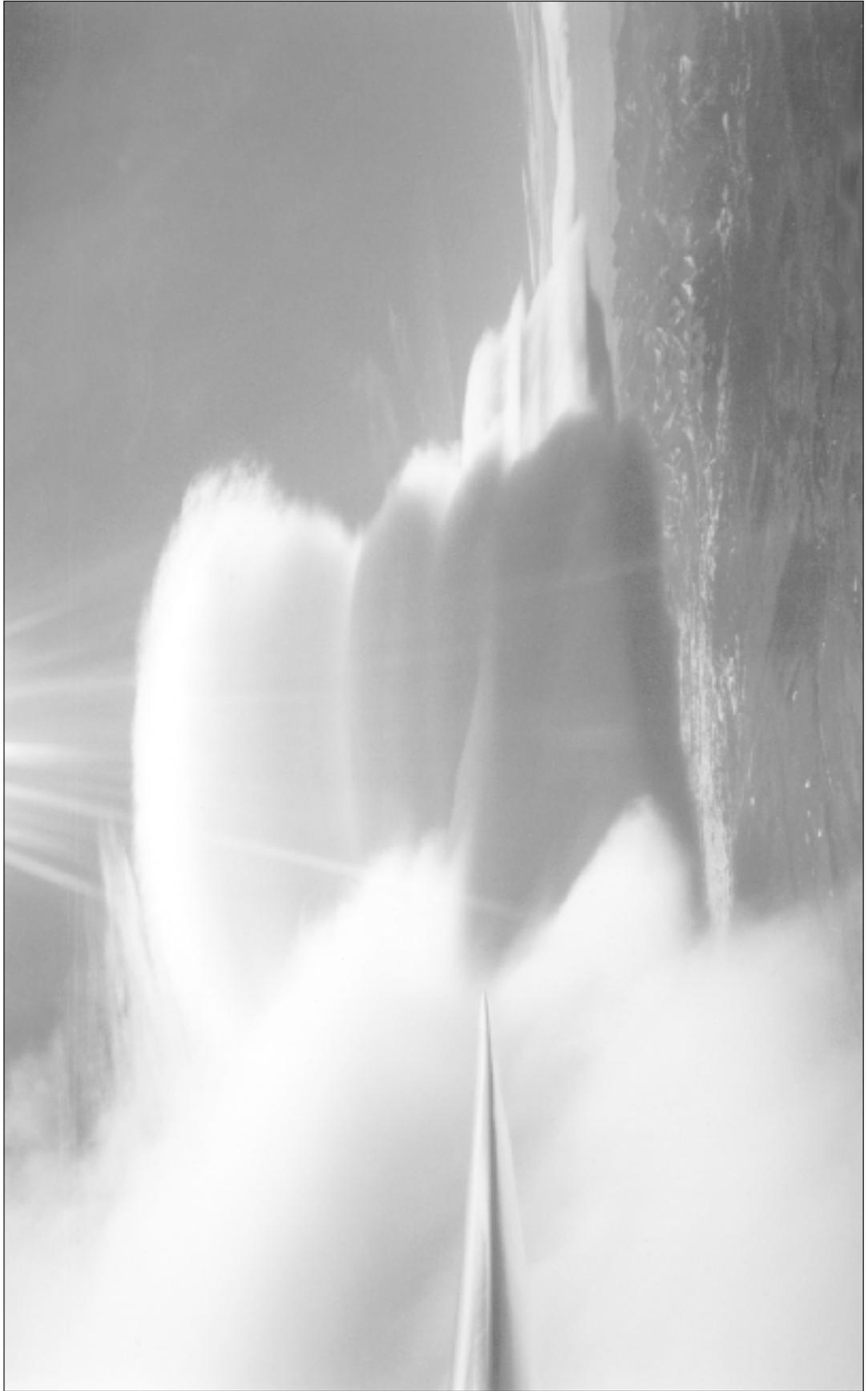
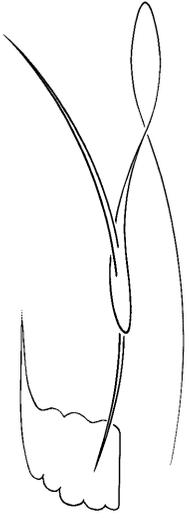


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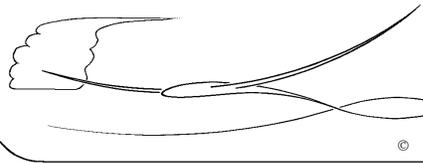
the journal of the Alberta Soaring Council



Spring 1995

ASCent

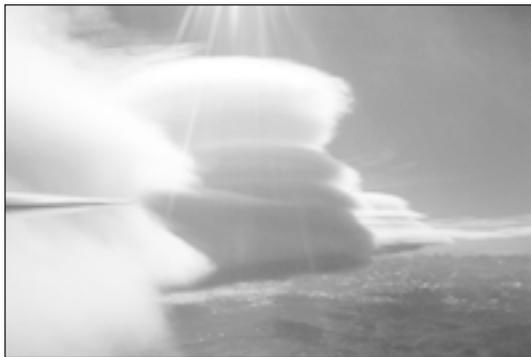
Spring 1995



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



Cover

Mike Glatiotis soars up the primary of the Livingstone wave during last year's fall camp. The photo was taken at about 20,000 feet.

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

Editorial notes

The season is about upon us — I was tinkering with EE in the backyard on March 16 when I heard airplane noises over the airport to the west and saw a glider on tow. It turned out to be Mike Glatiotis looking for lift before taking the ship back to Cu Nim. It wasn't a long flight even though there was great looking cu to the south and north, but Claresholm was under the airport blue hole! The sight was a good prompt for me to get the annual inspection finished (I hope my instruments work the right direction after replumbing them all). Remember all those good days in late April you missed last year because you weren't ready — and spring was the only part of the season that gave us decent cross-country soaring.

When I was in Ottawa for the SAC AGM I met John Firth, a friend I had crewed for in five world contests. We were telling lies about our flights, of course, and he mentioned that when he had his Kestrel, he had held a goal to fly five 500 kilometres in a season. That was *really* ambitious for Ontario and kept his flight planning and weather watching sharp. It didn't happen for John, but he has given me a challenge to try with EE in the perhaps more bountiful western air.

Let's all hope for a stronger season this year. I encourage you to be adventurous in your flying, too, that's what keeps the sport lively.





*Spring has sprung
Da grass has riz*

I wonder what Marty's po-em is?

*By rights dere shoood
have bin none dis year*

*Since Marty and Ursula
ain't s'posed to be here!*



from the president . . .

Well, once more into the breach! After last year's happenings distributing the Grob proceeds, assuming responsibility for Cowley, threats of funding cutbacks, discussions surrounding recreational pilot licence, etc, there might be a tendency to sit back and relax. After all, things seem to be going pretty well with the clubs, the dollars didn't get cut back as much as we thought they might, we've got a ten year agreement to operate Cowley, the recreational licence won't really impact us ... etc, etc, etc.

Perhaps we should think again about just how comfy things are:

- The controlled airspace is being expanded and may seriously impact Edmonton and Cu Nim if we aren't heard.
- User fees are being put in place that could dramatically increase the cost of our sport — like a proposed five year licence fee for glider licence validation certificate of \$185 (at the time of writing), for the towpilots over 40 years of age, a \$50 fee annually on top of what you pay the Transport Canada approved doctor for the medical. If you are lucky enough to be younger than 40 then it's only a measly 85 bucks for the two years.
- It's possible that questions could arise from other interested parties about why maintain Cowley airstrip? It's not used much and then only by a few rich people to indulge their hobby of flying expensive gliders. Maybe it's better if it was returned to farmland.

The bottom line is that many things are happening that could have a major impact on maintaining our freedom to pursue the sport we enjoy. Rather than simply be a voice of doom and gloom, there are some things we can do:

Get involved in the discussions relating to the recreational licence. Become aware of the issues. It isn't just an ultralight issue. The various aviation segments have to put aside our personal agendas and raise the awareness level within TC about the importance of recreational flying. We've got to get out of our inward focus. Next let's raise the awareness of just how important Cowley is as an airport. We have to ensure all groups who use Cowley get the information to us so we can coordinate the communication. I think we have to provide this information to the Alberta Aviation Council as well as TC. Let's make sure they get copies of *ASCent* and *free flight*.

While we're at it, what about Alberta Sport, Recreation, Parks & Wildlife Foundation? It's probably fair to say that apart from the odd phone call or correspondence from Tony, we don't do much during the year outside of the grant application to let them know what's going on.

I suppose by now (assuming you're still with me!) the thought might have crossed your mind — "What's the matter with Slater? That's his job." Well, it is. But it shouldn't be just one person. So here's my proposal: I'm asking for volunteers to form a communications committee with a mandate to develop a strategy to raise the profile of our sport with the funding, regulatory and other aviation associations. Some thoughts that come to mind:

- Review who is getting *ASCent* and *free flight* with a view to targeting other influencers who should receive these publications on a regular basis.
- Identify other aviation groups to whom we could present a profile of our sport and examine ways we could work to our mutual benefit.
- Identify who in TC we should be meeting with regularly to update them on what we are doing and ways they could provide us with information. They're always willing to come and give talks to club meetings or seminars.
- Brainstorm some ways of demonstrating what the economic and social impact of Cowley Airstrip is to the Pincher Creek/Cowley area. Meet with the local elected officials to raise the awareness of just what the Cowley Airstrip means to the region. Bring in other users such as the modellers, campers and air cadets to contribute information.

I will continue to do whatever I can when the opportunities arise. But to really make this work I'm looking for some people to take up the challenge and phone to volunteer to be on the committee. How about it?

Marty.

Picking the Day

across the Rocks from Golden

photo
no longer
available

Mike Cook

Mike Cook

AUGUST 11, 1994 looked like the day! Cloud-base was over 12,000 feet asl, cloudstreets lining up from Golden, BC to Alberta with a westerly flow aloft. Uwe and I had been contemplating a flight from Rocky Mountain Soaring Centre in Golden, BC to Cu Nim in Black Diamond, AB since the winter and these were the perfect conditions!

I took an early tow to Mount Seven and climbed past 11,000 feet in no time and headed southeast towards Mount Goodsir. Since I had only lost a 1000 feet, I dolphined on to south of Lake Louise. On the eastern horizon I could see overdevelopment starting with two separate cu-nim forming. When I reached Castle Mountain, northwest of Banff, the thought of Norm's licensing party seemed more appealing than driving into less than perfect conditions in the foothills of Alberta. Conditions to the west looked great. It was time to make a decision ... my new found friend was the only student pilot to certify this summer ... so, let's party! I turned back west, motivated to make Wing Nite at the Parson Pub. Besides, there's always another day, the forecast for tomorrow was even better with lighter upper winds forecast. Maybe even making it possible to do an out and return to Cu Nim!

August 12 started off slowly with a slight inversion and some high cirrus. So much for the forecast! However, after noon things started looking good, the cirrus burned off and the cu began to form to the east. I didn't launch until nearly 3:00 pm and found it very difficult getting above 8500. Incredible cloudstreets were setting up from the west to east but I couldn't find anything over one knot. I pushed into the Kicking Horse Pass and was contemplating turning back when I hit 4 knots in the middle of the valley. Patience had paid off because an hour and a half later, I had travelled eight miles with only 120 more to go! Four knots turned into eight, by 10,000 feet the vario was off scale.

I radioed to glider base but was unable to reach them, so an Okanagan helicopter relayed my message: "*Z1 was enroute to Black Diamond, ETA 7:30 PM*".

Once at cloudbase, I had a few options since there were three cloudstreets heading right into Alberta. I headed south to Sunshine Village ski resort and lined up on my chosen 'highway'. This wasn't a street, it was a high speed autobahn! I stayed between 11 and 12,000 feet, and the ASI didn't get below 80 knots! Traveling north of Mount Assiniboine and south of Banff, I could see Canmore in the distance. ■■■ 17

1994 Annual Reports

President *Marty Slater*

The year saw some significant decisions taken with agreement on the allocation of the proceeds from the sale of the Grob and the assumption of the responsibility for the operation of the Cowley airstrip.

Clubs There were some ups and downs. The ups were the resurgence of activity in Grande Prairie and welcoming Central Alberta Gliding Club in Red Deer as a member club of SAC — they had previously been just affiliated with Alberta Soaring Council. The down was actually a small one in that ESC did not enjoy a banner year from a membership perspective.

The weather was mediocre for the most part with summer Cowley suffering from the smoke of the BC forest fires. However, fall Cowley enjoyed fabulous conditions.

Administration The Alberta government continued on its course of cutting bureaucracy and reducing government assistance across all sectors. The Alberta Sport Council was absorbed into the *Alberta Sport, Recreation, Parks & Wildlife Foundation* at the first of the '94 year. Towards the end of the year, there were indications this foundation would be further amalgamated with the Culture/Arts and Lifestyle segments and administered through this larger body. The implication here is that the bureaucrats will be less likely to have a good understanding or appreciation for our activities. However, at the time of this writing, this amalgamation has not formally occurred.

Funding Although our original 20% support reduction for this year was offset somewhat by a payout of remaining funds after the dissolution of the Alberta

Sport Council, we can probably expect a further reduction of support in the coming years.

National scene The Federal government is also looking at handing over more of the administration to users. While not affecting soaring directly, a lot of discussion has happened relating to a proposed recreational license for pilots and a recreational category of aircraft. This has been brought on by the growth of the ultralight and kit-built aircraft segments.

Achievements As we look ahead, the clubs in Alberta have a strong base to grow from. Cu Nim have ownership of their field, GPSS is active again, CLSC have a strong equipment base, ESC is debt free — and collectively we all have more control over the operations at Cowley. Our challenge is to capitalize on those strengths. Membership in clubs nationally has been declining slightly and Alberta is no different.

Growth I believe people still can be attracted to soaring but we have to take more of an active role to make it happen. As long as our sport is volunteer based (as opposed to commercially based), it is a fact of life that we will all have to contribute more than just going out to the field and flying or helping out on the flight line. We have to take the time to talk to visitors on our field, build enthusiasm among students by approaching them and providing support rather than ignoring them as part of some initiation rite, stand with the glider at a mall display, serve in a position in the club or ASC, help out with winter maintenance on the club equipment, keep current with the OO requirements, say thank you to a towpilot once in a while and, perhaps most importantly of all — let up on the club and interclub politics. We are all in this together.

Vice-President & Sportsfund *John Broomhall*

Vice-President My first hat as ASC VP is that of Alberta Zone Director for the Soaring Association of Canada. In 1994 I attended two SAC meetings, the AGM in the spring, and a directors meeting in late September. I won't get into a lot of detail here as the proceedings are published in *free flight*, however I would like to point out a few things:

Central Alberta Gliding Club was welcomed as a new SAC affiliated club. It is not very often these days that a new club is formed in our sport. In a time of generally diminishing memberships it is encouraging to see this happen.

Safety continues to be an issue nation-wide. Our accident statistics as a sport do not seem to be getting any better. SAC has recognized this as a problem and is

earnestly trying to get our member clubs to be more safety conscious and to have active safety programs. The SAC safety officer for the Alberta Zone is Rod Crutcher. I encourage all clubs to contact Rod about setting up your own safety programs, and perhaps even arranging a safety audit.

SAC 50th anniversary in 1995 SAC would like all clubs to arrange a special event for Sunday, June 18th. SAC will be trying to tie in some national advertising to get people to find a local club and participate in some activities on that day.

Soaring hits the Information Highway I am in the process of trying to get something going about soaring in Alberta on the Internet. Initially, I will be trying to post a provincial schedule of events, and providing general information when requested. The email address is <soaring@freenet.edmonton.ab.ca>. If you are email-capable, send me a message and I will put you on a mailing list.

Sportsfund My primary role in ASC is managing the Sportsfund donations. In 1994, there were fourteen individuals and one company who contributed to ASC for a total dollar value of \$6745. ASC would like to thank the following for their contributions: Tony Burton, Chieftain Developments Ltd (per Dick Dejong), Lee Coates, Rod Crutcher, Dick Dejong, George Dunbar, Kurt Edwards, Mike Glatiotis, Bruce Hea, Gerald Ince, Sylvain "Bingo" Larue, FR/JW Matthews, Hugh McColeman, Marty Slater, and Terry Southwood.

ASC donations are a major source of discretionary funds for our provincial organization. The government funding we receive is tied to specific programs of ASC as laid out in our annual plans, and is not easily moved around to cover non-funded or unexpected expenses. Donations made to Sportsfund are tax-deductible and will find their way to ASC when requested. To make a donation, all that is required is a cheque made out to *Sportsfund* and a covering form letter (see next *ASCent*). The cheque and the covering letter should be sent to myself at 1040 - 107 Street, Edmonton, AB T6J 6H2. If you have any questions, I'm at 438-3268.

Secretary & Archives *Ursula Wiese*

Administration In 1994 I attended all ASC executive and planning meetings. Minutes of all meetings and '93 reports were published in *ASCent* Spring '94. Correspondence has been looked after and meetings arranged as required. Thank you for supporting my request for reports. A continuous process are the review and publication of the Cowley operating guide and the towpilot manual.

Insurance Cowley The agreement between Alberta Transportation & Utilities and ASC "to occupy, maintain and administer the Cowley airstrip" required some interpretation of insurance clauses — our third party liability coverage, both for aircraft and airfield, are adequate. Club ships will operate as clubs, not "in the name of ASC".

Mailing list For a few years now, SAC membership fees and addresses are mailed through ASC for furtherance to SAC and the insurer. This increases our book revenue and helps to keep the ASC mailing list up-to-date; cross checking with registrations is done after each ASC event.

The actual secretary's job however, is the smallest portion of the sidelines I have been involved in, so it is difficult to draw a line between this computer file and the next (ASC Archives, *ASCent*, *free flight*, SAC trophy collection, etc).

The Archives, both video and books/documents, are in my safekeeping.

Video collection There are no new additions to the video collection this year. A list of items is available on request. The loan of videos and one-way shipping to clubs is free, but you pay shipping back to me. Please refer also to the SAC video collection, usually reprinted in *free flight* in the AGM issue.

Books The documentation *Winners* has received circulation with the SAC trophy collection, *The Book of the Best • 1945 - 1993*. This section was given free of charge by ASC to the Alberta clubs as part of the SAC collection (paid for by SAC). The master file for both documents will be updated annually, and annual achievements are published in the AGM issues of *free flight* and *ASCent* for individuals and clubs to amend their own copies. A reprint for general distribution to all clubs in Canada will depend on the response by clubs. Personal copies (SAC and ASC) are available from me on request at \$10.

The collection at hand was certainly a blessing this year with SAC's anniversary issue of *free flight* in the works — and ... it's all on the same computer. Please contact me at 625-4563, if you need something out of the archival treasure box.

Treasurer *Denis Bergeron & Julie Lauzier*

The complete 1994 financial statements, audited by Jack Despres and Dave McAsey, are not reproduced here. The consolidated one page summary opposite fairly illustrates our financial status.

ASC 1994 Financial Summary

	1994	1993
ASSETS		
Cash	(\$1,604.33)	\$11,319.06
Towplane and engine replacement funds	27,000.00	23,000.00
Sailplane replacement fund	13,835.00	20,000.00
General equipment and contingency funds	8,000.00	8,000.00
Cowley fund (see note 1)	10,000.00	—
US cash & exchange (see note 2)	26,526.35	38,465.79
Towplane C-GPCK (less depreciation)	18,324.84	21,558.63
General Equipment (less depreciation)	3,886.94	4,572.87
Accounts receivable	2,689.43	5,030.93
Total assets	\$108,658.23	\$131,947.28
LIABILITIES		
World championship pilot support fund (see note 3)	\$4,000.00	\$4,000.00
National championships support fund (see note 3)	2,000.00	1,000.00
Outstanding ASC tickets	4,220.00	5,100.00
Accounts payable	14,235.00	1,800.00
Members' equity (see note 4)	84,203.23	120,047.28
Total liabilities	\$108,658.23	\$131,947.28
REVENUES		
Grants	\$41,125.00	\$38,500.00
Sportfund donations	6,995.00	8,698.50
SAC membership fees (see note 5)	11,145.00	10,945.00
Club fleet insurance premiums (see note 5)	39,247.50	31,654.00
Towplane operations	5,992.00	9,337.00
Sailplane operations	—	1,818.93
Interest	3,816.21	1,360.77
Event fees, sales, and misc revenues	5,407.10	7,757.11
Total revenues	\$113,727.81	\$110,071.31
EXPENSES		
<i>Administration</i>		
Office supplies, phone, postage	\$1,060.75	\$1,554.41
Executive travel & AGM	1,681.97	2,522.76
ASCent	1,982.13	1,604.51
SAC membership & insurance paid out (see note 5)	50,392.50	42,599.00
Fees, misc admin, less write-offs	(68.57)	(885.00)
<i>Leadership</i>		
Coaching, instructors, advanced training, nationals	10,742.83	8,131.25
Club member/instructor check flight support	1,500.00	1,980.00
PR, misc leadership	837.74	150.00
<i>Program/Event</i>		
Technical staff contract	10,500.00	10,500.00
Staging meets and camps	7,499.13	8,885.69
Towplane operation	7,578.37	7,309.32
Sailplane operation	—	3,126.23
Athlete development	5,785.76	5,143.00
Redirect ASC donations by request	650.00	4,850.00
Cowley maintenance	461.30	—
Soaring supplies, misc program	967.95	2,684.58
Total expenses	\$101,571.86	\$100,155.75
Income before extraordinary item	12,155.95	9,915.56
Extraordinary item (see note 4)	(48,000.00)	15,407.77
Net operating surplus	(\$35,844.05)	\$25,323.33
STATEMENT OF MEMBERS' EQUITY		
Equity at beginning of period	120,047.28	94,723.95
Current year earnings	(35,844.05)	25,323.33
Equity at end of period	\$84,203.23	\$120,047.28

This condensed summary has been extracted from the full statement prepared by our Treasurer team, Denis Bergeron and Julie Lauzier (CMA). The financial statement was checked by Dave McAsey and Jack Despres to ensure that it fairly represented the activities of the Council. The 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 Established in 1994 from sailplane sale fund.

Note 2 1994 value of SUS account remaining from sale of Grob after some distribution to clubs.

Note 3 Currently at its maximum value.

Note 4 Reduction results from sailplane fund distribution to clubs.

Note 5 SAC membership fees and aircraft insurance premiums are being processed through ASC.

Program Coordinator *Tony Burton*

The program coordinator staff position in ASC continues to be highly useful in unloading a mass of administrative work from the shoulders of the executive and in coordinating ASC events and helping to run them. There is a detailed job description for this position, which consumes a half man-year of work spread over the year. The position was paid \$10,500 last year through a service contract with ASC, and the amount is covered by provincial sport funding. The position is filled by the executive prior to 1 March each year. Anyone may apply.

Some of the major administrative jobs each year are:

- liaising with Alberta Sport, Recreation, Parks & Wildlife Foundation which provides the considerable funding we as an amateur sport get out of provincial lottery income,
- completing their annual funding application process,
- budgeting these funds through all our programs, and managing the actual spending through the year with the Treasurer on funds distribution to pilots for event expenses such as XC clinics, the instructors school, and competitions,

- based on the above, drafting reminders to people receiving funding to donate back to ASC through Sportsfund when this is likely appropriate, and
- preparing financial statements for the Treasurer on our major events.

Last year funding was initially cut 20% from \$38,500 to \$30,800 and it was the lower figure on which the 1994 budget was based. Later in the spring the original amount kicked back in, which eased our funds distribution considerably. It was expected that for 1995 and subsequent years funding would drop back to the lower figure, but this has turned out to be wrong, thankfully. 1995 funding will be \$36,575, down 5% from 1994, with a further cut of 10% possible for 1996.

The sport funding structure is in a period of rapid change now with the Alberta government redesigning its fiscal house; however, within the sport community we are well regarded from an organizational point of view which is a plus, but we will still have to be vigilant and protect our turf as best we can. A good way to support that is for each club to work hard to grow and be successful in their own right.

committee chairmen reports

ASCent *Tony Burton*

1994 saw three issues of *ASCent* published, although one didn't actually get into anyone's hands until early 1995 prior to the AGM. I put a fair amount of effort into the summer issue and am happy to have received a lot of positive comments back on it. The magazine requires your active support to stay good and that means think of *ASCent* when you have had a great flight, have taken a striking photo, or have something to say about the sport. Let's hope that the coming season sees good soaring weather so 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 1994. The hardest job of an editor is trying to fill up the blank pages on the computer screen. 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 in the blanks. Particular thanks go to Dave Mercer and Buzz Burwash for their flying stories and Gerald Ince for taking consistently fine photos.

Awards *Dave McAsey*

In 1994, four of the five ASC trophies were earned. The exception was the Boomerang trophy, for a flight from one club site to another. Plaques were presented by the executive to Bruce Hea for his work on Cowley facilities and to the Cu Nim Gliding club for its members' dedication in organizing the Cowley airfield. The executive also presented a special certificate of appreciation to Tony Burton for his contributions to soaring, and especially his work on behalf of the Alberta Soaring Council.

Minor repairs were needed for two trophies, but all were in relatively good condition and have plenty of space on their bases for additional plaques. The McLaughlin trophy, re-silvered only two years ago, shows some signs of pinhole like wear in its silver surface, and we will investigate this with the plater in months to come.

The Awards chairman modified the ASC trophy rules slightly (without affecting the outcome of any contested awards). Speed points are no longer granted for any task. The chairman also stated that no application

for any award will be considered unless it is made on an ASC awards form and is countersigned by an OO or CFI who is able to verify that the claimed flight or flights took place as described. (Until now, this rule was sometimes waived for the Cross-Country 100 trophy).

Winners of the 1994 trophies were:

Lee Coates The **Bruce Trophy**, for winning the 1994 Alberta Provincials. Lee, a quiet person who prefers action to words, won the event in his PIK 20B – TC by consistent flying.

Dave Mercer The **McLaughlin Trophy**, for the best flight of the year in Alberta. Flying an RS-15, he simultaneously won the trophy with a 517 km distance, and gained an FAI diamond, thus completing his Diamond badge – #83. His map, part of the description of the feat published in *ASCent* and *free flight*, made it obvious that large portions of the east-west route from the Cold Lake fighter base were over inhospitable territory.

Buzz Burwash The **Carling Trophy**, for the best five flights of the year. The best of these five would have earned him a diamond had it not been for the lack of a visible marker pen “slash” on the canopy showing up on photos – a relatively new badge requirement. That flight was 508 km in length. Starting and ending at the ESC Chipman field, it used Stettler and Kitscoty as turnpoints.

Mike Glatiotis The **Cross-Country 100 Trophy**, for the best five flights by a pilot with less than 100 hours solo time at the beginning of the season. This marks Mike’s second successful claim to the trophy, and includes 350–380 km flights.

Cowley Development Bruce Hea

1994 was an important year that saw the transfer of all operational and maintenance responsibilities from the Alberta government to ASC. It completed a process that began in 1991 when ASC purchased fertilizer to renew deteriorating runways and then purchased a runway roller.

A verbal agreement was quickly reached with James W. (Jim) Parker that in return for farming privileges he would mow the grass, supply firewood, remove garbage, and in 1995 begin full restoration of runway 11 as well as fertilize the intersection and 200 feet south on 11. He and his family, in my view, have done a fine job in 1994. I intend an annual review with Mr. Parker to ensure our field maintenance requirements will be met each year.

I would ask ASC to initially approve an average annual Cowley budget of \$1200 for the next five years. The facilities are ours to maintain. There is an immediate need to start on a program which would include reroofing and painting of buildings, improved venting of the toilets, gravelling of roads, restoration of picnic tables, additional benches, etc. I am optimistic that we who cherished the idea that we might some day “own” Cowley will volunteer our labour and skills to do the job. Lastly, I officially propose that ASC “replicate” the cairn erected on Centre Peak in 1989 by Steve Weinhold. A suitable rock should be selected (Steve said he’d like to chose it), and centred between the flag poles. This project, if approved, should be planned for completion and unveiling at the 25th annual Cowley camp in 1997.

Equipment Tony Burton

This year I winnowed out some of the junk inhabiting the Cowley shack, particularly a lot of unnecessary and beat-up fuel drums, and I donated a couple back to Jerry Vesely for his shop. An additional tarp and poles were purchased to increase the amount of shade available on the flightline. ASC owns the following equipment at the end of 1994:

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

Refuelling equipment

- dual flow piston hand pump
- fuel drum pump clamp – a Roberts Mark 1
- 1 fuel filter cartridge for pump – type PF-10
- 9 fuel drums with 45 gals of avgas
- 5 gal plastic fuel containers, ea 2 (for trikes)
- 2 adjustable pliers (for opening fuel drums)
- misc funnels

Towplane supplies

- 13 litres W100 oil
- 1 litre hydraulic fluid
- tire patching kit
- windshield cleaner
- kit in towplane containing spare tire and inner tube, undercarriage U-bolts, and tail spring
- basic survival kit for 2 persons

Safety equipment

- large windsock with pivot
- 3 large (18-20 lb) dry chemical fire extinguishers
- small dry chemical fire extinguisher
- 5 fire brooms
- 2 shovels (for runway hole filling)
- 3 runway marker cones
- 9 flat runway markers

- 6 heavy metal tie-down spirals
- quantity of tiedown rope

Miscellaneous camp equipment

- 2 tarps and 6 poles for flightline shade
- large water funnel for cistern pump
- 4 folding chairs
- 3 parasols
- 2 straw brooms
- 2 flag halyards and flags
- Cowley area 1:250,000 display map
- BBQ drum & quantity of charcoal and fire starter
- large garbage bags
- case toilet paper (48 rolls)
- 6 small bottles of insect repellent

Contest equipment

- CuSonde automatic temp recorder and software
- contest box containing: 4 stopwatches, 5 walkie-talkies, 3 battery chargers, Alpha-100 radio, 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 (the part is not available, so it has to be homemade).

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. In 1994 I gave a talk at Rod Crutcher's Safety Seminar held in Calgary on 26 February 1994.

Club Senior Official Observers should remember to send a new list of current club OOs immediately to the SAC FAI chairman. Please review the *free flight* reminder, that 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 an *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

Our 1994 soaring season — from the ASC safety perspective — consisted of three events: the provincial championships and our annual summer and fall camps. I wish to commence my reflections by thanking all of you organizers, pilots and supportive family members and friends who work together to ensure our soaring is both safe and fun.

At the above ASC events there were three reported incidents and one accident. The detailed analysis of these flying events will be reported as part of SAC's annual Accident & Incident Summary and report. However, perhaps just a simple notation here of the bare content of these events will be a reminder that we must all remain vigilant ... a downwind landing, a premature release from tow at low altitude, an unanticipated off-field landing, and low unusual circuit. It could all happen to you. Weather was a factor in three of these events, and reminds us that if we like or think we have figured out the current weather, and particularly wind speed and direction, don't assume it cannot quickly change ...

The good news is that our camps were well run and our flying fundamentally safe. It is easy at this time of year to remember the difficulties and the events that stand out in our minds, and not the good airmanship that is demonstrated daily at all of our events.

Safety promotion got a boost this year. The Winter Soaring Seminar sponsored by Cu Nim (*ASCent*, Spring '94) had a significant safety focus, and the safety talks at the summer camp were well received. It was gratifying to participate in open and frank discussions about topics that in the past were clouded in some sort of near mystical taboo, ie. high speed finishes. If we are to learn from our experience, we must be willing to learn from our collective experience, and thus the helpful discussions that we enjoyed at the pilots meetings at summer camp. Thanks to all pilots who shared of their experience so that others might learn.

As ASC's safety officer, I attended the 16th Company Aviation Safety Officers Course held by TC. This two day course was attended by about 60 pilots, and reviewed safety issues from many perspectives including safety management philosophy, safety officer duties, incident and accident reporting, passenger safety, avia-

tion medicine, survival equipment and aeronautical decision making. I anticipate that the benefits of this course for ASC will include increasing emphasis and resources for safety promotion. Much of this must occur at the club level, and I believe functional linkages between the ASC safety officer and the club CFI's and safety officers are beginning to be developed.

Recommendations

- 1 Encourage all ASC members to participate in a pre-season safety seminar; either club or ASC sponsorship could work. On behalf of Cu Nim, I invite all interested pilots to attend our club's upcoming Soaring Seminar to be held in Calgary on 11 March, 1995. Please contact your club CFI for details.
- 2 Continue the daily "short safety snappers" (as a part of all ASC events). We can all benefit from reflecting on our collective experience.
- 3 All clubs be encouraged to conduct a SAC Flight Training & Safety committee operational audit.
- 4 Refine our incident/accident reporting process. Specifically, timely and careful documentation of incidents will help us learn from the experience of others.
- 5 Add the word "safety" to the first stated objective of ASC (as per Notice of Motion to amend ASC bylaws) — "to provide training in gliding and soaring, meteorology, navigation, airmanship and safety."
- 6 Encourage each club to review SAC's "Accident and Incident Report and Analysis for 1994" as a good starting point for constructively addressing perennial safety concerns.

It has been a privilege — and a learning experience — to have been your safety officer for the past year. I appreciate the support and cooperation all have demonstrated in helping facilitate safety activities. Have a fun and safe 1995 soaring season.

Sporting Terry Southwood

The 1994 Provincial Soaring Contest was held on the 1 July long weekend at Cu Nim. As reported in *ASCent*, it was a particular success due to the participation of all the club gliders. The Blaniks christened nearly a dozen pilots, including students, into their first contest experience. The Cu Nim Jantars, also team flown, finished a remarkable second and third behind our 1994 provincial champion Lee Coates.

Of the '94 Alberta team squad, Dave Mercer and Buzz Burwash were obviously deserving members, since both accomplished Diamond distance flights, which were also the longest flights in the province this year.

And that's it for sports! See you next season.

Towplane Manager Mike Crowe

The total number of hours flown to date, for the 1994 soaring season, has been 81, down from last year by over 30% and the lowest hours flown since before 1989. Most of these hours were flown for ASC events with very little club use. This was probably due to a decrease in breakdown of club tugs. PCK didn't attend any fly-ins this year as it has in past years.

	1994	1993	1992	1991
Cowley Summer	30.0	27.0	39.0	39.0
Instructor course ESC	9.3	—	—	—
Cowley Fall	17.1	—	13.0	18.0
Club use	5.0	55.0	63.0	55.0
ASC events	10.4	—	4.0	28.0
Ferry time	9.1	18.0	26.0	—
Fly-in	—	8.0	1.0	12.0
Nationals	—	17.0	—	—
total	81.0	125.0	146.0	152.0

This spring, metal particles were found in PCK's oil screen. The oil had been changed three or four times since the previous year's overhaul and it was decided to loan PCK to Cu Nim in order to determine whether there was a problem. After 12 hours of towing another check of the oil screen was performed and found clear.

With only 223 hours on the new engine PCK has suffered several oil leaks and loose engine bolts which had to be tightened or repaired, along with a bad magneto and radio problems. Gerhard Novotny was gracious enough to patch some cracks in the fabric while the aircraft was in Edmonton.

PCK has been kept inside this year except for the Cowley camps; when not in use and during the winter months, PCK has been hangared in Claresholm. Maintenance has been provided there by Sunaero Aviation. A two person basic survival kit has been added to PCK's inventory of kits.

The let-down procedure adopted for PCK last year has been slightly modified to coincide with Cu Nim's let-down procedure. This allows for consistency in their Scouts' let-down procedures. This procedure will remain in effect until further revisions are necessary.

Minutes of
Special Meeting
28 January 1995

1320 — 1340 hours

The Special Meeting was called prior to the regular AGM to deal with a number of amendments and changes to the bylaws. Notices of Motion had been published in ASCent 3/94. A quorum was present.

Motion 1 JJ Despres, sec. B Hea to add the word *safety* and delete the 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". It is proposed that object 1a be reworded as follows:

"to provide training in gliding and soaring, flying, meteorology, navigation, airmanship, and safety."

Bruce suggested that "safety" would be included in the word "airmanship" and he was concerned about legal implications. Marty offered to seek legal advice. If there was no problem, we would add the word "safety" as proposed. *Carried*

The legal advice suggests that the objects of an association are permissible and not restrictive).

Motion 2
by R Blackwell, sec. A Sunley to 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. *Carried*

Motion 3
by J Despres, sec. D McAsey

to add a phrase to paragraph 2-2 to read: *"Any Alberta club with an open membership,"...*

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

Motion 4
by R Crutcher, sec. A Jackson to 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. *Carried*

Motion 5
by T Southwood, sec. G Dunbar to 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.

Carried

Motion 6
by D Mercer, sec. D Bergeron
Preface existing paragraph 3-3 with,

"The current SAC Alberta Zone Director will be appointed as the ASC Vice-President."

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 practise since then, the bylaws have never been amended to reflect these duties. *Carried*

Motion 7
by A Jackson, sec. D McAsey to split existing paragraph 4-2 into two with a following paragraph number for Special Meetings. *Carried*

Motion 8
by H Werneburg, sec. R Blackwell to change paragraph 5-1 by deleting the first sentence and replacing it with,

The BAIC trophy is presented to Dave Mercer (left) by Derek Piggott for the best flight of '94.

photo
no longer
available



“Voting members are members in good standing in the society and who are also members of the Soaring Association of Canada” Carried

Motion 9

by D Mercer, sec. A Sunley
“to effect required changes to bylaw paragraph numbering arising from above motions, to reorder and renumber bylaw paragraphs according to attached table of contents for purposes of easier reference, to amend wording to be gender neutral and correct grammar without altering bylaw intent as necessary.” Carried

Meeting adjourned.

Minutes of
Annual General Meeting
 28 January 1995
 1340 — 1445 hours

The President welcomed everybody with special thanks to those who travelled very long distances to attend the meetings today. A quorum (minimum of seven members) was present.

Motion

by JJ Despres, seconded A Jackson
“to ratify the Minutes of the '94 annual general meeting as distributed and published in ASCent Spring '94.”
unanimous

The '94 executive and chairmen reports were distributed. Highlights of each report helped speed the review. President asked for comments. Cowley Development recommendation would be discussed under New Business, and Safety recommendation “to add safety to the ASC objects” had been voted on at the special meeting.

Motion

by A Jackson, seconded B Hea
“to ratify the '94 executive and committee reports”.
unanimous

Motion

by B Hea, seconded A Jackson
“to approve of the two examiners of the ASC financial statements, Jack Despres and Dave McAsey. (They saw that the statements fairly reflected the activities of ASC, they did not audit the statements.)
unanimous

Motion

by M Crowe, seconded K Michel
“to approve the '94 financial report”.
unanimous

Motion

by R Blackwell, seconded D Mercer
“to approve the budget as presented.”
unanimous

Motion

by D McAsey, seconded A Sunley
“to ratify the actions of the executive for 1994.”
unanimous

Terry Southwood proposed a motion of thanks to the president, secretary and treasurer for their hard work and sense of humour over the years.

New Business

Recommendation by Bruce Hea to replicate the cairn erected by Steve Weinhold on Centre Peak (see '94 report Cowley Development). This had been discussed at the previous executive meeting and Marty summed up the following ideas:

1 As he understands it, the memorial plaque for Jack Davies probably could be re-erected at the Cu Nim field.

Bruce Hea offered his idea that unfortunately two more earlier accidents had occurred which had not received the

same recognition. Perhaps it would be better to move the plaque to Jack's home club. Also, Jack's widow should be consulted prior to taking any action. Cu Nim will discuss this as the idea was new to them.

2 John Broomhall wants to propose to SAC that the national association recognize Cowley airfield as a **national soaring site**. A dedication plaque and to commemorate SAC's 50th anniversary could be erected at Cowley.

3 To select a suitable rock with Steve's help for Cowley airfield and mount a duplicate plaque. This project should be undertaken for the '97 Cowley summer camp to celebrate its 25th anniversary.

These ideas were unanimously approved. The executive was asked to look after the details.

Election of Officers

Treasurer

Denis Bergeron & Julie Lauzier, CMA let their names stand.
 proposed by D McAsey, sec. T Burton
elected by acclamation

President Marty Slater

proposed A Sunley, sec. JJ Despres
elected by acclamation

Secretary Ursula Wiese

proposed M Slater, sec. A Sunley
elected by acclamation

Meeting adjourned.

Equipment give-away! ASC owns a wide platen dot matrix printer that we have no more need for. If you're interested in taking it off our hands for \$5 max, give Denis Bergeron a call at 526-4560.

Club News

Central Alberta Gliding Club

WOW! What a day I have had! I was fortunate to be allowed the opportunity to visit Cold Lake, participate in their operation, and fly the most thrilling aircraft that I have experienced in my somewhat limited association with the Alberta Soaring Council and their clubs. On Feb 4, 1995, myself, my dad Jerry, and Darcy Garrett travelled to Cold Lake for a prepurchase inspection on their Bergfalke III aircraft, and to my delight, was checked out by the chief instructor in Cold Lake to fly dual with both my Dad and Darcy. It was a long day and even a longer story (depending on the version you receive), but the end result is the CAGC now owns a Bergfalke III *sailplane* (not glider, we are beyond that now).

The aircraft was an absolute delight to fly and I am sure all club members will agree with this assessment. The aircraft is exactly what the CAGC needed to enhance our previously limited selection of aircraft (a 2-22). It is also a very stable aircraft with light control response allowing it's use as a primary trainer. It has the mid-range performance required to bring our licensed pilots (including myself) to the exploration of altitude and cross country flight. I see this ship (the sailplane pilots term which we should all become accustomed to) as the turning point of the CAGC. My excitement can hardly be expressed in words (the old *as good as sex* thing).

I would like to thank the members of the Cold Lake Soaring Club, and in particular (though not exclusively) Randy Blackwell for his honest, fair, and excellent treatment of a few neophyte soaring pilots in the purchase of the Bergfalke. I would also like to commend the fine gentlemen from Saskatchewan who bid low enough to allow our winning of the aircraft (we invited them to join us at Innisfail anytime to fly the Bergfalke, at a minimum expense of course). There were many people on the field in Cold Lake on this nice, although cool, February day, who deserve thanks by name, but I can only remember half their names so I must thank them as a group to ensure I have not missed anyone. The CAGC is off to a FLYING start in '95, and it will be our best year yet! Enough rhetoric, let's go SOARING!

John Mulder

Edmonton Soaring Club

The Edmonton club is heading into 1995 with recruiting on its mind. Our membership has declined an

average of ten members a year over the past three years, and we must reverse that trend if we hope to continue as we have. We are having two open houses this spring, one in Edmonton on April 19 at 7:30 pm at the Edmonton Inn, and the other at the field on the 29th of April. We are also beginning a communications initiative with a revitalization of our newsletter *Towline*, a new voice-mail/message phone number (988-0363), an Email address (soaring@freenet.edmonton.ab.ca), and an advertising campaign targeting the professional ranks that typify our membership.

The money our club received from the proceeds of the sale of the ASC Grob went towards paying off all ESC debts. This has enabled us to reduce our annual membership fees from \$530 to \$400 (GST incl.) for full members, as well as reducing our rental fees slightly. This will hopefully make the club more attractive from a marketing perspective.

Look at the ASC events list on page 18 for our calendar of events. The latest breaking ESC information may be heard by dialling (403) 988-0363.

John Broomhall

Grande Prairie Soaring Society

1994 activities — After the club had been dormant for a year, we had a planning meeting in the spring of 1994 with the result that seven members paid a nominal fee of \$10 plus the SAC membership fee.

In order to get our Blanik back into the air, four of the seven members paid for the insurance. However, because two of the Blanik crew are also active Air Cadet

ESC Homecoming

June 17-18, 1995

*Celebrate with us 50 years of
SAC, and a very warm welcome
to anyone who has ever
been a member of ESC.*

*If you have info on previous members,
please call so we can invite them
to join the party also.*

Helga Novotny (403) 489-4183

members, our flying activities did not get under way until June. A ferry flight from Johnson airstrip east of Grande Prairie (where the ship was stored) to Beaverlodge airport on 4 June was the first flight of the year. The Blanik was towed by our local flight enthusiast, Reg Isley, with his de Havilland Tiger Moth. The last flight of the season took place on August 28.

1994 was a rather short season; however, we managed to have 190 flights on 17 days with the Blanik for a total flight time of 41 hours. We also soloed one *ab initio* student, and Lester Oilund had several winch launches with his Phoebus. The help of a small ground crew was much appreciated — they were paid with a few glider rides.

Thanks to our share of the ASC sailplane fund we were able to start construction of a trailer for the Blanik, with phase one completed in November. We then moved the Blanik and the winch from Beaverlodge to a farm in Grovedale for storage — after which the winch was vandalized. Fortunately, we were reimbursed for over \$600 damages by the father of the offender. With the completion of the trailer planned for the coming spring, look forward to the possible reappearance of GPSS at Cowley!

Walter Mueller

Cold Lake Soaring Club

Well, we beat ESC this year for the first flight of the season when Dave Mercer and myself had eight autotow flights on New Year's Day in the 1-26 — with the sport canopy — before a storm front passed through! The weather was perfect and the temperature was a mild — 7°C. (You will see that our 1-26 graced the colour front cover of the special anniversary issue of *free flight*.)

On 4 February we sold our venerable Bergfalke to the Central Alberta Gliding Club. This forgiving aircraft has taught many pilots to fly since our fledgling club imported it from Germany in 1971. Over the 24 years that we owned it, it accumulated about 1800 hours and 5600 flights without any serious accident. Now we are looking for a low-time Blanik in decent shape to augment the fleet. Our share of the ASC sailplane fund money is in the bank waiting for a suitable aircraft to show up. It was a busy sales day — as we also sold our winch to the Soaring Association of Saskatchewan and our K7 to the Prince Albert Gliding and Soaring Club, and Dave sold his RS-15!

With spring here now, we must begin to consider the season we have ahead of us. It is really going to be a big year. Changes are ongoing in aircraft and equipment. We will have two methods of launch to help lower costs and streamline the operation. With the sale of

much of our older equipment, we hope to get a Blanik. The planning and negotiating to host the 1996 Nationals are ongoing and will consume much of our time (we were able to make our pitch to SAC when we were in Ottawa for the national AGM — it was very good). Lastly, we may be moving to new quarters if space becomes available. The status quo is not idle.

Amongst all of this, the mandate of providing inexpensive gliding/soaring for our members is still number one. Being successful in this goal depends on no single member, but on us as a group to collectively pool our resources, and on every individual asking themselves what they want to achieve this year.

Randy Blackwell

Update 1994 on "Winners"

(the ASC flight and trophy data included in the SAC *Book of the Best*) — please use the data from the annual awards report by Dave McAsey, pages 8 and 9 in this issue to update your copy. If you want detailed flight data, please contact Ursula at 625-4563.

Sporting Update

1995 Alberta Team Squad The Alberta Soaring Council provides annual funding for a provincial squad of eight competitive pilots to assist in the expense of furthering their skills. Four members are taken from the current national and provincial contest results, and the last four were chosen on the basis of demonstrated ability and enthusiasm for cross-country soaring.

The members of the Alberta Team Squad for 1995 are:

- | | |
|----------------|------------------|
| 1 Lee Coates | 5 Dave Mercer |
| 2 Tony Burton | 6 Buzz Burwash |
| 3 Karin Michel | 7 Sylvain Larue |
| 4 Gerald Ince | 8 Mike Glatiotis |

Provincial Contest The 1995 Alberta Provincial Contest is scheduled for the Victoria Day long weekend, 20-22 May, at Innisfail airport.

The Cold Lake Soaring Club is making a submission to host the 1996 National Contest and, to gain experience, will organize and run this year's provincials. Dave Mercer will be the Contest Director. Cold Lake's typical enthusiasm should guarantee a fun contest. For any further information, call me at 255-4667.

Terry Southwood, ASC Sporting Chairman

Cu Nim

Soaring Seminar

Marty Slater

I picked up Deirdre Duffy at the ungodly hour of 5:45 am on Saturday 11 March to get to Calgary for the 9:00 am start of the soaring seminar. We arrived at 8:30 and, except for Terry Southwood, were the first ones there. Jeez, I could have had another 15 minutes sleep! Not that it mattered. I had tried to go to bed early the night before (which hadn't worked) and then had tossed and turned from 3 am onward anyway!

Neil Siemens from ESC also showed up, so we had three representatives on hand. There was also a contingent from Golden, and the remainder came from Cu Nim. There must have been over thirty people in attendance at the RCAF Association hall.

The first session was put on by Dave Morgan, who talked about the airspace changes and what it means to clubs falling within the TCA's. It was generally agreed the new policy is going to happen anyway and the individual clubs have to negotiate exceptions at the local level.

Next, Tony Burton, George Dunbar and Hal Werneburg talked about what happened at the SAC AGM. The mix of several oldtimer's of SAC and astronaut Steve Maclean brought the history of soaring flight right up to the modern Shuttle glider. Many people remarked on the significance of Maclean sitting at the same head table with 91 year old Don MacClement, a founder of SAC who had his first flights in 1915, and the accomplishments in aviation that these two people represented over just an 80 year span. Maclean gave an excellent presentation on the procedures that will be used to dock with the Russian Mir space station this summer. He also spent a lot of time on the 'circuit' the Shuttle flies — just so you know, the IP is at 88,000 feet. Except for the extra zeros, not much different from us!

The third speaker, Mike Glatiotis, talked about the different information sources that can be used to gather information for planning a flight. He had people in the audience talk about some of the things they did. Hal

made the point that it still comes down to what you do with the computer on your shoulders.

Following the sandwich and salad lunch hosted by the RCAF Association, Rod Crutcher and Terry Southwood went over the information relating to the reporting of incidents that they presented at the ASC AGM. Another lively discussion took place with respect to how do you collect this information, changing the culture regarding incident reporting, use of the information as "education"— not for punitive reasons, and "pilots' egos". In my view, the benefit is simply that we *are* discussing this issue and raising the awareness that we have to start doing something like this to improve our safety record.

After coffee, Tony went over some tips and traps relating to badge and record flights, with the emphasis on physical and mental preparation being the key to success. Kevin Bennett, Tony and Hal also provided some flying advice. Kevin talked at length about looking down to find lift when it is weak and low, and illustrated the point by describing a long flight back to Cowley from Drumheller in poor conditions when he thought he was only reducing the retrieve. He made the point about looking for terrain that



is sloped toward the sun that may kick off thermals. All three emphasized the need to constantly try to improve the flight by flying more efficiently, avoiding sink, and keeping your mind open to possibilities that you may not commonly encounter.

Kevin pointed out that flying on a great day with cu all over doesn't teach you anything. He felt that a lot more can be learned on a blue day, and encouraged flying whenever possible even if (especially if) conditions are marginal. Hal agreed.

For me they reinforced the point once again, that even if it's a twelve minute flight in a 2-33, it should be done with an objective in mind for the flight. They also demonstrated that the excellent pilots try to stretch themselves (safely, of course) and they never, ever give up looking for lift (while it is safe to do so — depending on the individual's level of skill).

I was back home about 8 pm and thought it was a day well spent. Next year, a similar seminar will be held in Red Deer, so perhaps some of the Grande Prairie and Cold Lake people can also attend. I highly recommend the day and congratulate Rod Crutcher for putting it together. ❖

Picking the day

from page 4

The Spray Lakes were soon under my wings with Kananaskis country in my gunsight. Nakiska Ski resort slid underneath as things started to deteriorate! Visibility in the flatlands looked like it was under ten miles, so I climbed to 12,500 to gather my thoughts and plot a course through the murk. What looked like a cakewalk earlier was going to be nip and tuck now!

It seemed that all the smoke from the Montana forest fires was hiding directly on the east side of the rocks, and to make matters worse, a narrow band of cloud approximately ten miles long was formed over the foothills with a cloudbase that looked about 8000 from my vantage point.

With some quick “finger” calculations on the sectional and a spin of my final glide calculator I could make it to Black Diamond, provided I could find it! Oh, for a GPS now! The song “Alberta Bound” came to mind as I dove from base eastward with the lower cloud bank almost directly in my glide path. As I neared this lower cloud, it became apparent that there were a couple of gaps with the largest being north of my southeasterly track so I deviated off course. The buoyant conditions actually allowed me to pass above the cloud gap. Once

on the other side, Calgary came into view to the north-east. I wanted to descend and fly directly under this cloud but I encountered heavy sink so I sped up and headed to a developing cu to the east. By this time everything below me looked the same. I must have passed Bragg Creek near the cloud bank. At this point in the flight I decided what I wanted for Christmas — a GPS!

I followed a highway to the south at best L/D and thought I recognized the town to the southwest. I had flown at Cu Nim the previous fall and I was sure that was Turner Valley. At least I hoped so, as I was under 7000 feet. Peering through the haze to the east I could see what I thought was a hangar. I had to check my ASI a couple of times, best L/D sure seemed slow. However, as I got closer, I could see glider trailers and even someone at the field, and it looked like they were leaving! I pushed the nose down and did a beat-up over the inhabitants to get their attention.

Before I knew it, Fred Guest and others were helping me tie down at the hangar. A quick phone call to Mike Glatiotis confirmed food and lodging. In fact, I wasn't even in the front door when Michael had a cool one in my hand and the BBQ fired up! I couldn't think of a better way to end a great day! ❖

ODDS & ENDS

Missed Diamond Murphy will get you if you aren't careful. Dave Mercer passed on the news that his dad didn't get his Diamond height on his second try at the Wave camp after all because the altimeter in their ship turned out to be seriously overreading, with the result that Mercer Senior broke off the climb too soon.

How many years has it been since your flight instruments have been in the shop for a checkup? I looked at my altimeter last week after hauling the fuselage into the garage, and it was 20 years ago for that instrument! So I took it in and was lucky that the shop wasn't busy and I got a quick, free accuracy check on it while I waited. It turned out it wasn't too bad — after a 120 foot error on the pressure adjustment was zeroed, the altimeter was only about 80 feet off at 18,000 and 40 feet off at 30,000 feet. The technician was surprised that the old movement was so free of lag or stickiness until I told him it came out of a glider and so had no years of engine vibration to wear at the bearings.

Although we are not instrument pilots, we are certainly in an IFR environment at the top of the Livingstone

Block. It would be both illegal and potentially unsafe if we were actually above a cleared altitude due to instrument error, so this is not a theoretical discussion.

Planning meeting The second ASC planning meeting for 1995 activities took place at the Nisku Inn on the morning prior to the AGM. It was well attended with 25 persons attending from every club but Grande Prairie and Red Deer (the Red Deer group got sidetracked by a real search and rescue event which found and recovered five survivors of a crash on a mountain southwest of Rock Mountain House. See the calendar on the next page for this year's events.

Note on the ASC elections Look at Marty's little introductory verse on his page 3 president's comments again. The reason it finishes with:

“Since Marty and Ursula ain't s'posed to be here!”

is because they wished to bow out gracefully after serving ASC very well. Despite a considerable search for nominees, no one expressed an interest. So, they're hanging in there for the time being, but they would love to step down. Ask them about the work — it's not difficult — and it's your turn. ❖

ASC SOARING EVENT CALENDAR FOR 1995

INTERNATIONAL EVENTS

US Sports Class Nationals	Albert Lea, MN	12-21 June
Cowley Summer Camp	Cowley airfield	29 July - 7 August
US 15m Nationals Contest	Hobbs, NM	27 July - 6 August

NATIONAL EVENTS

Fun Soaring Contest, call (604) 427-5471	Golden, BC	24-28 May
National Soaring Contest	Pendleton, ON	26 June - 5 July
"Longest Day", SAC 50th anniversary event	all clubs	18 June
SAC Western Instructors Course	Hope, BC	18-24 June
Cowley Fall Camp	Cowley airfield	5-9 October

PROVINCIAL EVENTS

ASC Safety and Soaring Seminar	Calgary, RCAF Assn	11 March
ASC Cross-country clinic	Black Diamond	7 - 13 May
Cold Lake contest	Cold Lake	pre-provincials
Provincial soaring contest	Innisfail	20-22 May
ASC Cross-country clinic	Chipman	29 May - 2 June
Official Observers clinic	TBA	on request
Student Flight Training Course	Chipman	3-14 June
ASC 1995 first planning meeting	Percy Page Centre, Edmonton	18 November

LOCAL EVENTS

Air Cadet Famil Flying with 664 Sqn.	CFB Cold Lake	March-Oct
ESC Ground School	NAIT	beginning early April
ESC Media Day	Chipman	April 22
ESC Open House, Pancake Breakfast & Fly-in	Chipman	April 29
Cu Nim Ground School	Mt Royal College	11 Apr - 30 May
ESC Ground School	NAIT	Apr-May
ESC BBQ & Alumni Day	Chipman	14 May
Cu Nim intro flight evenings	Black Diamond	May - August
Calgary Airport Open House	Calgary	21 May
ESC Cross-country flying week	Chipman	5-9 June
Okotoks Airshow	Okotoks	June
Maple Flag Exercise Famil flying	CFB Cold Lake	May/June
Student Training Camps & wind-up BBQ	Chipman	3-7 & 10-14 July, 15 July
Air Cadet intro flying	Black Diamond	June
"Dirty Downwind Dash Day"	Black Diamond	30 Jun - 1 July
Sea Cadet intro flying	Black Diamond	July
ESC BBQ	Chipman	26 August
ESC Xtravaganza Weekend Breakfast & BBQ	Chipman	23 September
Cold Lake Ground School	CFB Cold Lake	October
Cu Nim Awards Banquet	Calgary	17 November
ESC Awards Dinner	Edmonton	18 November



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ASC EXECUTIVE

President	Marty Slater [ESC] 7621 – 153 Street Edmonton, AB T5R 1N3	RITE Operator H&fax 481-3866
Vice President	John Broomhall [ESC] 1040 - 107 Street Edmonton, AB T6J 6H2	H 438-3268 B 423-4730
Treasurer	Denis Bergeron & Julie Lauzier [Cu Nim] 89 Ross Glen Way SE Medicine Hat, AB T1B 1N9	H&fax 526-4560 B 544-4756
Secretary	Ursula Wiese [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	B, H & fax 625-4563
Program Coord.	Tony Burton [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	B, H & fax 625-4563
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
Cold Lake	Randy Blackwell 5101 - 60 Street Grand Centre, AB T0A 1T2	H 594-2171 B 840-7857
Cu Nim	Kerry Stevenson 432 Templeton Road NE Calgary, AB T1Y 4L9	H 285-7262 B 285-4333
ESC President	John Broomhall 1040 - 107 Street Edmonton, AB T6J 6H2	H 438-3268 B 423-4730
Grande Prairie	Bryan Lynch 10226 – 112 Avenue Grande Prairie, AB T8V 1V8	H 532-0435 B 539-8407

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Equipment	Tony Burton [Cu Nim] Box 1916 Claresholm, AB T0L 0T0	B, H & fax 625-4563
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