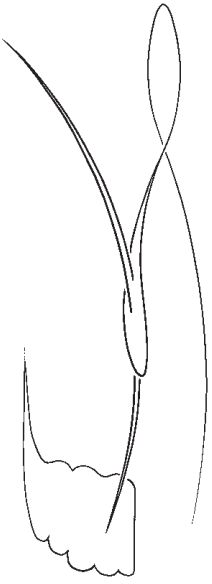


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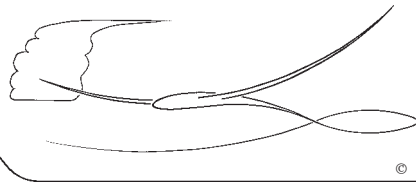
the Journal of the Alberta Soaring Council



Spring 1996

ASCent

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



Cover

Mike Crowe in "Fruit Juice" soars over Black Diamond late one day last October.
photo: Gerald Ince

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Editorial notes

The season is about upon us finally. When I wrote these notes last year it was on 16 March and I had EE out in the back yard for its annual. Not this late spring, it's the oneth of April already and there is a pile new snow on the patio again. Arrggghh! Then on April 4 someone turned on the "summer" switch and it's been 20+C since then! I love Alberta weather.

ASCent is now on the Internet – my e-mail address is free-flt@agt.net

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. Let's all hope for a stronger season this year. The flying events list is extensive this summer – if you had the time and the inclination to take in all the club cross-country weeks, contests, camps and other regional events available from 1 May to the end of the Cowley Summer Camp, you would be home only eight days and your loved ones would have forgotten your name! Try your level best to participate in the Provincials and the Nationals at Red Deer either as competitor, crew, or helper (no experience required here) and show them how Alberta can put on a contest. There will be pilots arriving with no crew so volunteers will be gratefully accepted. Call Randy Blackwell at 403-594-2171.

As usual we are a tad thin on great soaring stories in the spring issue, but at least you'll find out how ASC and the clubs are doing.

Be adventurous in your flying, that's what keeps the sport lively –
be safe in your flying, that's what keeps you alive.



from the president . . .

What's going on? Lots! Here are a few samples:

In late March I took in the ASC safety and cross-country seminar in Red Deer. Backstairs gossip there was that the Grande Prairie club has experienced a population explosion that amounts to a virtual rebirth, and that the Edmonton club is again expanding after a couple of years of minor dips in membership. Central Alberta members showed strong signs of wanting to pick up the gauntlet flung down by Terry Southwood at the seminar — a challenge to use the club's two-seater Bergfalke for short cross-country flights this summer. Cold Lake reports that early registrations for the Nationals are up to expectations. And Cu Nim is getting really serious about building a clubhouse.

Earlier in March, Transport Canada ratified a revised agreement for the wave windows at Cowley and Grande Prairie. More recently, I received a letter from the Alberta Sport, Recreation, Parks and Wildlife Foundation announcing that a substantial grant was coming — the amount we were expecting, a small reduction from 1995, but still gratifying. Later, Hal Werneburg reported to ASC on the Paris meeting of the International Gliding Commission.

Our current progress is, of course, the fallout from the patient work of retiring president, Marty Slater, his ASC executive, and a large number of dedicated Alberta soaring pilots over a period of years. ASC is the catalyst that unifies the efforts of all soaring pilots in the province, and it's working very well.

A brief word about me, your new president. I'm a 60-year-old member of Cu Nim who runs a one-man consulting business. A very low time glider pilot, I fly a Ka6CR (Mike Lima) and hope to earn my Silver distance this season. If you're an Internet trekkie, drop me a line at mprsoar@agt.net or if you see me in an ancient glider with a large maple leaf on the tail fin, you'll find me in the driver's seat.

Now that the snow has, hopefully, disappeared from most of Alberta, I wish everyone a great soaring season. Have fun flying, and don't forget to watch out for the alligators even if the swamp looks dry.

Lastly, please check your calendar for the ASC cross-country in Black Diamond and Chipman, and the Provincials and Nationals in Red Deer. Especially at the Nationals, a lot of dedicated glider people will be needed on the ground.





Cowley summer lightning at dusk.

Marty Slater

THE Alberta Soaring Council has now been the operator responsible for Cowley Airstrip for two years. I wanted to provide an update as to “howzitgoin”. Also tied into Cowley is the high level airspace over this area that we use for our flights to great altitudes.

First things first — Cowley Airstrip. The process started when as president of ASC I was advised by the Deputy of Transportation & Utilities in a letter dated 28 March 1994 that effective 1 April 1994, funding for maintenance of the airstrip would be suspended. They went on to say they recognized the importance of the airstrip “...not only to Alberta but to the many visitors who benefit from the airstrip operation.” (emphasis mine). We were advised they would assist us in changing the land reservation over to our organization.

Things progressed pretty rapidly (all things considered) and by 18 July 1994 they had sent us the copies to be executed to make us the operators for the next

ten years at the outlandish sum of one dollar per year (no GST).

Our agreement requires that we cannot restrict access to other legitimate users. In fact we have encouraged other groups such as Air Cadets and local radio control modellers to use the facility. We think having the strip used for more than just the two camps is to our benefit as the additional activity should discourage vandalism. We also have an arrangement with a local farmer to cut the runways for the hay and cultivate the remaining area in return for rolling the runway with a roller we had actually purchased previously. Bruce Hea did a lot of work helping with the agreement and also getting the arrangements with the farmer set up.

After two years we have had a little bit of vandalism but nothing too serious. Our main problems relate one of the two sets of toilets. It just doesn't seem to be handling the load (if you'll pardon the expression).

ASC had some funding available from the sale of our Grob so an endowment of \$10,000) was set up to ensure a reserve for the airstrip in case it was ever needed. Additionally, it was agreed to add annually to the reserve from ASC's operating budget.

We are also working on an economic impact assessment of the activities at Cowley to develop a story to show the local community, politicians, aviation organizations and anyone else who may be a stakeholder or have potential influence over our operation of Cowley. Alberta Transportation & Utilities and, previous to that, Alberta Lands & Forests understood the importance of Cowley to soaring nationally. Now that we no longer have that stability we have to market ourselves by demonstrating in a tangible way the benefits we bring to the area. So after two years things seem to be on track with the airstrip.

The past two years have been important not only because ASC now operates Cowley, but also most recently for a significant change in the way the airspace will be administered.

First, a bit of background. The efforts of Dick Mamini, Dave Tustin, Bruce Hea and others in getting the airspace established has been well documented in *Stalking the Mountain Wave* by Ursula Wiese. ASC has a waiver to operate under Visual Flight Rules without a transponder in their own block of Class F airspace which is cutout of the Class A airspace. As part of the process, ASC regularly signed an agreement with air traffic control as to the terms and conditions for making the space available, who the contacts were, what the radio frequencies were, and the format for NOTAMs.

In developing the 1996 agreement renewal, we were fortunate when a member the Central Alberta Gliding Club, Bram Tilroe, who is an air traffic controller and terminal operations specialist at the Edmonton Area Control Centre, took on the agreement renewal as his own project.

In our discussions Bram kept mentioning the idea he had to see if they would agree to not having any radio contact with us. Our part of the bargain would be to take responsibility for the "flight following" function that Edmonton Area Control Centre provided. The ACC would effectively sterilize this airspace block to whatever altitude we requested for our exclusive use (*after the block has been initially opened by specific named ASC persons*). This would mean that people flying at Cowley would now only talk to "Cowley Ground" instead of Edmonton Centre. (*An ASC procedure is now being developed for use this summer.*) To understand how this might be possible you have to understand

how things are changing in the high level flight routing environment. Now computer generated tracks are used for the most efficient track for the airliners. So if they know well ahead of time to avoid the Cowley soaring area up to a flight level of say 45,000 feet, they plan the track accordingly and there is really no need for the sailplanes to talk to Edmonton Centre any more — a much less intimidating prospect for many of us.

However, it now puts the responsibility on our shoulders to ensure flight following is maintained with sailplanes flying in the airspace reserved for our use during the approved period and within the approved altitudes. So, at the risk of sounding melodramatic, this is our opportunity to demonstrate our capability to responsibly manage this agreement. When anyone contemplates or is flying above FL280, we will have to have an individual on the ground *dedicated* to monitoring *all* FL280+ flights, and it will *still* be the pilots responsibility to get below FL280 *promptly* if radio contact with Cowley Ground cannot be maintained!

Our attitude should be no different than before. We should still treat these high altitude flights with the professionalism and preparation that they demand. The only thing that has changed is you are talking to Cowley Ground instead of Edmonton Centre. If problems ensue or pilots take advantage of the situation, we will quickly lose this privilege. And you can be sure that all subsequent agreement will require transponders and radios with 25 MHz spacing. So it really is up to us! 'Nuff said.

An interesting sideline to this story is the Grande Prairie block airspace which had existed for many years but was used very little. As part of negotiating the new agreement, we were asked if ASC could also take responsibility for this block so they would just have one contact point for all soaring airspace in Alberta. After talking to the Grande Prairie Soaring Society they agreed. Transport Canada also said, "Oh, by the way, does it have to be continuous or can we make it occasional?" (the same as Cowley has always been!) So for all the years this airspace had been designated, they had been routing traffic around it!

For the Grande Prairie people it must also be remembered that the same responsibilities existing for the Livingstone block will also apply to them.

In conclusion, the past two years have seen ASC take on some major responsibilities. At the same time, however, we are assured of our use of the Cowley airstrip and we have simplified our operation in the airspace above. After having worked with many ASC members as we took on these new responsibilities, I'm confident we will have no problems shouldering the load. ❁

1995 Annual Reports

President *Marty Slater*

ALL IN ALL I think we can say last year represented a nice, average, noncontroversial year for ASC (which, as president, is much appreciated). No major funding cuts. Membership improving somewhat over the previous year.

Central Alberta Gliding Club continuing to add to their fleet and flying familiarization flights gaining profile in the region.

Grande Prairie Soaring Society having their best year in a long time. Maybe even having their K8 in the air next year.

Cold Lake Soaring Club successful in their bid to host the Nationals at Red Deer next year.

Cu Nim Gliding Club Unfortunately a couple of "oops" with Cu Nim ships. Thankfully no injuries.

Edmonton Soaring Club increased their membership by a considerable margin this year. Lots of work by the club members.

Cowley A record and some diamonds at fall Cowley (ho hum). Our second year of operating Cowley. Some maintenance and a bit of vandalism to fix. But nothing too bad.

Administration Same executive team for last four years, or was that three, or may be two .. oh well. Time flies when you get so comfortable. Gosh I'm bored, anyone else want to be President? Actually, in all seriousness, I think we have become a little complacent lately. This isn't good. We need fresh blood. New ideas. A new look at how we do things and perhaps changes for the better. How about considering putting some time in as a volunteer? I know many people feel intimidated and somehow think the work requires special skills or knowledge. Believe me it doesn't. All

that's necessary is a willingness to pitch in and say "How can I help?"

Lastly, to those all too familiar few who continue to help out and shoulder far more of the burden than they need to, my sincerest thanks. I don't want to get into listing names because I know there will be someone I forget or may not be aware of and cause more harm than good. Thanks again, because it was all your help and willingness to pitch in that kept things so nice and normal this year. Good job.

Vice-President & Sportsfund *John Broomhall*

Sportsfund The total donations were \$4640. ASC would like to thank the following individuals who donated to ASC via the Sports Fund: Kerry Bissell, Tony Burton, Buzz Burwash, George Dunbar, Mike Glatiotis, Bruce Hea, Hugh McColeman, Terry Southwood, Al Sunley.

Vice-President On the national scene, SAC is moving towards assuming increased responsibilities from Transport Canada. Negotiations are underway to see SAC assume responsibility for issuing glider pilot licences, setting examining and licensing standards, instructor endorsements, and issuing class 4 medical endorsements.

The operation of the SAC office has been changed. With the increase in complexity of assuming more responsibility for self-regulation, the Executive Director position has been reactivated and filled by Jim McCollum, the longtime SAC treasurer who recently retired from the federal government. SAC will no longer have a permanent secretary and will bring in temporary help as required to deal with large mailings, etc. There will be no net increase in salary expenses to SAC.

Some controversy arising from the composition of the 1995 world contest team has resulted in SAC reviewing how world teams will be decided in the future. The

Canadian "World Team" will now consist of the top five pilots seeded in each class. World competition pilots will be chosen from the World Team only, and if no member is available to go, SAC will send no one.

SAC is a member of the Aero Club of Canada (ACC) who is the FAI member organization for Canada. The ACC had significant financial problems in 1995 to the extent that it could not meet the financial requirements of maintaining FAI membership. While the 1995 membership fees to FAI were eventually paid, 1996 does not look as hopeful. MAAC (Model Aircraft Association of Canada) the largest ACC member club, has pulled out. While ACC has been restructured to eliminate all unnecessary expenses, unless the FAI reduces our fee, Canada may lose its FAI affiliation.

The budget to be proposed to SAC members at the 1996 AGM — 8-10 March 1996 in Regina — will see a modest \$2 increase per member.

Secretary *Ursula Wiese*

1995 has been a quiet year safe for the Minutes of the various meetings, which have been reprinted in short form in *ASCent*. Otherwise, it is difficult to draw a line between this computer file and the next (ASC Archives, *ASCent*, *free flight*, SAC and ASC trophy collections, etc).

The job as ASC secretary is small, however sensitive decisions have to be made. Having done my best for eight years I think it's time for another keener to continue this small support to the provincial association.

Thanks to all who helped to make this small job even smaller with their continuous support.

I would like to keep the Archives and continue to collect the documentation. The "Cowley file" has received a new burst with the recent Cowley airfield agreement and the Livingstone Block/ATC agreements. It is most important that ASC keeps an active and up-to-date file on the old and new happenings. The SAC *Book of the Best* including *ASC Winners* was my incentive and I will therefore continue to look after the annual updates — it's fun to see the achievements unfold as they become available to *ASCent* and *free flight*.

Treasurer *Denis Bergeron & Julie Lauzier*

A complete 1995 financial statement is held by club presidents and the ASC executive. The consolidated one page summary (*on the next page*) fairly illustrates our financial status.

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 defines a half man-year of work spread over the year. The position was paid \$10,500 in 1995 through a service contract with ASC, and the amount is covered by funding. With a 10% drop in the Alberta Sport, Recreation, Parks & Wildlife Foundation funding for 1996, funding this position will be reduced accordingly. The position is filled by the executive prior to 1 March each year.

Some of the major administrative jobs each year are:

- liaising with the Foundation which provides the considerable funding we as an amateur sport get out of provincial lottery income (\$36,575 in 1995),
- completing their 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 cross-country 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.

1995 funding was \$36,575, down 5% from 1994, with a further cut of 10% to \$32,725 in '96 and another 5% for '97.

The Foundation is in a period of reorganization now with the government redesigning its fiscal house; however 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 major fight by Alberta sport associations is to maintain levels of overall Foundation funding — a seemingly paradoxical problem when the lottery income on which the Foundation exists is exploding! A good way to support that is for each club to work hard to grow and be successful in their own right.

The use of Foundation funds has become easier in that it used to be in three different budget "pots" and grant funds could not be transferred across ASC programs. Now it is all in one pot, so planning the optimum use of the funds will be a little easier.

In the near term, if the level of Foundation grants is to stay up, ASC must show in its membership figures *everyone* who is connected with the sport. That ■► 10

ASC 1995 Financial Summary

	1995	1994
ASSETS (see note 1)		
Cash	\$10,662.68	\$24,922.02
Towplane and engine replacement funds	32,000.00	27,000.00
Sailplane replacement fund	15,000.00	13,835.00
General equipment and contingency funds	10,000.00	8,000.00
Cowley fund (see note 2)	15,000.00	10,000.00
Towplane C-GPCK less depreciation	15,576.11	18,324.84
General Equipment less depreciation	3,303.90	3,886.94
Accounts receivable	3,711.20	2,689.43
Total assets	\$105,253.89	\$108,658.23
LIABILITIES		
World championship pilot support fund (at max)	\$4,000.00	\$4,000.00
National championships support fund (at max)	2,000.00	2,000.00
Outstanding ASC tickets	4,320.00	4,220.00
Accounts payable	10,751.62	14,235.00
Members' equity	84,182.27	84,203.23
Total liabilities and equity	\$105,253.89	\$108,658.23
REVENUES (see note 3)		
ASRP&W Foundation grant	\$31,600.00	\$41,125.00
Sportfund donations	4,640.00	6,995.00
SAC membership fees	12,601.00	11,145.00
Club fleet insurance premiums	50,240.00	39,247.50
Towplane operations (PCK)	6,888.00	5,992.00
Account interest	2,443.43	3,816.21
Misc operation revenues	3,413.12	2,498.00
Event registration fees, and misc revenues	1,382.15	2,909.10
Total revenues	\$113,207.70	\$113,727.81
EXPENSES		
<i>Administration</i>		
Office supplies, phone, postage	\$1,307.72	\$1,060.75
Annual meetings	1,225.56	1,230.42
Executive travel	344.89	451.55
ASCent (printing and postage)	2,081.02	1,982.13
Misc admin, less write-offs	80.09	(68.57)
<i>Leadership</i>		
Coaching, instructors, advanced training	1,665.41	3,578.78
Technical staff contract	10,500.00	10,500.00
Club member/instructor check flight support	1,500.00	1,500.00
SAC functions & liaison, misc leadership	1,350.05	837.74
<i>Program/Event</i>		
SAC membership & insurance paid out	62,886.00	50,392.50
Provincials, nationals and camps	9,784.18	7,499.13
PCK maintenance & operations	7,525.05	7,578.37
Club cross-country support	2,000.00	3,900.00
Competitor and officials support	7,010.16	7,164.05
Redirect ASC donations by request	400.00	650.00
Cowley maintenance	2,224.13	461.30
Soaring supplies, misc program	1,344.40	2,853.71
Extraordinary item – sailplane sale distribution to clubs	–	48,000.00
Total expenses	\$113,228.66	\$149,571.86
Net operating surplus	(\$20.96)	(\$35,844.05)
STATEMENT OF MEMBERS' EQUITY		
Equity at beginning of period	84,203.23	120,047.28
Current year earnings	(20.96)	(35,844.05)
Equity at end of period	\$84,182.27	\$84,203.23

This condensed summary has been extracted from the full statement prepared by our Treasurer team. The financial statement was checked by Dave McAsey and Gerald Ince 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 Total cash assets are held principally in Canadian and US GICs and about \$7,000 in cash.

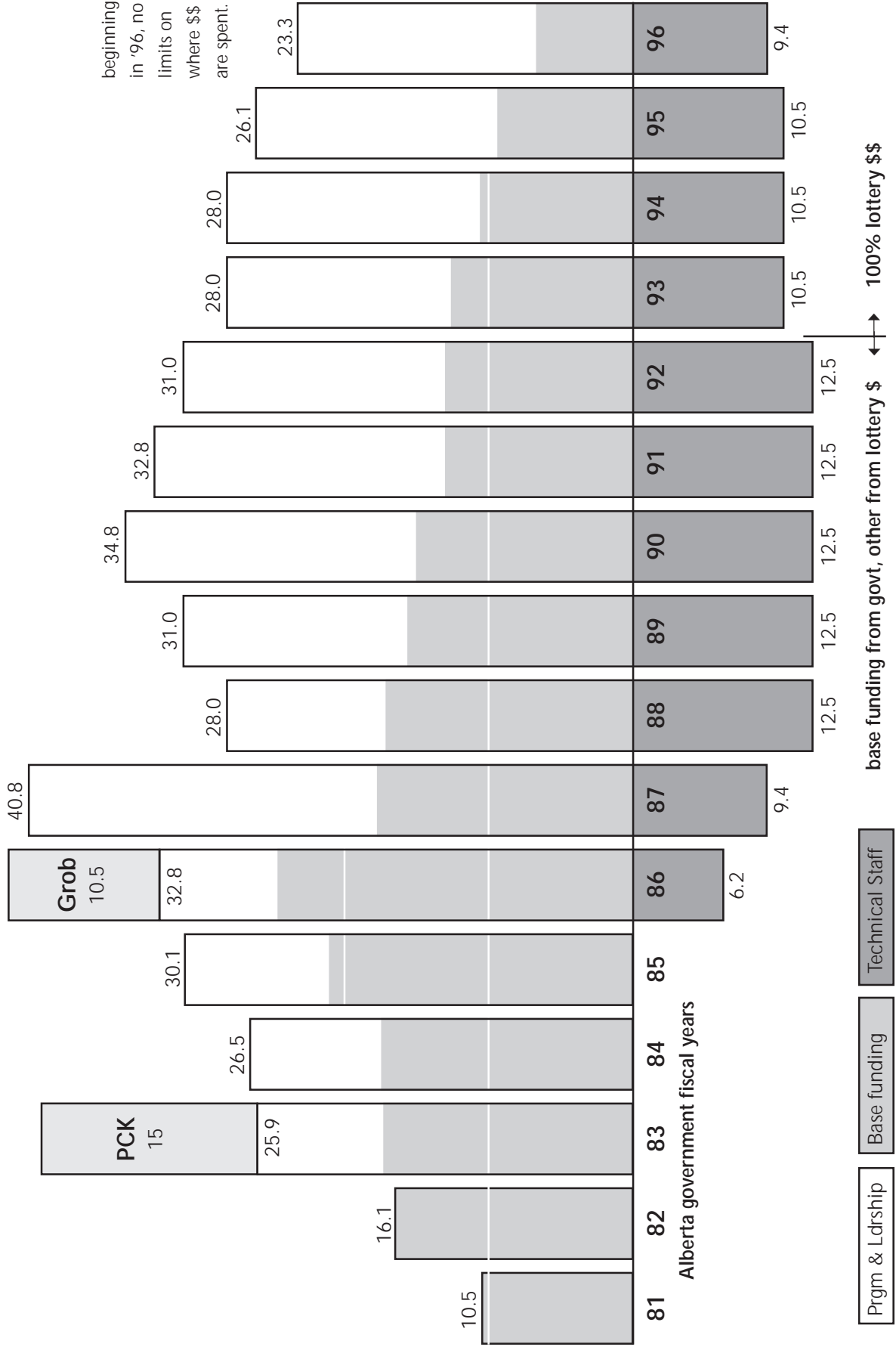
Note 2 Cowley fund was established in 1994 from sailplane sale.

Note 3 Total operating revenues went down substantially (\$12K) from grants and Sportsfund. Revenues are similar to 1994 from the increase in flow-through insurance premiums.

Note 4 Total operating expenses to maintain facilities and administer ourselves are unchanged. Cowley maintenance costs are up substantially.

Government funding to the Alberta Soaring Council

(x \$1000)



means that clubs must be diligent in recording the names and addresses of all daily members and all other non-flying club members (associates, spouses, etc.) and pass these names to ASC. If you don't have a club membership category here, make one NOW for 1996!

The graph on the previous page illustrates how grant funds have flowed to ASC since 1981. It is fairly self-explanatory, but some points to note are:

- Until 1992, base funding (spending essentially unrestricted) came from the Alberta government and

program and leadership funding (spending restricted to specific plans) came from lottery dollars through the Alberta Sport Council — now called the "Foundation".

- ASC received additional funds to support technical staff beginning in '86 at 1/4 man-year (\$6250) rising to 1/2 man-year (\$12,500). Since 1993, as total Foundation funding has decreased, the staff contract has been reduced proportionately. The purpose of having a service contract for the position is so that the Program Coordinator is not an employee of ASC.
- Beginning in 1996, grant money may be apportioned between programs as ASC sees fit.

committee chairmen reports

Archives Ursula Wiese

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

Please contact me at 625-4563, if you need something out of the archival treasure box.

ASCent Tony Burton

Three issues of *ASCent* were published, although one didn't actually get into anyone's hands until early 1996 prior to the AGM. 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. Some other international gliding magazines have reprinted *ASCent* material.

I wish to thank everyone who responded to my arm twisting and contributed stories and photos to make its content interesting and informative in 1995. If I phone you 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 Todd Benko and Bruce Friesen for their flying stories and Mike Glatiotis for taking consistently fine photos.

Awards Dave McAsey

It has become a tradition for me to introduce my annual report with brief intemperate remarks about the alleged limitations of glass ships and their drivers. Accordingly, I take great pleasure in stating that all three provincial trophies awarded this year went to pilots of wooden or metal aircraft. Perhaps this is the beginning of a trend.

Despite relatively poor weather, a lot of good flights were made in Alberta during 1995. The best recorded ones were by Bruce Friesen and Tony Burton, each of whom exceeded Diamond distance on his best flight.

Bruce Friesen achieved the best flight of the year in Western Canada and the Carling trophy with a 554 km journey to Lanigan, Saskatchewan. His sailplane was "Scarlet Lady", a Standard Austria which he spent eight years rebuilding after an outlanding which caused extensive damage to the aircraft. Bruce was at 8000 feet with good lift ahead of him when he arrived at Lanigan at about 6:15 pm, but the day had been tiring and he decided it was better to land safely at a good airstrip than to go for even more distance.

Tony Burton made the best of fast changing and often marginal weather conditions to capture the trophy for the provincial competition. Despite a third place finish on the first of the two contest days, when everyone landed out, he won the contest handily. Tony also won the McLaughlin Trophy for the best five flights of the year. The longest single flight entered was 505 km (Black Diamond / Cowley / Strathmore / Claresholm / Black Diamond). The leg from Strathmore to Claresholm was severely overdeveloped and for a while it looked as if the flight might end near High River.

The trophies are all in relatively good conditions and only minor touch-ups should be needed, thanks mostly to the Edmonton volunteers who made boxes for four of the five about three years ago.

Now that there is a lively ASC club at Red Deer, I hope that challengers from Chipman, Red Deer and Black Diamond will contest the Boomerang Trophy in 1996. Given to a pilot who flies from one ASC club to another, it was last won in 1991. On at least one occasion the winner flew a round trip from his club without landing at the distant club.

Cowley Development Bruce Hea

1995 marked our first full year as operational and maintenance manager of Cowley field. I said in 1994, "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." And how! A very talented and willing group of volunteers completed many urgent projects — those remaining will be done in due course!

This is my last report as chairman for Cowley Development. It has been a privilege and a pleasure to serve these many years and I thank the executive and the members of ASC for allowing me to do so.

Equipment Tony Burton

ASC owns the following equipment at the end of 1995:

- Scout towplane, C-GPCK (*stored free of charge in Innisfail hangar under the care of Central Alberta Gliding Club*).

Refuelling equipment

- . dual flow piston hand pump (model HP-100, Great Plains Industries)
- . pump fuel drum clamp
- . one (1) fuel filter cartridge for pump – type PF-10
- . fuel drums with about 65 gals of avgas
- . two (2) 5 gal plastic fuel containers (for trikes)
- . two (2) adjustable pliers (for opening fuel drums)

Towplane equipment

- . 5 litres W100 oil
- . 1 litre hydraulic fluid
- . spare tire, tire patching kit & U-bolt
- . windshield cleaner
- . first aid kit

Safety equipment

- . large windsock with pivot and mast

- . spare windsock
- . three (3) 18-20 lb dry chemical fire extinguishers
- . small dry chemical fire extinguisher
- . six (6) fire brooms
- . two (2) shovels
- . three (3) runway marker cones
- . nine (9) flat fibreglass runway markers
- . six (6) heavy metal tie down spirals
- . quantity of tiedown rope

Contest equipment

- . CuSonde automatic temp recorder and software
- . anemometer and mast
- . 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
- . 23 towropes (14 braided, 9 twisted in 2 duffel bags)
- . about 120 feet of braided 1/4 inch weak link rope
- . 19 Tost rings
- . 7 large rings (Schweizer and clones)

Miscellaneous camp equipment

- . large runway roller
- . two (2) tarps and six (6) poles for flightline shade
- . large water funnel for cistern pump
- . four (4) folding chairs
- . two (2) parasols
- . two (2) straw brooms
- . wood splitter
- . Cowley area 1:250,000 display map with Livingstone Block highlighted
- . BBQ drum & quantity of charcoal and fire starter
- . large garbage bags
- . partial case of toilet paper
- . six (6) small bottles of insect repellent

Unless otherwise stated, equipment is either stored in Cowley shack or at my house.

OO Coach Tony Burton

As the provincial Official Observer coach, I 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. I gave a talk at Rod Crutcher's Safety Seminar held in Calgary in February 1995.

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 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. Do not forget that there is a new Sporting Code out with important changes. Reread *free flight 6/95* for corrections to the SAC Booklet to bring it up to date. I have updated the SAC flight Declaration form — clubs order some from SAC for the '96 season. I have also designed an "OOing flowchart" which will be useful to pilots and OOs. The Sporting Code is now available free on disk in WordPerfect 5.1. Contact George Dunbar for a copy.

Safety Rod Crutcher

Our 1995 soaring season from the ASC perspective consisted of three events: the provincial championships and our annual summer and fall Cowley camps. The Cold Lake crew, headed by Dave Mercer, did an admirable job running the provincials. Terry Southwood was the camp director for summer Cowley and Buzz Burwash was in charge of the fall camp. My thanks to these folks, their respective clubs and all other organizers, pilots and support personnel who collaborate to ensure our sport is both safe and fun.

At the above ASC events there were a total of twelve flying related events. There was one accident and eleven incidents. Weather was a factor in eight of the twelve events — the principle weather factors being wind gradient, cross winds and severe sink. Ten of the twelve events were landing related, and three of these events relate to gear collapse or a gear not extended when landing. Pilot error was operative in all but two of these events, one of which was a pilot who wisely pulled off tow when in severe turbulence and substantially out of position behind the towplane on an aertow at Cowley. This pilot managed to fly over some largely unlandable terrain to arrive safely at Cowley.

If one word could summarize the pilot errors it would be COMPLACENCY. For those desiring a detailed look at the accident incident picture, I refer you to SAC's Annual Accident and Incident Summary Report which George Eckschmiedt is currently in the process of compiling. However, to give you just a sense of our experience, we have had events which include groundloops, a gear collapse on landing, near misses due to circuit congestion and inattentiveness, and a deviation from rigging routine resulting in an disconnected flap which was undiscovered because a positive control check was not done.

One pilot had a near gear up landing — but thanks to some attentive ground crew, radio contact was made in

circuit with this pilot and he responded — just in time — to the directive "[contest letters of plane], PUT YOUR GEAR DOWN!" We must all remember that these words are the most unambiguous and helpful words a pilot in similar circumstances needs to hear. Using for example, "check your gear", may NOT be that helpful as the pilot may believe — incorrectly — that the gear is indeed down. Let us learn from the mistakes and directions, of others. This pilot was most appreciative of the help. And so should we.

One low energy ground loop occurred near the runway intersection at Cowley. The pilot had an uneventful circuit and was most surprised to find himself in a low velocity groundloop at the termination of the landing roll. As a witness to this event, I was equally surprised as the final leg looked very good after the event the pilot and I noted several rows of crops — only about 4 inches wide but about 18 inches high — right near the intersection Near the end of the landing roll one wing touched this crop and around pilot and plane went.... I suppose this is the aviation equivalent of BUYER BEWARE. Certainly a most careful inspection of the field after mowing next year will be necessary!

On a more positive note I must state that most of you, most of the time, are flying well and safely. Given the number of aircraft movements at ASC events, it is certainly very much the minority of movements in which there is any safety concern. It is all too easy to lose perspective when reviewing accident and incident data. My comments above are meant to be constructive — any of us could be involved in any of these events — and I am appreciative of the pilots who have been willing to report and share their experiences so that we may all learn from them.

I need not remind you that the conditions we fly under are continuously changing and continuously challenging. Our sport would be less were it not for this challenge — but an honest assessment of our own "fitness to fly" remains essential. In reality our personal fitness is on a dynamic continuum — I doubt if any of us are fully attentive after a long flight under difficult conditions when we are perhaps a little hot or cold or hungry, a little dehydrated, a full bladder not aiding our concentration.

Cu Nim held a Soaring Safety seminar in the spring of 1995. It was well attended and some preliminary discussion suggested that perhaps this seminar might become an ASC sponsored event. Certainly it would be a good season opener to what promises to be a fine 1996 soaring season. With the Nationals at Red Deer, being tuned up sooner rather than later seems appropriate.

My specific recommendations for the 1996 season are:

- 1 Encourage all ASC members to participate in a pre-season safety focused event. This could be ASC-sponsored if ASC wishes.
- 2 All clubs are encouraged to conduct a SAC Flight Training and Safety Committee operational audit.
- 3 Encourage each club to review SAC's Accident and Incident Report and Analysis for 1995. This is a good starting point for proactively addressing perennial safety concerns.
- 4 Rigorously inspect all of our runways prior to flying. It is best to assume there will be badger holes, crops, and other gifts of nature that might add hazard to an otherwise uneventful landing.
- 5 Remember the words, "PUT YOUR GEAR DOWN". These words have equal applicability as pilot or bystander on the ground looking up.
- 6 Review, prior to flying at any ASC event, circuit procedures and weather challenges. Remember, most of the incidents of the past year happened to pilots like you and me who should have known better.
- 7 Do POSITIVE CONTROL CHECKS prior to flight.
- 8 Be particularly attentive to other traffic in and around the circuit. See and be seen. See and avoid.

In concluding, I wish in particular to thank Cu Nim's CFI Terry Southwood who has provided me with substantial support from the safety perspective over the past year. Indeed, Terry has in reality been doing much of my job — and doing it in an exemplary manner, I might add.

It has been a privilege to be your safety officer for the past year. I have been the ASC safety officer for the past two years, but given other commitments, I will be passing on these safety reigns to one of you. Don't be shy. Have a fun and safe 1996 soaring season.

Sporting Terry Southwood

The 1995 Provincial Soaring Contest was held on the May long weekend at Innisfail. The Cold Lake Soaring Club did an excellent job of running the event, but even with great organization and good soaring, the contest was poorly attended. Only eight pilots participated and of those, only three flew both contest days! The event was further marred by an accident which caused serious damage to the glider, but fortunately left the pilot unhurt.

Still, well-deserved congratulations go out to Rod Crutcher for his first-ever contest win on Day 1, and to Tony Burton who came from behind to win both Day 2 and the Provincial Championship. On another good note, half of the 1995 Alberta Team Squad posted significant achievements during the season:

- *Mike Glatiotis* put in a consistently fine performance to sew up second place at the Golden contest.
- *Buzz Burwash* once again set the pace in Edmonton by logging 1774 km of cross-country.
- *Dave Mercer*, having sold his own RS-15, borrowed Tony's and promptly set a new Canadian record for gain of height (27,750 feet).
- *Tony Burton* flew over 6700 km, most of it in three contests, winning the Provincials and coming 2nd and 6th respectively in the Canadian and US Sports Class Nationals.

Well done, everyone!

Towplane Manager Mike Crowe

PCK had a slightly better flying season this year, accumulating just over 90 hours of use, about 10 hours more than last year. ASC sponsored events have contributed to approximately 53 hours of use while Central Alberta Gliding Club utilized PCK for the majority of the remaining hours (26.5 hours).

Mechanically PCK fared pretty well with few maintenance problems to report other than

- an AD on the front seat frame,
- an intermittent oil leak, that Jerry tracked down, turned out to be caused by a torn oil pan gasket (it appears the gasket had been installed in that condition) and
- PCK's transponder is not functioning; it has been decided not to repair it at this time.

Instead of flying south for the winter (Claresholm), PCK is been hangared in Innisfail, courtesy of Central Alberta Gliding Club. This will give PCK a centralized location for Alberta gliding clubs and be on hand for the '96 Nationals in Red Deer.

	1995	1994	1993	1992	1991
Cowley Summer	53.9	30.0	27.0	39.0	39.0
Instructor course ESC			9.3		
Cowley Fall	*	17.1		13.0	18.0
Club use	36.4	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	90.3	81.0	125.0	146.0	152.0

*summer and fall Cowley combined

Red Deer Soaring Seminar

Marty Slater
ESC

IN THE RECENT PAST Cu Nim has held an early season safety seminar just before flying began to remind the older members about what they should and should not be doing and provide some valuable information to the newer members. This year the Alberta Soaring Council assumed responsibility for the seminar and Central Alberta Gliding Club agreed to host the seminar in Red Deer on 23 March.

The seminar's main focus is safety but it also usually gets into cross-country soaring and becomes a very interesting session when experienced pilots give the benefit of their knowledge to those attending. The other great thing is just to network with the people there and get to know some of the faces from some of the other clubs around the province. Part of the discussion over coffee and lunch invariably gets around to "so how do you do this or that at your club", and "here's what we do at ours".

Twenty-two people attended this year: Edmonton – 5, Calgary – 7, Red Deer – 9 and Grande Prairie – 1. Dave Fowlow kicked things off with an update on the SAC Safety Committee and the reporting of incidents. He stressed the need to improve the reporting and assured everyone the information was simply going to be used internally for education and not for external reporting. He also had us do an exercise to show what happens to our thought processes when you add a little stress to a situation. (I personally was very happy to see that Terry Southwood's level of performance was just as bad as mine!)

Bram Tilroe reviewed the different classifications of airspace and discussed the new procedures for Cowley and Grande Prairie high level airspace agreements. After coffee, Terry Southwood took the group through circuit planning and landing off-field. Based on the level of discussion and questions it was obviously an area of high interest.

After lunch at the Cafe du Terminal (fine French cuisine with a Red Deer flair!), Hal Werneburg reviewed

the basics of what knowledge is required for soaring cross-country and provided some of his personal anecdotes. He covered instrumentation, different cumulus triggering mechanisms and various types of soaring conditions. It was determined during Hal's presentation that the height of the concave base of a working cumulus cloud is exactly 560 feet (joke, you had to be there). Noticing that Bram Tilroe was fast asleep at the back of the room (his lunch having done him in), Hal talked about his experience climbing along the front face of a cumulus cloud and the altitude he was able to achieve. This summer when all the rest of the members of the Central Alberta Gliding Club are happily climbing up the front face of the cu's using the benefit of Hal's knowledge, Bram will be scratching his head wondering just how are those guys doing that! Oh well.

After coffee an "extinguished" (as they preferred to be called) panel of soaring pilots provided the benefits of their experience in a free flowing question and answer session on "anything you ever wanted to know about soaring safely". The session got off to a slow start when Keith Jorgensen asked the panel, "What keeps them up?" Luckily Jerry Mulder was able to salvage things by asking a more pertinent question about getting mentally prepared to go cross-country. This led to other things and the discussion carried on for almost an hour.

All in all the consensus was that it was good use of a Saturday. Bryan Lynch journeyed all the way from Grande Prairie to claim the long distance prize. (Unfortunately because it was on back order we weren't able to present it to Bryan.) Many thanks to the presenters and panel members who took time from other activities to share their knowledge with newer soaring pilots. Thanks also to those who came and supported the seminar.

If you weren't able to make it this year, talk to some of the people who went and mark your calendar for next March. You'll be glad you did. ❁

ASC Annual General Meeting

27 January 1996

1315 – 1450 hours



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

Motion: A Sunley, seconded M Crowe
"to ratify the Minutes of the '95 annual general meeting as distributed and published in ASCent Spring '95."
carried

The '95 executive and chairmen reports were distributed. Highlights of each report helped speed the review. President asked for comments.

Motion: D McAsey, sec R Blackwell
"to ratify the '95 executive and committee reports".
carried

Motion: G Dunbar, sec T Burton
"to approve of the two examiners of the ASC financial statements, Gerald Ince and Mike Glatiotis. (They see that the statements fairly reflect the activities of ASC, they do not audit the statements.)"
carried

Motion: A Sunley, sec D deJong
"to approve the '95 financial report".
carried

Motion: R Blackwell, sec D deJong
"to approve the budget as presented."
carried

Motion: D McAsey, sec A Sunley
"to ratify the actions of the executive for 1995."
carried

Announcements

Motion: A Sunley, sec P Frigault
"to maintain tow ticket rates at \$18 for 1996"
carried

'96 SAC AGM attendance:

John Broomhall • SAC Alberta Zone
Director, ASC VP, ESC President
Hal Werneburg • SAC Director-at-Large
Tony Burton • *free flight* editor
Marty Slater • past ASC President
Dave McAsey • ASC President
car loads of club members from all clubs are encouraged to travel to Regina.

Congratulations

Al Sunley • ESC Life membership for his hard work in ESC, ASC, SAC
Dave Mercer • gain of height record
Todd Benko • 1-26 Association records for gain of height, absolute altitude
Randy Blackwell • diamond height
Several CLSC pilots gold height claims

Motion: A Sunley, sec M Crowe
"to ratify the actions of the executive for 1995."
carried

New Business

Thanks to Bram Tilroe of CAGC for his work in redrafting the new high altitude block agreement for the Livingstone Block and Grande Prairie. Bram, employed in the Area Control Centre, gave a briefing on the history of the new agreement at the morning meeting (attached to the Minutes for historical purposes).

Thanks to Denis Bergeron for his graphs to guide us with decision making for PCK cost effectiveness.

A letter will be mailed to clubs beginning of the season outlining the need to have club aircraft documentation (as required by law) available at ASC events and that each club aircraft requires registration with signature of person responsible.

Randy Blackwell wanted to know if ASC had any plans to modify PCK wing spar to a metal one or live with the beefed up spar. Since the spar is still in good shape, there is no need to do work at this time.

Marty announced that ASC had been approved for the Young Eagle's program which includes youngsters from age 8 to 17. He will distribute the info to all clubs.

Election of Officers

Treasurer

Denis Bergeron & Julie Lauzier, CMA let their names stand.

elected by acclamation

Treasurers Denis Bergeron & Julie Lauzier want to do this job one more year. Denis would like to find a successor during the course of this summer so that the transition next year would be an easier one. He is working hard on a how-to-do-it write-up.

President David McAsey

proposed B Hea, sec. M Crowe
Nomination close – proposed by
D Bergeron, sec P Frigault

elected by acclamation

Secretary Ursula Wiese

proposed M Slater, sec. A Sunley
Nomination close – proposed by
D Bergeron, sec P Frigault

elected by acclamation

Al Sunley offered a special thank you to outgoing president Marty Slater for his efforts and time he put into this job for the past four years.

Motion to adjourn: T Burton, seconded
R Blackwell

carried

Ursula Wiese, Secretary

Impressions of the SAC AGM

Keath Jorgensen
Cu Nim

IT WAS FRIDAY MORNING, March 8, as I loaded my suitcase and self into George Dunbar's Honda station wagon. It was to be an eight hour drive to Regina for my first SAC AGM, another of many for George. A short discussion on which route to take left us with 7 hours and 59 minutes to discuss George's newest toy — a new GPS from Canadian Tire.

George delighted in showing me the functions which his new toy was capable of performing, and I was equally delighted in learning. Time and miles slipped by quickly as George and I discussed his soaring experiences and the new world of soaring which I was rapidly becoming obsessed with.

At Friday night's "President's Reception", I met a cluster of other enthusiastic glider pilots. There were over seventy people in attendance from the Vancouver Soaring Association to Halifax's Bluenose club. I spent the evening listening to talks of outlandings, provincial, national and international competitions and the general joy and excitement the sport had given to everyone there.

Saturday morning's first workshop on Sporting began at 9:00 sharp with talks by Charles Yeates, George Dunbar and Tony Burton. It was clear to everyone at the meeting that Tony is an avid supporter of badge flying as he rallied everybody to get on the bandwagon and participate. Later that morning an entertaining presentation on "The Flight of the Zögling" by Harold Eley was well received. Everybody enjoyed Harold's fluid and often candid comments as we watched slides of Harold, his family and friends from the early 1930's to present. I think Harold enjoyed talking as much as everybody else enjoyed listening. For myself, being the new kid on the block, I sat with a silly grin on my face wondering how much fun that must have been 60 years ago. Harold tells us that the Zögling is now fully restored and in the Western Development Museum in Moose Jaw. Just before lunch, Dave Hennigar and George Dunbar gave a talk on GPS, to which I had already received a private introduction.

Our guest speaker at lunch was Captain Rod Ermen, CAF "Snowbirds" who flies second position — right wing. Accompanying his talk were two films on the Snowbirds. Listening to his life history which had centred around aviation left me with an admiration for anybody who at an early age had the commitment and stick-to-it-ness to see out a childhood dream. Rod spoke on the skills and g's involved in a show — myself, I'm still trying to find lift rather than sink.

Saturday afternoon's workshop on the Aero Club of Canada was probably one of the more informative ones for me. It was interesting listening to the trials and tribulations of this important organization. The newly elected president, Chris Eaves, seems to have a good handle on the situation and I wish him luck in his endeavour.

The workshop hosted by Lindsay Cadenhead on National Recreation Aviation Policy Update gave me an insight on the interaction of government bureaucracy and the recreational pillar of aviation. Our last workshop featured instructing with good interaction between the panel of instructors and the members present.



Greg Dwyer

On behalf of Rod Crutcher who won the Stachow trophy last year, Keath presents Dave Mercer (right) with his keeper plaque for the highest flight of 1995.



Greg Dwyer

Ursula Wiese is honoured for the historical work she has done for SAC. President Pierre Pepin presents her with a special appreciation award.

After the Saturday night dinner there were award presentations and a talk by guest speaker Peter Masak. There were a number of awards presented that night — I would like to take a moment to congratulate all those who received their awards and make a special mention of an award to a well-deserving recipient. The award of “Instructor of the Year” went to Terry Southwood of the Cu Nim Gliding Club. A special thanks to Terry from myself for his countless dual flights with me in the summer of 1995.

Peter Masak soon took to the stand and entertained us with his experiences and knowledge of soaring. He spoke of his new Scimitar II soon to be in production, and his adventures as a glider pilot. Someday maybe I'll have more to talk about than sink.

Sunday's AGM went by quickly. I sat, listened and played sponge — trying to remember names, faces and stories which I heard over the weekend. The Regina Soaring Club did a bang up job of hosting the AGM.

I had a great first SAC AGM and you'll see me at the one in Vancouver next year. ❁

ASC Awards Presentation

At the ASC AGM, President Marty presented a Certificate of Recognition to Rod Crutcher, the ASC Safety chairman for two years:

Certificate of Recognition

Rod Crutcher • Cu Nim

“Our soaring community has gained from the time and effort you volunteered to highlight safety issues in our sport. Your innovative short safety talks at the Cowley camps were one demonstration of that. For your work, we offer this special thank you.”

Awards chairman David McAsey presented this year's trophies to their winners. He concluded that wood and metal are the ships that receive the honours together with their pilots at the end of the year.

Bruce trophy
Winner of the '95 Provincials
Tony Burton

Carling trophy
best flight of the year in western Canada
Bruce Friesen

554 km 15 July Std Austria C-FPDM (“Scarlet Lady”)
Chipman, AB - Lanigan, SK

McLaughlin trophy
best five flights of the year originating in Alberta
Tony Burton

276.1 km 9 May RS-15 C-GPUB EE
Black Diamond, AB - Cochrane bridge - Longview bridge -
Stavely hwy 2 int north - Blackie arena - Black Diamond
First day of Cu Nim XC week

506 km 10 May RS-15 C-GPUB EE
Black Diamond, AB - Cowley village - Strathmore - Claresholm A/P - Black Diamond
Nice except leg from Strathmore to Claresholm was severely overdeveloped and much care and off track flying required to get to Claresholm.

314.4 km 13 May RS-15 C-GPUB EE
Black Diamond, AB - Caroline hwy 54 int - Black Diamond

324.8 km 22 May RS-15 C-GPUB EE
Innisfail, AB - Rimbey - Sundre hospital - Didsbury - Three Hills - Innisfail
Provincials Contest Day 2

308.6 km 30 Aug RS-15 C-GPUB EE
Black Diamond, AB - Cassils RR xing on hwy - Black Diamond
Late start due to wet field from previous day's rain; 2-4 kts used all the day, landed at 1835 h.

Club News

Central Alberta Gliding Club

Weather permitting we will have a go at flying at Innisfail on 20 April. The ASC seminar on 23 March was great. Not too much on ground operations but the cross-country, airspace, and weather sure got the attendees interest. It was especially good for CAGC members since we are all new to cross-country flying. Again, the willingness of ASC members to help each other and the eagerness to assist is gratifying. We at CAGC will do our best to make ASC look good. Marty Slater was wearing the National contest T-shirt, and I'm sure we will all proudly promote the event here by wearing them. We hope to get some members to take

the club aircraft on a trial run at the Provincials, if necessary with an ASC instructor for guidance.

One of the first things we will do when starting up in April is to prepare for off-field landings by having the members derig and load the aircraft on the trailers. This is to promote the crew concept and make sure all members feel confident that it is not a big deal and can be done easily. In the past everyone participated in DIs, so taking down and re-rigging is going to be the next step.

Jerry Mulder

Edmonton Soaring Club

It has been a quiet winter. After the large amount of maintenance done in the 94/95 winter, we took this winter off. We are now impatiently awaiting the end of it so flying may resume. March came in like a lion, and went out like a ... a lion.

The ESC's first Pawnee, AVL, is currently being reassembled after a complete airframe overhaul, fabric and



Terry Southwood

Your spring wake-up call. This sad Blanik is the result of a failed launch. No, it is more accurate to say it is the result of a failure to *anticipate* a failed launch. Tom Knauff lists "premature termination of the tow" as one of the three most likely things which will put a pilot at risk. The question you must ask yourself after strapping in is not, "What will I do if I ever have a launch failure", but "What will I do *when* I have a launch failure." Because it *will* happen to you sooner or later *and* more than once, that's a guarantee! When the emergency occurs, remember the first rule: fly the airplane. Know what your field options and turn direction will be at the critical tow heights given the wind conditions before the start of every launch. You won't have time to make up your mind at 200 feet.

paint. It will be the prettiest Pawnee in the country when it is done, considering what most are used for.

Some of the events the ESC will be holding this year include two open houses, May 5 (fly-in breakfast) and June 15,16. A cross-country training week is being held June 3-7, followed by a flying week June 10-14. Everybody is welcome to both events. Two student training weeks are being held 8-12 July, and 15-19 July. These sessions concentrate on getting ab-initio pilots to the solo stage. These weeks have received rave reviews from all participants in the past, and usually get most students to the solo stage. Student pilots from any club are welcome. Bunkhouse accommodation is available at our field.

The ESC teamed up with the Caraway charter school in Edmonton to give its students a taste of flight. As an ongoing project, the students are rebuilding a Rhonlerche. Last year the ESC flew about 30 familiarization flights for the students and staff. This year, we will be flying close to 80 flights for them. More about the school and their project will be appearing in a future ASCent article.

John Broomhall

Cold Lake Soaring Club

On January 1st, the usual crew of lunatics kicked off the New Year by conducting what were probably the first glider flights in Canada for 1996. It was lots of fun shared by only four people, so plan to come out next year for your share. Polar Bear dips are insane, but Polar Bear Soaring is just pure fun!

1996 marks our club's 25th anniversary of continuous operations! Give yourself a big pat on the back if you have contributed to the club's success and the outstanding safety record that we have established. We plan on celebrating our anniversary throughout the flying season with various activities, the most significant being that of hosting the prestigious Nationals in Red Deer from June 23 to July 4th. Because this is our 'Silver' anniversary year, I think that each of us should set a personal goal of obtaining at least one Silver badge leg. With a little persistence you could be proudly wearing your Silver badge before our anniversary year is over.

Quest for the Holy Blanik At long last we have found a Blanik L-13 to replace the venerable Bergfalke! Purchased from Fun Country Soaring near Cleveland, it is in excellent condition with less than 1,300 hours on the airframe. It should be on the flight line early in the season and will be used as the mainstay of our basic training fleet in conjunction with our Twin Astir. It will also be our first choice for high altitude soaring



Joe Gegenbauer

Cu Nim CFI Terry Southwood
SAC Instructor of the Year for 1995

The well-deserved honour of receiving the Walter Piercy trophy was for his hard work on behalf of the club (250 flights), and particularly for his work in running western SAC instructor courses and visiting clubs in the west to give instructor refresher and upgrade courses. The winner is selected by the SAC Flight Training & Safety committee. Terry is shown here being presented with his keeper plaque at the SAC AGM awards banquet in Regina.

during the Cowley camps. Now that our fleet is back up to full strength, we can return to our full training program and get more members flying more often!

SAC AGM Four members of our club attended the Soaring Association of Canada's 51st AGM in Regina on 8-10 March. Dave, Karla, Paul and myself attended some excellent seminars, refreshed some friendships and had the opportunity to pump up the tempo of the growing Nationals enthusiasm. We sold most of our initial order of Nationals T-shirts, so Karla is ordering more.

Club News

from previous page

Newest glider pilot Congratulations to Bingo (B9) and Lyne on the arrival of son Jonathan at the Goose Bay hospital, assisted by one very proud father. During Bingo's visit last week we learned that everyone is happy, healthy and finally starting to get some sleep. Even the dog is adjusting well to his new 'brother' by giving him 500 knot sleigh rides around Goose Bay! We wish Bingo and Lyne the best in their new lifestyle, and we hope to see the expanded family back in Cold Lake soon.

Randy Blackwell

Grande Prairie Soaring Society

Despite the long cold and snow filled days of winter GPSS is getting into the swing of things for our '96 flying season. We are planning for our first flights to be in early May — with all our young members we can always shovel the snow off the runway! And we will, once again, be based out of the beautiful Beaverlodge airport. We have already held two pre-season meetings to lay the groundwork for a successful year. Everybody

pitched in to compile some goals and projects for the year and we are well underway with seeing these through.

Taking last year's lead, we are again holding an "Information Night" on 24 April. If anyone happens to be in our area at that time, please drop in. Hopefully this brings out some more new faces — we have already gained two new members this season, and what's even better, we didn't lose any from last year!

Most of our time is being spent on equipment maintenance and repair, obtaining adequate chutes and oxygen gear — and of course watching the clouds and waiting for the snow to disappear. Perhaps the greatest accomplishment this year will be getting our single seat K8 back in the sky. Maybe then some of our newer members will have the opportunity for some of those long cross-country flights of years past. Getting the K8 up in the air of course means that we also need to have a roadworthy trailer built — Walter, are you busy these days? We're getting out of storage, shaking the dust off and prepping for take off in Grande Prairie.

Tammie Diesel

Cold Lake CFI's Corner

WITH SPRING HERE, our club must once again consider the year we have ahead of us. It is going to be a huge one. Changes are ongoing in aircraft and equipment. We will have two methods of launch to help lower our costs and streamline the operation. The 'Berg' has been retired in favour of a Blanik, along with the ongoing sale of some of our surplus equipment. The organization of the '96 Nationals is in full swing and is consuming much of our time. Lastly, we may be moving to new quarters. The status quo is not idle!

Amongst all this, the mandate of providing inexpensive gliding/soaring for our members is still number one. Being successful in this #1 goal depends not on myself, or any other single member. It depends on us as a group to collectively pool our resources. In other words, it depends on all of us. The question you must ask yourself is this:

"What do I want to achieve this year?"

The answer to that question is of course up to you, but I'll tell you what I'd like some of the goals to be. As individuals, I'd like to see one of us who is cross-country qualified with less than 200 hours take the 1-26 for five cross-countries to try to win the 200 Trophy. I'd like to see another member fly to Chip-

man, Red Deer or even Black Diamond to try to win the Boomerang Trophy. I'd like to see a newly licenced pilot strive to become passenger rated prior to the onslaught during Maple Flag. For myself, as a minimum, I would like to set the Canadian multiplace 500 km speed to goal record, and I'll need a partner. As a club, I'd like us to increase our membership by 15 over last year. Randy's suggestion that everyone try to achieve at least one of their Silver badge legs in our Silver anniversary year is terrific. I'd like to have two more pilots take the SAC instructor course. In other words, I'd like all of us to set a goal we may or may not think is achievable (yet is realistic), but set a goal nonetheless. Progression and challenge is the best way in soaring to have tremendous fun, and I applaud those who are willing to meet that head-on. Accept anything less. ✱

Dave Mercer's words to his club on goals are excellent. It would be a further inducement to excellence if every club had some stated soaring goals for the year. It would be a positive statement that by supporting individual goals, the itself benefits in member enthusiasm, "esprit de club", skill, and retention. Club CFIs or SOOs: be sure your club has all the badge application and trophy forms, OO application forms, etc. so pilots are not scrambling for paperwork at the last minute. Forms are available from the SAC National office at no cost. David McAsey has ASC trophy forms. Tony

ODDS & ENDS

Looking for the perfect rock

This year, work will get underway to construct at Cowley the "Centre Peak Cairn" replica. Steve Weinhold who erected the cairn on the peak, is willing to donate the transportation cost of the major element of the project — the *perfect* rock. It should be a large native rock (say about 2x4x6 feet minimum), not sandstone (because it is too soft) with some lichen cover and with one face more or less flat. Less ideal but usable would be a large broken rock which has come from a heavy earth moving site. We need to find one that is accessible and within transport range. If you see it, let me know. If you know of someone else who might have a line on one, also let me know. Thanks. *Tony*

Wanted The Grande Prairie club wants to get ready for the Cowley wave and is feverishly looking for a complete oxygen equipment set (tanks, regulator, hoses, blinker) and handheld aircraft radios. Please call Darcy Lefsrud at (403) 538-3147 home, or (403) 539-8481 business.

Cowley admin

As most of you know by now, ASC is the operator of the Cowley airstrip and campground. Therefore we are looking more closely on how we run and operate the camps. One added onus is the mandatory registration of all club aircraft flying out of Cowley signed by the person in charge of that glider. A new form for this purpose will be at hand at the camp. It basically reads "that C-... and aircraft type meets all the airworthiness requirements of Transport Canada including appropriate insurance coverage..." Be prepared and have all the required documents on board if your club ship is to fly at Cowley. Needless to say, all aircraft should have the required documents on board at all times anyway. See you in July! *Ursula, ASC Secretary*

Alberta pilots take SAC positions Several new SAC committee positions have been filled by Alberta pilots:

Dave Morgan (Cu Nim) is the new SAC Radio and Communications committee chairman.

Dave McAsey (Cu Nim) is the new SAC Trophies chairman. Dave is looking for someone to take over the ASC trophy job — please contact him.

Hal Werneburg (Cu Nim) has been appointed the SAC delegate to the International Gliding Commission (IGC). ASC supported his trip to the Paris meeting in March (Hal's meeting report is in the next *free flight*).

Tony Burton (Cu Nim) has been added to the Sporting committee.

Pilots holding existing SAC positions in 1996 are: **John Broomhall** (ESC) Zone director, **George Dunbar** (Cu Nim) Sporting committee member, **Tony Burton** (Cu Nim) *free flight* editor, **Terry Southwood** (Cu Nim) Flight Safety & Training committee member and western instructor course director.

Wanted to rent, borrow or steal — a GPS for the Nationals. Call Mike Cook (604) 427-5471.

Wanted a crew for the Nationals — will pay expenses. Call Andrew Jackson (403) 246-7919 evenings.

The Young Eagles Program

This flight program was started by the Experimental Aircraft Association (EAA) in the United States in 1992. If you are not familiar with EAA I'm sure you've heard about the large gathering of aircraft they organize annually in Oshkosh, Wisconsin.

The program is designed to give kids between the ages of 8 and 17 the experience of flight. It started by encouraging EAA members to volunteer the use of their aircraft to provide free rides to these kids. The goal is to do 1 million kids by 2003 which is the 50th anniversary of the EAA. Over 160,000 have been flown so far. Canada has done 6700.

EAA does not restrict this program to just its members. They are actively seeking other organizations to become partners to share the joy of flight as widely as possible. In the soaring realm the following organizations are partners in the program: Soaring Society of America and the Air Cadet League of Canada.

After a Young Eagle flight the participant is given a certificate commemorating the flight. Additionally their name is sent to EAA to be entered in a master log they are maintaining. They also receive two complementary issues of the magazine geared to young people about aviation called *Sport Aviation for Kids*.

At its 18 November 1995 Executive meeting, the Alberta Soaring Council voted in favour of becoming a supporter of the Young Eagles program. We have received the materials which we will be forwarding to each club. What do you have to do? Not much really. If you take someone up for a familiarization flight between the ages of 8 and 17, complete a Young Eagles certificate for them and send their name to EAA to be registered in the master log. That's it.

I hope we can count on your support for this worth while endeavour. If you want any further information please give me a call evenings at 481-3866 or e-mail me at slatemar@freenet.edmonton.ab.ca *Marty Slater*

ASC SOARING EVENTS CALENDAR FOR 1996

INTERNATIONAL EVENTS

Region 8 Championships (contact Norm Ellison 206-747-7879)	Ephrata, WA	8-15 June
Cowley Summer Camp	Cowley airfield	27 July - 5 August

NATIONAL EVENTS

Golden Flying Week	Golden, BC	11-17 May
National Soaring Contest	Red Deer, AB	23 June - 4 July
5th Invermere Summer camp (contact Hans Baeggli 604-434-2125 camp overhead costs \$75/wk)	Invermere airport	6 - 28 July
SAC Western Instructors Course (contact Terry Southwood asap 255-4667)	Prince Albert, SK	14 - 20 July
Cowley Fall Camp	Cowley airfield	10-14 October

PROVINCIAL EVENTS

ASC Cross-country week	Black Diamond	4-12 May
Cold Lake contest	Cold Lake	pre-provincials
Provincial soaring contest	Red Deer	18-20 May
ASC Cross-country clinic	Chipman	27-31 May
ESC Flying Week	Chipman	3-7 June
Official Observers clinic	anywhere	on request
Student Flight Training Course (2 weeks)	Chipman	8-19 July
Winch launch training	Innisfail	thru summer on request
ASC 1997 first planning meeting	Calgary	16 November

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

Sporting Update

1996 Alberta Team Squad The Alberta Soaring Council provides annual funding for a provincial squad of competitive and up-and-coming keen cross-country pilots to assist in the expense of furthering their skills. The "seasoned" members are selected on the basis of recent national and provincial contest results, and newcomers for their demonstrated ability and enthusiasm for cross-country soaring.

The members of the Alberta Team Squad for 1996 are:

- | | |
|-----------------|-------------------|
| 1 Tony Burton | 5 Chester Zwarych |
| 2 Rod Crutcher | 6 Dave Mercer |
| 3 Paul Frigault | 7 Todd Benko |
| 4 Bruce Friesen | 8 Kurt Edwards |

Lottery funding is available to squad members for assistance in attending competitions or soaring seminars outside the province, attempted cross-country, badge or record flights, as well as providing leadership to such activities as coaching cross-country to other clubs.

Provincial Contest Cold Lake will be running the Alberta Provincial Contest again in 1996 in order to fine tune their preparations for the Nationals. Red Deer Municipal (Penhold) Airport will serve as the site for both events, with the Provincials scheduled for the May long weekend as usual, and the Nationals running from June 23 to July 4 (practice days included).

Let's get out and support both of these contests with a keen show of participation!

Terry Southwood, ASC Sporting Chairman



Copy this and hang it by your phone.

ASC EXECUTIVE

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Treasurer Denis Bergeron & Julie Lauzier [Cu Nim]
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Secretary Ursula Wiese [Cu Nim]
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Program Coord. Tony Burton [Cu Nim]
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Claresholm, AB T0L 0T0 *free-flt@agt.net*

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 H 343-6924
4309 Grandview Blvd
Red Deer, AB T4N 3E7

Cold Lake Randy Blackwell H 594-2171
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Grand Centre, AB T0A 1T2

Cu Nim Keath Jorgensen H 255-9079
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Calgary, AB T2H 1L5

ESC President John Broomhall H 438-3268
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Grande Prairie Bryan Lynch H 532-0435
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Okotoks, AB T0L 1T0 B 235-3310

Trophies (pro tem) Dave McAsey [Cu Nim]
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PROVINCIAL COACHES

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