

ASCent

the journal of the Alberta Soaring Council

Winter 1996

year-end details

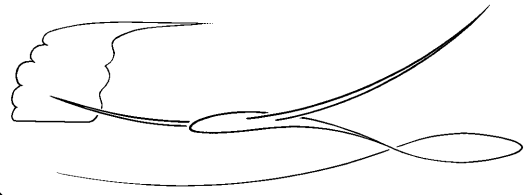


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- The long, long wait – Bruce Cone
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ASCent

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is the journal of the Alberta Soaring Council and is published 3 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 email: free-flt@agt.net

Presidential Notes

ASC had a good planning meeting in November, with few surprises. One unanimous conclusion was that *ASCent* is the greatest part of the glue holding Alberta soaring together, and that we must continue to have a publication.

Our plea for a volunteer treasurer yielded one candidate, who will be nominated at the annual meeting on February 1. We welcome other nominations from the floor or before the meeting, of course. In the meantime, having asked all clubs to forward names of people who might be willing, we're grateful to see a dedicated person willing to do a job that takes some work but offers little glory. (The glory jobs, including mine, are also open for nominations, so if you feel an urge please don't be shy. If you don't respond, you richly deserve what you get.)

Speaking of dedicated persons and ASC jobs, a contract position is open each year for an ASC program coordinator. Duties include administering and directing the ASC programs, assisting the executive in furthering the ASC's goals, liaison with SAC and writing, editing, and designing the Council's publications (and having the necessary computer hardware and publishing software). The part-time job requires an intimate knowledge of soaring and of significant developments relating to the sport, both within Canada and abroad. The executive are very pleased with the incumbent, but believe that all ASC members should have the opportunity to compete for the post should they wish to do so. Applications will be considered until February 1, 1997 for the one year contract period beginning April 1. Please contact me directly for details.

On the soaring scene, I was delighted to learn that, despite the write-off in midsummer of its two-seater trainer, the Grande Prairie club is continuing to thrive. It has found a replacement

Blanik, and may even enter the 1997 season with more members than it had this summer. Our larger clubs might learn a lot from this feisty group: how to attract young people, how to overcome big problems with determination, how to minimize club fees, and, equally important, how to really have fun!

There's no news on the airspace question except that the regulations won't be in force until the spring. I have a gut feeling that controllers might not really want to spend most of their weekend shifts talking on the radio to scores of glider pilots while 747s wait for a break in the chatter. I should acknowledge that the Minister of Transport wrote ASC a polite letter protesting that his department had kept the soaring movement fully informed about its plans for the past half-dozen years, and stating that it wanted to encourage our sport. Let's devoutly pray that it doesn't get any keener about encouraging soaring.

Enough of this maundering. I'm sure we'll have a booming spring beginning in mid-March, and a fabulous and incident-free summer and fall.

Happy New Year !

David

Welcome to a winter "mini-ASCent". ASC is obliged to give proper notice of the annual general meeting, and there is a little meeting news, so I thought I would make this a tiny *ASCent* rather than mail out a dry letter. (ASC will save a lot of printing costs over a regularly printed magazine also.) Check the back page news on the AGM which will be held again at Nisku Inn. The meeting format we have had is quite successful.

Oh, anyone bringing a carload of pilots along will get their gas bill paid.



The long, long wait

Bruce Cone, Cu Nim

CU NIM'S weather god did not favour me this year with every soarer's prayer ... a long season, beautiful weekends off with never-ending thermals giving the best conditions a student could hope for.

Yeah ... right! Once the snow melted, work, weather and home things permitted my first flight to happen on 2 June. The initial one was the standard calm morning refresher after a winter layoff lasting 14 minutes. The afternoon warmth produced nice conditions and with Dave Morgan in the back seat I stayed up for 55 minutes. Perhaps the year would work out well after all, I gloated.

By 15 September I was able to only get in five more flights ... the longest being 15 minutes. Forgive me all you dedicated glider pilots, but I even took an ultra-light intro flight to look into that aspect of flying. However, Fall Cowley was coming up and I hoped Cu Nim could be represented there this year. I had the Friday, Saturday and Sunday of the camp off and dreamed of experiencing wave flying. In early October Dave Fowlow called to confirm that, indeed, we would have a Blanik there.

I arrived at Cowley field on Friday during the morning pilot's meeting to learn that diamond flights had been achieved the previous day. I spent the day helping where I could and learning about the unique conditions from the experienced pilots. Tony Burton and Darwin Roberts explained about the primary, secondary and tertiary cloud formations. All day I couldn't help watching that churning primary rotor cloud stretching north and south of Centre Peak. Nature is very impressive and beautiful in its power.

By the time my turn came up on the manifest, conditions weren't the best and Darwin suggested waiting until the morrow. We'd be first on the manifest and try early.

Saturday morning was calm as I DI'd our faithful Blanik C-GISK. I was still in awe of the rotor cloud at Centre Peak and took several pictures. After the pilot's meeting we got ISK on the flightline and Darwin explained what our efforts would be in my first wave flight.

Strapped in, canopy closed, hooked up and then thumb up. We were off and headed toward Centre Peak! I was mesmerized as we ascended and approached that churning rotor cloud. As we got into severe turbulence, Darwin took control. I silently thanked his presence and excellent airmanship because we were thrown about like nothing I've experienced before. Even my Toyota Landcruiser roll-over was smoother. After several minutes of this, Darwin radioed the towpilot to turn east and take us out. Before we could get into smoother air we had to release at 7600 feet. In bad sink, there was now a very real possibility of landing out and best field selection was discussed. Fortunately we hit 1 knot of lift which kept us up for a safe return to Cowley field and Darwin gave me control again. After landing we had a good laugh about our experience.

Later that day, Dave and I took a 2000 foot tow to try and connect with the secondary wave. Nothing developed and we were down in 9 minutes.

Sunday was beautiful with lovely stacked lenticular clouds forming east of the Livingstone Range. Photos of them were in order and I tried to get one of all the Cu Nim members with our Blanik. Several flights were reaching 20,000 feet and I awaited my turn on the manifest.

The P1 today would be Rod Crutcher and we took off around noon heading toward Centre Peak. After an easy tow with only minor turbulence I released at 8000 feet in lift. Fluctuating between 5 and 10 knots, I was finally in wave! We donned our oxygen masks and kept climbing, with Rod coaching on finding the best lift and pointing out landmarks below. What a thrill! The air was so calm I found it almost surreal to be moving both forward and upward with no sense of motion. We topped out at 19,000 feet and he let me just enjoy the experience for a while before it was time to be courteous and descend for someone else. It was a wonderful final flight of this season for me which makes all the waiting worth it.

A very heartfelt thank you to all the Cu Nim members, and all other club members and towpilots who helped this happen.

May next year be an even better season for all.

Rewarding our best in 1996



Cu Nim The 1996 Cu Nim Awards Banquet was held mid-November at the wondrous winter setting of Canada Olympic Park's upper teahouse..

Instructor of the Year – Dave Morgan
not only did Dave provide competent service at both ends of the towrope, but provided our club gliders with working(!) radios.

Fledgling Award – Bruce Cone & Ken Melax
these two students were tied for their keen involvement in the air and on the ground.

McGregor Memorial Award – Lee Coates
the member of the year is Lee, an unprecedented repeat award for his outstanding work at both the club and Cowley campground.

Brewery Trophy – Lee Coates & Rod Crutcher
in lieu of the cancelled provincials, for the highest placing Cu Nim pilot team in the 1996 Canadian Nationals.

Flight of the Year – Rod Crutcher
a consolation prize for a Diamond distance try that resulted in a personal best flight for Rod of 480 kilometres.

the Coyote Plaque – Barry Bradley
the towpilot of the year award goes to Barry who, more than anyone else, got our soaring off to a good start.

“I Wish I had a Motorglider” – club Jantar drivers
awarded out of sympathy for their meagre chances of getting a flight now that Tomas Florian has made the transition.

Silver Speaker trophy – Mike Glatiotis
for his inadvertent broadcast of a monosyllabic summary of his gear up landing on Golden's runway.

ESC The annual banquet and awards night was held November 23 with a number of alumni present. Trophies awarded were:

Outstanding Club Member – Gerhart Novotny

Tow Pilot Award – Martin Petrucha

Jackson Trophy – Paul Scott and Sheldon Rideout
for the best flight in a two place. It was 1:22 hours in the 2-33 (indicative of weather in '96)

Exec member/Instructor of the year – Dick deJong

Wave Trophy – Paul Scott
for three valiant, but unsuccessful attempts at his Diamond altitude at Cowley this fall.

Other special presentations were made to Inge deJong, Helga Novotny and Graeme Craig for their active support of club operations.

ATTENTION !!

ASC Provincial Soaring Contest
will be hosted by ESC at Chipman
on June 28 through July 1

a winter ASC SAFETY SEMINAR,
including a mountain flying component,
has been slated for March 8 in Edmonton
time and place to be determined.

Not a time forgotten

If I were to suggest where to fly a glider I would say Cowley, preferably at the Summer Camp, though there's not much there to look at but a few less trees, one brick building, and a lot of gopher holes. Once people are there it is full of excitement, a strong passion for the sport of soaring, and a care for one another.

I'm not sure many people felt that care as much as I did. Through my experiences of the crashing of our Blanik across the road and into the fence, and a few days later landing out in the field just across from the airstrip, people from many different clubs including my own showed concern and pushed me on with encouragement. It certainly touched me... I look and think back on these things with a smile on my face — it will not be a time forgotten.

Carrie Death

Grande Prairie reflections

As winter approaches and I look back at the Cowley Summer camp, my thoughts of high flying and good friends will help to keep me warm. Our Grande Prairie club had many exciting moments, some sad ones, and some high adrenaline ones. All were experiences that will prove to increase our flying knowledge and improve our flying skills.

Some of the highlights for me were learning to do aerotows which at first seemed too difficult to conquer but after a few flights and good advice on the ground, this became easier. Watching my daughter, Carrie, was always a thrill and at times became nail biting such as when Walter and Carrie had to land out amongst all those square hay bales.

The flight that hooked me into the sport of soaring for good was when Walter and I took a 2000 foot tow under beautiful sunny skies and caught a "good fish", as Walter would say, and rode it to 10,000. The view was awesome and the freedom of flight was one I'll never forget but hope to exceed. A sadder moment was the loss of our Blanik CF-XSZ. I know it doesn't make anyone happy to talk about it, but the lessons learned could save one's life down the road, and all those at Cowley pulled together just like a big family to get us through this time.

To sum it all up, I would like to borrow the 'word' of one of our fellow pilots that says it all: "How was your flight, Tomas?" "Great!" Hope to see you all in '97.

Ken Death

Cu Nim season-end news

Those Cu Nim Jantar pilots who missed the Cowley Fall camp lost out on a great opportunity. Due mostly to the efforts of Mike Swendsen and Darwin Roberts, the Jantar was on the line rigged, full of oxygen and waiting for someone to fly it, but no one ever did — the wave was continuous and you missed it!

The snow came early and heavy to Calgary this November, but luckily the hangar was packed and the electric fence around the campground was up before it fell. Thanks to Darwin especially for arranging both.

On 15 November, 43 people attended our wind-up Awards party and it was superbly prepared by the staff at the Naturbahn Teahouse in Canada Olympic Park. Thanks to an excellent MC, Iain Colquhoun, it was a funny evening. The news that day was the return of the Stone of Scone to Scotland by the "Thieving English". Iain explained this to us in great detail and was rewarded with a series of bagpipe jokes. Congratulations to all the recipients of the awards and trophies.

Our president, Keath Jorgensen, has been quite ill since August and was not able to attend. We missed him and wish him a quick recovery. He says next year

will be no business and all flying for him — sounds great.

The RCAF Association had to vacate their space at the end of November. I have found a very good new club meeting venue at the *Museum of the Regiments* (also called the Military Museum) on Crowchild Trail near the Canadian Forces base. Meetings will be every 3rd **Thursday** now from 7 to 10 pm in the Flight Line Deli starting 16 January. The Deli features *Big Rock* on tap and other food and drink. Everyone come!

Lots of people have been phoning and buying flight gift certificates for friends and relatives. Perhaps CBC Radio airing those gliding segments prompted this. *Note: 3 Feb, 9-10 pm, CBC Radio "Ideas" will be airing "Chinook Country" with a long segment on soaring. Tony*

Free airspace around Calgary is shrinking and a serious concern for us. The first soarable day next spring should be interesting as we and the controllers get to know each other.

Al Hoar

ESC wind-up

The new executive for 1997 is: president, Reg Adam; treasurer, Dick deJong; secretary, Wayne Watts; and operations manager, Graeme Craig.

Soaring activity during the 1996 season was severely curtailed by abnormal weather. However we did manage to fly a total of 1010 flights starting April 20 and ending October 26. Heavy early snow caught us with gliders rigged and in the hangar. They will be derigged and transported to a shop facility in Edmonton for maintenance work. This will require the removal of a substantial snow pack around the hangar and on the access road. Good flying and happy landings in 1997.

Reg Adam

Central Alberta

The early winter really caught up to us. The gliders had to be moved out of the DND hangar, so we tied them up outside temporarily. Well, you guessed right, they are still tied up with three feet of snow around them and almost impossible to get to. The start of our new building is loaded on the trailer, but again the weather held us back moving it to Innisfail. Arrangements are in progress to do this as soon as we get a break in the weather.

Our 19 November meeting voted in Rob Van der Velden, Bill Woolven, Liam O'Connell, and Gary Hillman to the club Board. Rob is not doing so well though — he fell nine feet onto concrete and suffered a fractured vertebrae and a splintered ankle. We wish him a speedy recovery.

Jerry Mulder

ASC planning meeting & ASC Executive meeting

30 November – Calgary

SUMMARY

Ursula Wiese – ASC Secretary

Airspace In July we learned that the TCA around Calgary and Edmonton would increase to 35 nm by 10 Oct according to AIP 2/95. A letter writing campaign to MPs started, spearheaded by Terry Southwood and David McAsey. Ontario (Jörg Stieber) was equally concerned. In September, SAC reps began discussing the airspace with Transport Canada reps in Ottawa. *free flight* 5/96 and 6/96 report at length on the findings without solutions. Cu Nim did not sign the Memorandum of Understanding arising from the September meeting with TC and ATC staff. The airspace matter is still actively pursued by SAC and clubs in danger of being squeezed into smaller spaces or perhaps out of their gliderports. Policy change is to be discussed with TC and operational matters with Nav Canada, the new managers of the airspace.

Resignations of treasurers Julie Lauzier, CMA resigned 21 April 96, but she is now doing all of the Treasurer work for ASC since Denis Bergeron is too busy in his paying job. He had hoped to transfer the duties slowly during the year, but to date we have been unsuccessful finding a replacement. It should be noted that ASC paid the SAC membership for the Treasurer as he was unable to join his club this year. This was for liability purposes only.

ASC non-flying membership categories

It's the second year of requesting complete information from the clubs. Despite continuous reminders, important names/addresses are still outstanding. ESC and CLSC are to be commended for their submission of day memberships, Cu Nim records are complete. This info is urgently needed if we want to keep our funding. It's up to you!

XC training of air cadet instructors At the Nationals, David McAsey and Captain Kerry Pettinger began exploratory talks on giving outstanding air cadet instructors soaring experience to broaden their flying horizons and help make them even safer and more skilful pilots. Terry Southwood offered to work on a small pilot project which might later serve as a template for regional training. The next step is for Terry and Pettinger to sit down and jointly construct a plan.

ASC is pleased that the soaring and Air Cadet movements may be drawing together more closely, as evidenced by participation in the national soaring competition at Red Deer by Air Cadet League towplanes and pilots. Because the Air Cadet training movement was started at Red Deer in the 1960s, it is particularly pleasing to see that renewed major connections between the two groups may have their start in Alberta. The observation was made that eventually a third Canada-wide scholarship option might be offered to outstanding cadets: glider solo, power solo, soaring training at a club. The executive agreed to provide some financial support to the pilot project in 1997.

Mountain soaring camp John Broomhall asked that this plan be reinstated with C-GPCK available as Rocky Mountain Soaring Centre will be closing. Terry Southwood/Rod Crutcher suggest holding a training camp with qualified instructors for mountain and ridge soaring. Fritz Bortenlänger and Heinz Portmann have offered to share their experience. John will coordinate with Vancouver Soaring Association on their plans.

Soaring safety seminar ESC has been asked to take a turn at organizing one before the next season, perhaps with some emphasis on mountain flying.

ASC financial support to SAC John had proposed a motion "that ASC give a donation of \$1000 to assist SAC with the 1996 FAI fees."

Therefore Ursula contacted Ontario (Jörg Stieber, Richard Longhurst) and Saskatchewan (Jim Thompson) to learn about their mandate towards financial support to SAC and to see whether a common ground for acceptance/rejection could be brought to SAC. Discussion and options were entertained with a straw vote:

- pay \$1000 as a one time donation;
- pay a certain amount equal to the other provincial organization on a per capita basis — *favoured*
- ASC pay a minimum amount;
- no donation.

The president stated that a controversial money matter like this should go to the ASC AGM. With no strong support at the meeting and a delayed vote, John will not offer the motion to the AGM. John may contact Ontario and Saskatchewan to pursue a solution.

IGC meeting Hal Werneburg again asked ASC to support Canadian representation. 1996 paid him \$900 to support his flight to Paris. The members felt it was important to have international representation. Keith Hay suggested to absorb the cost of his flight. Hal will be reimbursed \$900 after submission of his report. In the recent past, ASC has been supporting SAC financially through:

- on-site costs to Terry Southwood (coach of the SAC western instructor school (\$240+);
- flight costs to SAC AGMs for Hal Werneburg, World Team manager (\$800+)
- flight costs to IGC meetings (Paris, Brussels, \$900)
- absorbing some cost to SAC AGM for Tony Burton as editor of *free flight* (\$150)

The total support amounts to thousands – actual savings to SAC without ever giving credit to ASC. John (Alberta zone director) was asked to inform SAC that ASC expects credit where credit is due (or to any other organization).

ASC and Air Cadet League liability at Cowley

As we are the operators of Cowley gliderport, third party liability towards our major gliding partner is a concern. We will ask the ACL to give us a letter waiving our liability for their Cowley operations. Jerry Mulder will fax their standard document to McAsey.

Farming at Cowley Jim Parker, who does the maintenance at Cowley, asked ASC for approval to crop the triangle of land north of runways 11/21 to the fence line. Lee Coates/Bruce Hea took measurements of the land area that can be cropped and what is to remain for ASC use. In return for these concessions, Mr. Parker will further improve the runways and minimize their colonization by ground squirrels and badgers. The executive approved the above with the option to widen this strip later if necessary for glider transportation from one end to the other.

Hea and Coates have developed an excellent rapport with Mr. Parker and therefore feel that verbal agreements work best when dealing with him. (Reg Adam, ESC President, dealt with the Chipman gliderport grounds work in a similar manner and would be able to give advice if required.)

Emergency Locator Transmitter ELT users are to note this on the Cowley registration form. At least the organizers then know which glider is equipped with an ELT. However, it is to be noted at the pilots meetings that ELT users should be vigilant with their equipment. False ELT transmissions in the area have caused Search & Rescue responses.

The Blanik accident There was a serious accident this summer, when a Blanik touched down on the road near runway 11, taking out a few fence posts. It is fortunate that both pilots walked away unscathed. As a result of this, long sections of the fence were removed adjacent to the public road and to the road into the camp ground and at the east corner near rwy 21.

In the ditch parallel to the public road a poplar tree of

some 15 feet was also cut down by us in the hope to prevent a future accident. This caused a serious confrontation with the farmer who owns the *adjoining* land, as this tree was apparently 40 years old and had self-seeded. ASC president also met with the MD and apologized for the unauthorized cutting of the tree. His handwritten letter is on file. The MD accepted and would have done the felling themselves for the reasons given, if asked. We hope that no further damage to our otherwise excellent rapport with the MD and the farmers in the area has been done.

Grande Prairie Soaring Society After the unfortunate write-off of their Blanik at this year's Cowley summer camp, the club was left with no two-seater. Cu Nim loaned a Blanik until Labour Day. Fortunately the club was able to purchase a Blanik replacement and will be in operation again next year.

Mobile phone and emergency number

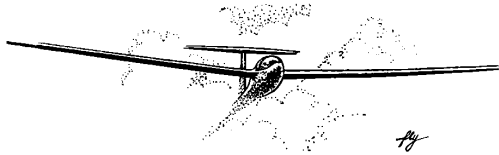
The inconvenience of not having a mobile phone at Cowley became clear at this year's fall camp. A phone is to be available in case ATC Edmonton is to notify us of traffic conflict if the block above FL280 is being used. John is donating a phone which can be plugged into a car cigarette lighter and parked at the flightline rather than being carried at all times. This cell phone will be for emergency use only (ATC and S&R). Cost of a cell phone includes airtime and normal open line cost. Our standard phone will still be available in the storage shed.

Liability waivers The use of waivers on the flightline in Cowley is usually forgotten. It is important to have day members fill out and sign this form. Since this culture needs to be nurtured, perhaps a sign with large letters attached to the shade will be a constant reminder and might work.

ASC AGM The Nisku Inn will again be our venue for the annual general meeting. (*See back page for the details.*)

Proposed major ASC event dates/places (to be confirmed at ASC AGM)

Safety soaring seminar	Edm	8 March
Cu Nim XC week	Blk Dia	3-11 May
Mountain soaring camp	Invermere	May (TBA)
Provincial Contest	Chipman	28 June-1 July
ESC XC/student trng	Chipman	7-18 July
Cowley Summer Camp		26 July-4 Aug
Cowley Fall Camp		6-13 October



awards luncheon & ASC Annual General Meeting

1 February 1997



exit eastward off Hwy 2 at
the Edmonton Intern'l airport

Everyone welcome

Accommodation

please make your own reservations

special rate (double or single) \$69.00

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

Menu

- *Planning meeting* 1030 sharp
Tying up the loose ends for 1997 activities: mainly sorting out major activities like the provincials, the Cowley camps (especially the special events of the summer camp), a mountain soaring camp in Invermere if there is enough interest, and another pre-season soaring/safety seminar.
- *Awards luncheon* 1200
*Luncheon ticket \$8.00
soup & salad & desert*
- *Presentation of provincial honours*
- *Annual General Meeting* 1330
 - *approval of Minutes of '96 AGM (printed in the '96 ASCent spring issue)*
 - *'96 executive & committee reports*
 - *'96 financial report*
 - *'97 budget presentation*
 - *old & new business, motions*
 - *election of officers*

Executive positions to be filled:

President, Treasurer, Secretary

Call Ursula at 625-4563 for questions & info

It's an enjoyable day to meet friends from other clubs and find out what's going on in the province. So put 1 February on your calendar, and let Ursula or your club know that you are coming so she can set up the luncheon organization.