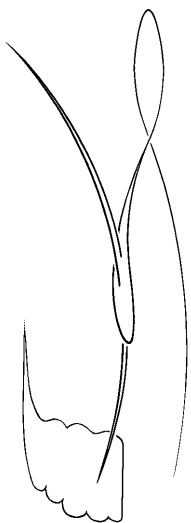


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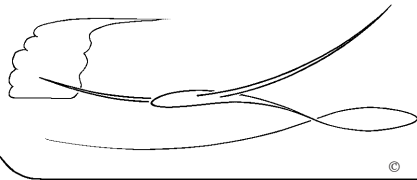
the journal of the Alberta Soaring Council



Spring 1997

ASCent

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In this issue

- 3 from our president – David McAsey
- 4 Test flying “Sweetie” – Terry Southwood
- 5 Introduction to the winch launch – John Mulder
- 6 Airspace update – Scott McMaster
- 7 The Alberta soaring ladder – Terry Southwood
- 8 Minutes of 1997 ASC AGM – Ursula Wiese
- 10 **1996 Annual reports and financial summary**
- 19 Training barometer
- 19 Alberta team squad for 1997 – Terry Southwood
- 20 Club news
- 21 New ASC plans cost or deliver \$\$\$ – Ursula Wiese
- 22 I thought I was covered; I wasn’t – Dave Fowlow

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Cover



A brand new old Blanik gets its first flight at Claresholm
photo: Jerry Vesely

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

Editorial notes

Usually we're a tad thin on soaring stories in the spring issue, but this time we have some actual flying articles. Later, for the summer issue, Reg Adam of ESC has promised to describe some of his ground-bound adventures chasing Chester Zwarych all over the countryside — retrieve stories always make the best tales!

Besides the AGM and annual reports which fill much of this ASCent, we have a lot of news to give you on activities this year around the province. Take the time to read it all, you'll learn some useful things.

So participate, climb into your glider, and try for some personal best. Be adventurous in your flying, that's what keeps the sport lively; be safe in your flying, that's what keeps you alive.

Time for some editor's rant now; you folks are all pilots, so how come you don't know that clothes go on hangers whereas airplanes go in hangArs! Three different people wrote to ASCent with the wrong spelling. Tsk, tsk, tsk... Another thing I can't figure out is that if these black boxes they put in airplanes are so indestructible, why don't they make the whole plane out of the same stuff?



from the president ...

When I took my glider out of hibernation this spring, I towed it directly from its annual inspection to a Calgary grade school and assembled it in the schoolyard. Three hours and 128 Grade 5 and 6 students later I derigged it with the enthusiastic help of the principal and numerous teachers.

In the meantime, I had shown four classes of students (in two separate groups) the juicier parts of a New Zealand soaring video chronicling the adventures of a soloing teenager, Lucy Wills, and answered a grab bag of questions about motorless flight. (Practical hint: about 15 minutes is as long as children of that age remain fascinated by any video.) Afterward, the students went outside and examined my ancient Ka6 up close. They saw how the controls and instruments worked as the principal took photos of the scrum from the school roof.

Did the children like it? Do kids like ice cream! Will it lead to more recruits in 10 or 20 years? Who knows. But I do know that it was as much fun for me as for the children, and that communicating and sharing some of the joy I get from soaring is gratifying. Also, I don't think it will hurt the image glider pilots have in the

community, insofar as we have one at all. From now on, I intend to swoop down on some grade school early every spring and do the same sort of thing.

Wouldn't it be mind-blowing if 20 or 30 grade schools in Alberta had a visit from a soaring pilot each spring? And that's quite aside from the possibilities that high schools present.

I hope you'll take advantage of some of the many ASC supported events organized by members across the province. No one should miss the historic 25th Cowley Summer camp beginning on 26 July. If you want to do more, then get in touch with the Central Alberta Gliding Club for winch launch training, or your CFI for info on the ASC-subsidized SAC instructor course run by Terry Southwood (the best instructor in Canada two years running!). Check the list on the back cover.

Fly safely, have fun, warmly welcome to the field those who haven't yet "slipped the surly bonds..", and volunteer to help out with some of the hundreds of chores needed to make soaring operations at your club efficient and enjoyable.

David McAsey

Letters: *Shed a few tears for Bingo*

I'm on the Internet now; this thing is *great!* My email address is bingo@cancom.net I miss all of you guys a lot. Flying C-FOAK in Alberta was the best thing I can ever remember. Anyway, I have only another 14 months and I'm out of here. I feel very sad about leaving my glider behind. Randy looks after it in Cold Lake.

Right now I'm in Goose Bay, Labrador which is in the middle of nowhere. If you are not sure where it is, just take a map of Canada, then drive east until you hit the Atlantic Ocean, and then go north, 'way north. You will find a large bay on the east coast of Labrador, that is where I am now. There is only one road that leads here and it is not recommended. The last 300 kilometres between Churchill Falls and Goose Bay take six to nine hours! You should hear the stories I hear about driving on the trail they call the Trans-Labrador highway!

The other option is to take a 35 hour ferry trip. The ferry, which I took when I moved here, is the "Sir Robert Bond", an old train ferry which was converted for cars. When we left the dock at Lewisporte, the sea

was calm, but once we got to high sea, the boat was really moving up and down. I didn't have any problems but Lyne was sick a lot. I think she will take the airplane when we get posted out of Goose Bay.

Except for the odd backseat in a CF-18 during the summer, I don't get to fly at all. When they said I was going on a ground job, they were not kidding. To make matters worse, there is no gliding here. The main reason, I believe, is that you have nowhere to go. Other than the runways and lakes, there is no flat area to land on for over 300 kilometres. There is only *one* road (the infamous Trans-Labrador) but you can't land on it — it's too rough! Sunday is the only day you could fly (The fighters fly from Monday to Saturday). You get three weeks of steady rain during the spring, after that, it rains every second day.

With all that free time, Lyne and I decided to start a family. Jonathan was born a year ago on 8 Feb 1996. I can't wait to take him up on his first glider ride. You're looking at the future cross-country world record breaking glider pilot. I will try to keep in touch more often.

Sylvain "Bingo" Larue

TEST FLYING "SWEETIE"



Terry Southwood Cu Nim CFI

ON FEBRUARY 23, we ventured down to Claresholm to test fly our "new" L-13 Blanik C-GTEG on an overcast, windy, barely warm day.

Following the loss of AUK a year and a half ago, and with the used Blanik market so tight, the club decided to go with Jerry Vesely's suggestion to purchase a pair of factory new wings and mate them to an existing fuselage Jerry already had.

Rebuilding the fuselage turned out to be a much more time consuming and difficult job than even Jerry imagined. *(I can attest to that — there were times when it just looked like random bits of sheet metal in the jig with pieces of the control system of three Blaniks on the floor to choose from. Tony)* Jerry replaced all fuselage parts that had a life giving us a zero time glider, and it has a one piece canopy, a redesigned instrument panel for more legroom, a dual oxygen system, and new floor covering and upholstery — I have never seen such a sweet looking Blanik — the end result is gorgeous!

Dave Fowlow was the primary test pilot, and after a high tow, he carefully and systematically explored the new glider's behaviour. Upon his return, Dave gave us an enthusiastic review.

Jerry and I donned the parachutes next and, with Jerry doing most of the flying, checked out the rear controls

and instrument correlation. In the still air, it flew the tow virtually hands off. We checked out its spin entry to the left, which Dave found to be fairly abrupt, but with two of us on board, "wussy" entries both right and left were much more docile than usual. (A wussy entry is the slow, shallow-banked, skidding entry.) We then pushed the speed up to 115 knots to check out the integrity of Jerry's one piece canopy. Jerry excelled himself here, not only is the canopy quiet, but the forward visibility from the rear seat is literally a sight to behold.

Dave and I shared two more flights to finish off the testing. The flaps and spoilers are quite stiff, apparently due to the fuselage/wing interconnect, but at least this should prevent any spoiler-open problems on takeoff, which is what initiated the demise of AUK.

Unfortunately, we only had a permit to flight test the aircraft, so we were unable to conduct any spring checks and share the new "Sweetie" with the other people who came to help out. Jerry is trying to get an STC on the canopy and our tail dolly modification, so the C of A is on hold until Transport Canada gets the paperwork done.

Dave was so enamoured with "Sweetie" that he wants to chain it to the back of the hangar so we don't wear it out. Good luck, Dave! ❁

Introduction to the Winch Launch

John Mulder
CFI - CASC

THE WINCH LAUNCH is one of the most exciting experiences flying has offered me to this date! 0-60 in under 5 seconds, 1000 feet agl in 30 seconds, and the opportunity for an exciting cable break and recovery on every launch!

The launch begins in a similar manner to the aerotow. The procedures for pre-takeoff and hookup checks are the same. The launch commands are also identical. Once the launch begins though, things are dramatically different.

The cable used to tow the glider is 3/16" armour-plated steel, the same cable used for towing targets behind Lear Jets during gunnery practise off the west coast. The cable deserves special respect as the armour-plating is spiral wrapped around the inner steel cable and will act just like a saw blade if it comes in contact with an object while under tension. I have seen pictures of a drive shaft from a van that had been almost cut in half after the vehicle parked over the cable on the side of the field during a launch. Because of the danger associated with the cable, strict safety measures are enforced to ensure the protection of people and equipment during winch launch operations.

The cable is attached to a drum at the winch that is attached to a differential through an automatic transmission to the V-8 engine that powers the winch. The winch operator has a throttle, transmission selector, and brake to control the launch and subsequent cable retrieval. For retrieve, the cable is attached with a weak link to a vehicle that drives from the winch back to the launch area.

Now for the launch. After receiving launch clearance, the cable is attached to the C of G hook on the glider. The pilot requests a check for "all clear above and behind" while also checking the visible ground and sky ahead and to the sides for traffic. When satisfied that it is safe to launch, the pilot calls for wings level and take up slack. The winch operator then places the winch in drive and slowly removes slack from the cable. Once the slack is out, and the pilot is prepared and satisfied all is safe, the all-out command is given by the pilot. The winch operator advances the throttle and the glider

will accelerate from 0-60 in a matter of seconds. The glider is held in a neutral pitch angle and allowed to take off and begin a gentle climb to 200 feet. The gentle climb is maintained to ensure that any launch failure will allow the pilot to land straight ahead without any chance of stalling. At 200 feet, the control column is smoothly rotated so that it reaches the aft stop by 400 feet agl. At this time the pilot holds the column at the aft stop while maintaining wings level until the top of the launch is reached. At the top of the launch, the winch operator brings the throttle to idle which releases the tension on the cable and the air-speed will begin to decrease. The pilot lowers the nose to release any remaining tension, pulls the release and turns left or right, depending on circuit direction, and checks that the chute is clear. From this point on, the flight is the same as after an aerotow.

During the launch, airspeed is governed by the amount of throttle applied at the winch. If the speed is too high the pilot can signal the winch by yawing, using the rudder pedals from stop to stop. If the airspeed is too low, the pilot must lower the nose, release and complete the modified landing procedure as dictated by his altitude. If a winch failure should occur, (I have had an abort because the winch ran out of gas), the pilot must immediately lower the nose to gain adequate airspeed for maneuvering, (typically approach speed plus five knots for safety), and again complete the modified landing procedure as dictated by the altitude.

The other failure that can occur is a weak link or cable break, the most critical occurring at 400 feet just after the control column has reached the aft stop, as this is the steepest climb angle of the launch. The column must immediately be pushed to the forward stop and held until adequate airspeed is obtained for maneuvering. The nose will travel from positive 45 degrees to negative 60 degrees during this recovery as the pilot dives to obtain the airspeed required. Launch emergencies occur more often with winch than with aerotow, so a winch launch pilot must always be prepared, have the vital actions memorized, and be prepared to act immediately. I have been on the field during over 100 cable or weak link breaks, and due to the training and vigilance of the pilots flying, have always seen a successful recovery. Complacency is not permitted in this operation, nor should it occur in any flying.

I hope this brief description of the winch launch creates enough interest that ASC members will stop by Innisfail for a flight or possibly conversion training. We plan 7-10 launches for a conversion with 1-2 hours of ground briefing. If you are interested, please give me a call: (403) 948-0398. ❁

AIRSPACE UPDATE

Background: Scott McMaster has recently joined the SAC Airspace committee and he has been doing heroic work in first getting up to speed on the national situation and then in well representing our interests as recreational users of the airspace to Transport Canada and Nav Canada.

At the SAC AGM in Vancouver, TC and NavCan were closely questioned on the airspace situation and particularly on the consultative process (or lack of it) and on the status of the Western Region plan to reduce the Calgary Terminal Control Area (TCA) to 20 nautical miles. The following week, NavCan informed Jim McCollum at the SAC office that, as of 28 April, the enlarged airspace set up for the Calgary TCA would remain as published in AIP 30/96 but would become D not C Class. Furthermore, any change to the structure would require an "aeronautical study" involving all users. By the way, there was no Notam in effect before that preserving the original 15 nm airspace!

Then, in the last week of March, SAC discovered through COPA that just such a study was to be done for the Ottawa TCA on 1-3 April between the feds and users, so SAC was invited to participate when we asked about it. (The meeting had been set up quickly and went out by a combination of official and grapevine channels (so much for consultation.) Scott took time off work to attend, and his e-mailed impression is below. Tony

Scott McMaster, SAC Airspace committee

3 April Just got back from the first two days of the three day Ottawa TCA meeting. Ian Grant (Airspace committee member from Ottawa) is doing the last day (today). These meetings are the first of the CSA Q850 process I mentioned before. The stuff we did/are doing at Ottawa will be folded into all subsequent TCAs revisions. All TCAs in Canada are to be revisited in this fashion (hopefully in a reduced time frame as three days is tough on volunteer organizations). Next on the list (in order) are Calgary, Gander(?), and Halifax. Toronto is well down on the list.

I will get a complete debrief to everyone in the next couple of days and Ian and I will put a briefing note package together for Calgary and Halifax but I wanted to get this provisional summary out early. Points of interest:



- This is a user inclusive process.
- There appears to be very good will on the part of NavCan Air Navigation System Requirements (ANSR) people to get this done right.
- Everyone acknowledged the lack of consultation and the fact that the TCAs are way too big.
- The ANSR's criteria for the new TCAs are very encouraging:
 - a) use minimum airspace to meet requirements,
 - b) use the 300 feet per nautical mile criterion for floors outside the radar vector boxes,
 - c) sectorization of the airspace to open areas not used by approaches (the Kars club has a 4000 foot asl floor above it in the first draft – Kars is 13 nm out under the left base to runway 32),
 - d) acknowledgement that they can't ban us from class D airspace,
 - e) an allowance for some "immediate changes" by Notam if agreement can be reached.
- The proposed Ottawa TCA (that Ian is fighting over today) puts a 4000 foot floor over Kars and a 7000 foot floor over Pendleton. There are bones of contention but no one was suggesting that the proposed TCA was too small. Representatives of

The Alberta Soaring Ladder

Terry Southwood

ASC Sporting Committee

The idea here is to encourage people to soar and, in particular, to fly cross-country. The intent of this ladder is to provide a platform to recognize the achievements of every participant. Since this is for fun, we're not going to have a whole bunch of rules and requirements. Participation will fall into three broad categories:

Experienced cross-country pilot If this is you and/or you have aspirations for a trophy, you will have to take photos of your turnpoints and have barograph evidence for any gain-of-altitude flight.

Even so, life could not be simpler. You can do a Pilot Selected Task (PST or POST) which does not have to be declared and does not require an Official Observer. Just get a list of your club's standard turnpoints and go take some pictures. The "usual" rules will apply — triangles or polygons must be flown with one final out and return permitted before finishing. Photos must be taken inside the usual 90 degree quadrant which is bisected by a line back to home field, within one kilometre of the turnpoint on the side opposite home base. Perfectly clear, right?

Licensed pilot If you are new at this, and maybe your club is new at it as well — then don't worry about these details! In your case I'm not going to demand evidence. If you've had a wonderful climb over the airfield, but you can't claim your Silver C leg because you didn't have a barograph — tell me about it — I'll give you credit! Or if you've taken your first tentative step on a cross-country (without a camera, of course), let us know about it. You do not have to set a record to be an inspiration to the next person!

Promise me ONE thing though. Just *make sure* you've got the blessing of your CFI to go off and do this! Okay?

Student You can claim any flight you have made with an instructor, as long as you did the flying. Solo students can claim any gain of altitude flight. No evidence required.

Here's my objective — let's have as *many* participants as possible in this ladder. (Have you seen Ontario's list? Ha! Pathetic! Let's have at least *fifty* people on ours! From every club in the province!)

In fact, I forthwith challenge all you other Alberta clubs — that Cu Nim will have the highest participation in the ladder, as a percentage of total members. The gauntlet is down!

Okay, here's all you have to do to take part:

- 1) Send information on *all* your cross-country and gain of altitude flights. (Up to five of your best flights during the year will count — with your single best flight also tallied.)
- 2) DON'T DELAY! Send me your information in right after the flight occurs. A running tally over the course of the season will be part of the fun. Clubs will be notified of current scores.
- 3) Scoring will be the same as for ASC trophies.
- 4) DON'T SEND ME YOUR PHOTOS OR BAROGRAMS! (They will only be needed to confirm the trophy winners, so until then, just hang onto them.)
- 5) DO SEND the following information for each flight: (use an ASC trophy form if you wish).
 - your name (and your instructor's name if you are a student)
 - your club
 - date of the flight
 - type of glider you flew
 - type of task flown: declared, POST, straight-out or gain-of-altitude
 - takeoff point
 - landing point
 - turnpoints (in the order they were reached)
 - distance or altitude claimed
 - whether or not you have evidence of the flight
 - a few details of the flight (Give me something to brag about — your first cross-country, a personal best, a difficult day, etc)
- 6) SEND TO:
Terry Southwood
24 Hyler Place SW
Calgary, Alberta T2V 3G6 (403) 255-4667
- 7) Leave the rest to me.
- 8) Have fun and fly safely!



ASC ANNUAL GENERAL MEETING

1 February 1997

1330 – 1545 hours



President David McAsey welcomed everybody and was pleased to see so many attending this meeting. A quorum (seven members) was present.

Prior to the official business, Randy Blackwell, Cold Lake president, offered special thanks to George Dunbar, Bruce Hea, Bram Tilroe, Jerry and John Mulder and the competitors as without their professional help the club could not have made the good organization of the Nationals.

Motion: Dave Fowlow, sec Jerry Mulder
"to ratify the Minutes of the '96 annual general meeting as distributed and published in ASCent Spring '96." *carried*

The '96 executive and chairmen reports were distributed. Highlights from each report helped to speed up "reading". President asked for comments. A motion on the Safety chairman's report recommendation No.1 will be dealt with under new business.

Motion: Al Hoar, sec J Anderson
"to ratify the '96 executive and committee reports." *carried*

1996 Financial statement

The statement was reviewed. The outgoing treasurer suggested that the executive consider a new investment policy for ASC assets. In the past GICs did well and gave a secure investment but today other financial vehicles should be considered to increase earned interest. The Sailplane fund is held in Canadian and US Dollars GICs, the latter subject to fluctuations due to the exchange rate.

Motion: Denis Bergeron, sec Al Sunley
"to approve the two examiners of the ASC financial statements, Hugh McColeman and Dick deJong, both of ESC" (They see that the statements fairly reflect the activities of ASC, they do not audit them.) *carried*

Motion: Denis Bergeron, sec Al Hoar
"to approve the 1996 financial report". *carried*

Motion: Al Sunley, sec Jerry Mulder
"to approve the budget for 1997 as presented." *carried*

Announcements

High altitude block agreement

The agreement for the high altitude blocks Cowley and Grande Prairie between Edmonton Area Control Centre and ASC have been signed, effective 1 April 1997 to 31 March 2000.

Program Coordinator

The President stated that we were delighted to have the services of Tony and that he is doing a good job. The contract runs for one year. The competition for this position has closed 1 Feb 97; the present incumbent is the only applicant.

Equipment Manager

Tony would like someone else to take on the job of ASC equipment manager. Refer to the annual report and contact Tony if you are willing to volunteer (it should be someone from Calgary).

C-GPCK prices

The tow fees have been revisited and the costs found to be below revenues. We do

not anticipate changing the tow rates of \$18 and dry rate of \$70/hour in 1997. Randy Blackwell suggested lowering the dry rate as CLSC has experienced lower cost. Randy will send more information to the Chief Towpilot.

Congratulations

Congratulations were given to the following pilots for completing their Diamond badge:

Graeme Craig, ESC badge #86
Buzz Burwash, ESC badge #89

Motion: Al Sunley, sec Terry Southwood
"to ratify the actions of the executive for 1996." *carried*

New Business

Safety

Motion: Dave Fowlow, sec T. Southwood
"that recommendation No. 1 — *strict adherence to key personnel assigned to ASC events, as outlined in planning documents, must be maintained in order to ensure a critical mass of experienced, motivated resource persons at these events. In short, if appropriate people are not available, an event should be cancelled* — be adopted as ASC policy".

This recommendation is necessary to secure the safety of the events. ASC has taken on greater responsibilities of air-space and airfield maintenance to host the events and they have to protect everybody who comes to these events. In the past, job demands, burnout and non-flying due to workload at the events of our key people have resulted in fewer

people helping. This motion should motivate other people to fill the key positions at ASC events.

Ideas from discussion: if an event is to be cancelled it should be done at least one week prior; we need a list of these qualified people; if the event is on, pilots want to fly.

Motion: "that recommendation No. 1 be adopted in principle as ASC policy."
carried

The idea of the motion is to be discussed and implemented by ASC executive and the Safety officer.

ASC membership

Tony suggested giving the executive the mandate to levy an ASC membership. (Paid membership is the criteria the Foundation requires to provide funding.) Tony will discuss with clubs the best way to "roll" ASC membership into club and day membership fees.

IGC meeting in Brussels

Under the ASC plan supporting SAC, the executive had agreed to subsidize Hal Werneburg's flight in March '97 as the SAC representative to the International Gliding Commission meeting. Hal is seeking other donations from various individuals and organizations, but if the funds are still insufficient, he will draw on the ASC subsidy.

Scholarships

Motion: Terry Southwood, sec Al Sunley "that ASC provide funding assistance to young pilots for flying with ASC affiliated clubs, namely young pilots under the age of 19, and (academic) students under the age of 22, of up to 25% of the launching cost per season."

The intent is to encourage flying.

Discussion: the program must have a cap; clubs rather than ASC should do all the administration; fund \$250/pilot/year and see what happens; ASC should not be directing club programs but giving financial assistance to clubs who have

workable ideas to increase flying and membership.

for – 18, against – 12, abstained – 3, carried

Motion: Dave Fowlow, sec H Werneburg "that the executive and Terry Southwood work out the [administrative] details of the above motion".

abstained 3—carried

Mountain Soaring Camp

With the demise of Rocky Mountain Soaring Centre, reinstatement of the ASC event is requested. John Broomhall stated that the fixed based operator in Invermere has two airplanes equipped with tow hooks and it would be prudent to support the local operator and use these aircraft for the event (tow cost about \$27). In the past the ferrying of C-GPCK to Invermere and back has always been a problem, mostly due to poor weather and therefore expensive. The executive will consider a subsidy to pilots for a part of the tow fees if PCK will not be ferried there.

The camp is to be organized by ESC and is slated for May. Dave Fowlow saw a safety problem with the early date, and asked that due to the little flying done in 1996 and the low flight time pilots will have by May, that ESC consider a later date for the camp so pilots have a chance to hone their skills first over familiar terrain at home at the beginning of the season. Reg Adam will try his best to accommodate this request.

25th Cowley Summer Camp

Participation When advertising the camp, Tony should encourage clubs and individuals to make known their intent to participate; the organizers need to know at least four weeks ahead how many people want to come to Cowley. We may need to cap participation based on available equipment and persons on site to perform checks, etc.

Nice things to have Al Hoar explored various ideas for showers/toilet trailers, hot tubs. Trailers \$1700-\$2000; hot tub \$700-\$1000.

Registration fees Executive will discuss and budget extra costs for this camp and reserves the right to make a small fee increase if necessary.

Invitations ASC will write a letter to the western Canadian clubs inviting them to participate. Notices are being sent to US newsletters to inform our regular American visitors.

Cairn Tony reported on various locations where suitable rocks could be found. The major problem is getting heavy equipment into less accessible locations and the travel distance. Bruce Hea suggested that (as discussed two years ago) Tony design the dedication plaque which could be erected without the stone in place if necessary; Tony to investigate cost for a plaque.

SAC Dedication The dedication of Cowley as a National Soaring Site could be held at the same time.

Alberta Soaring Ladder

This new program should encourage greater participation in cross-country flying as only a handful of pilots apply for trophies. Terry Southwood is working on appropriate rules and Bruce Friesen is willing to administer it.

Election of Officers

President David McAsey
elected by acclamation

Secretary Ursula Wiese
proposed David McAsey, sec Al Sunley
no further nominations received.
elected by acclamation

Treasurer John (Barry) Woods
proposed D Bergeron, sec M Crowe
no further nominations received.
elected by acclamation

Motion: to adjourn
by Chester Zwarych, sec Al Sunley
carried

Ursula Wiese
secretary

1996 ANNUAL REPORTS

President *David McAsey*

LAST SEASON WAS DIFFERENT than most from the soaring point of view. The spring and early summer, usually vintage times for soaring, were generally poor. Late summer and fall had surprisingly good thermalling days, while conditions at the Cowley wave camp were outstanding. This fall camp may have marked the first time in our history that it drew as many pilots as this year's summer camp.

Cold Lake Soaring Club ran the Nationals at Red Deer in June and demonstrated what a small group of dedicated people could achieve. Although the weather was barely adequate to make the contest official, Alberta pilots showed that they could stage the event as professionally as anyone in the country. Following Western tradition, dozens of people jumped in to help. Members of the Central Alberta Gliding Club organized meals and social functions with the help of Red Deer power pilots and other local volunteers. The Air Cadet movement volunteered to help with contest towing and did a highly professional job of it.

In midsummer, Transport Canada dropped the other shoe and it became apparent that the Calgary and Edmonton clubs in particular might well have airspace problems ranging from potentially serious to near catastrophic. Cu Nim spearheaded a letter writing campaign by pilots to the Minister of Transport and others. The Canadian soaring movement slowly got into gear, looked for allies and lobbied at the federal level. At time of writing it was apparent that a huge airspace grab was a fact that wasn't likely to go away. What concessions we might gain by negotiation, however, were unclear. The process of negotiations between the new Nav Canada, Transport Canada and their clients appears to be far from over, both regionally and nationally, and the possibilities for compromises favouring Alberta soaring pilots look brighter than before.

From a safety point of view, it was a troubling year. Your executive will respond promptly to proposals by Safety chairman David Fowlow.

Financially, we have seen a final five per cent erosion in the money given to us from the provincial lottery fund. In years to come a number of factors, including establishment of community-based fund allocations, could result in more substantial cuts in our funding. Private donations are therefore more important to ASC than ever before and we should be prepared to reshape our plans and budgets substantially. On the upside, we no longer are bound by restrictive terms of reference on how we can spend the grants. Since we still have a substantial amount of income through the lottery fund, I would like members to seriously consider allocating a larger proportion of it than in the past to programs that will promote the long term growth of the sport in Alberta.

Among the conclusions reached at the annual ASC planning meeting were the importance of *ASCent* magazine to all members and to the organization as a whole, and the desirability of continuing to work toward finding common cause between the air cadet movement and ASC. This summer will mark the 25th year of Cowley camps, and we plan to blow our horns modestly, both within and beyond the soaring community. If you have some ideas on the subject, please get in touch with a member of the executive.

I was about to single out a number of individuals for outstanding recent service to ASC until I realized that the list would have been hopelessly long. That's because ASC *is* Alberta's glider pilots, using the organization to most effectively achieve common goals.

Here's to an early spring, with just the right mix of instability throughout the province.

Vice-President & Sportsfund *John Broomhall*

My annual report this year contains a lot of national issues as they affect all of us and will dominate the agenda for our sport for some time to come.

As we all know, 1996 was not a great year for our sport and flying in general. The weather was awful and membership was down everywhere. With the changes that are underway with Transport Canada (TC), our sport is under a relentless threat of extinction. The two major clubs in Alberta were seriously affected by air-space changes, and this situation is still playing itself out between NavCan and TC, with our future caught in the middle somewhere.

The whole structure of how the government will deal and pay for aviation in this country is in review. Much of this will translate into new fees payable by you and me. We have already seen the beginnings of this with the surcharge associated with medicals. This could be extended to include service fees for new things like air navigation, membership fees in new administrative organizations and much higher fees for existing things such as certifications, design change approvals, and basically anywhere that the government chooses to exert their authority and make us pay for it. SAC has never had to spend so much time and money protecting the territory that we already have, and our membership is at a 15 year low.

The 1996 SAC finances will show a negative balance for the first time in many years. The main contributors to this were a diminishing membership, fewer sales, and an increase in FAI fees. The SAC board was optimistic that the extra income would be found in extraordinary donations from provincial organizations to balance the books.

As your SAC representative, I was disappointed that ASC was not prepared to assist SAC with this. At the fall ASC planning meeting there was vocal dissent against providing SAC with any extra financial help. The basis for this was, what I saw, three issues:

- 1 Was Alberta the only province being asked to contribute,
- 2 ASC already paid expenses for an instructor at a national instructor course, and contributed to expenses for a delegate to the IGC meeting, and,
- 3 That the payments for #2 were unrecognized by SAC. To my chagrin, Ontario later voted to make a donation to SAC. Ontario contributes more unpaid, unrecognized resources to SAC operation than any other province. Most provinces contribute in their own way to SAC operation without expecting fanfare and off-setting accounting entries. To avoid further dissent, SAC scrapped the idea of such donations, and will simply close 1996 with a deficit.

The bottom line is that SAC cannot continue as it is. We are too small an organization to stand up to the

government by ourselves. Most of you are probably not aware that SAC has not had a secretary for some time. All of the office duties for most of 1996 were performed by SAC treasurer Jim McCollum, who has been performing the role of Executive Director (for less than a clerk's salary). Jim (who holds a doctorate in economics) takes care of all of this, as well as tries to represent SAC's interests on no less than five different government working groups, as well as maintains contacts and interests with other aviation organizations. SAC clearly needs this calibre of person to look out for our interests, but simply cannot afford to pay for one ourselves. Jim would like to get on with his life elsewhere, but worries about SAC's future.

The SAC board continues to look for ways to reduce expenses. Some of our larger expenses are *free flight*, salaries, rent, FAI fees, and travel. We are going to closely review *free flight* in the new year, its format and number of issues. The amount budgeted for salaries will hardly pay for a qualified administrative resource, let alone the executive position we need. We have told the Aero Club of Canada (FAI fees) that we will not sustain our current contribution level and have told them what they can expect to receive from us in the future. We have cut back on all travel expenses — many positions that were funded to attend the AGM in the past are no longer. SAC directors that can do so are paying their own travel costs to meetings. We are actively seeking someone to share the SAC office space, and are talking with other groups about a possible merger (these could take a year or more to develop, particularly a merger which would need to be ratified at an annual general meeting). With all of these changes, we will probably still face a significant fee increase in 1997, which itself may perpetuate the downward spiral of membership.

Back on the Alberta front, my primary role is administering the Sportsfund donations. In 1996 we had a total of \$4430 donated. The Alberta Soaring Council would like to thank the following individuals who contributed:

Alberta Energy Company, Tony Burton, Buzz Burwash, Lee Coates, Dick DeJong, George Dunbar, Bruce Hea, Gerald Ince, F.R. Matthews, Hugh McColeman, Marty Slater, Al Sunley, Jack Towers.

Treasurer *Denis Bergeron*

The full financial statements are held by the club presidents and ASC executive. The consolidated one page summary (on the next page) fairly illustrates our financial status.

ASC 1996 Financial Summary

	1996	1995
ASSETS (see note 1)		
Cash	\$16,573.89	\$10,662.68
Towplane and engine replacement funds	37,000.00	32,000.00
Sailplane replacement fund	15,000.00	15,000.00
General equipment and contingency funds	10,000.00	10,000.00
Cowley fund (see note 2)	17,000.00	15,000.00
Towplane C-GPCK less depreciation	13,239.70	15,576.11
General Equipment less depreciation	2,808.32	3,303.90
Accounts receivable	0.00	3,711.20
Total assets	\$111,621.91	\$105,253.89
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	4,421.00	4,320.00
Accounts payable (see note 3)	10,246.22	10,751.62
Total members' equity	90,954.69	84,182.27
Total liabilities and equity	111,621.91	\$105,253.89
REVENUES		
ASRP&W Foundation grant (see note 4)	\$34,525.00	\$31,600.00
Sportfund donations	4,955.00	4,640.00
SAC membership fees	11,615.00	12,601.00
Club fleet insurance premiums	51,130.00	50,240.00
Towplane operations (C-GPCK)	7,193.34	6,888.00
Account interest	2,795.41	2,443.43
Miscellaneous operating revenues	1,020.90	3,413.12
Event registration fees, and misc revenues	1,148.00	1,382.15
Total revenues	114,382.65	\$113,207.70
EXPENSES		
<i>Administration</i>		
Office supplies, phone, postage	\$1,472.84	\$1,307.72
Annual meetings	828.31	1,225.56
Executive travel	118.47	344.89
ASCent (printing and postage)	2,883.49	2,081.02
Misc admin, less write-offs	(293.43)	80.09
<i>Leadership</i>		
Coaching, instructors, advanced training	2,039.10	1,665.41
Technical staff contract	9,950.00	10,500.00
Club member/instructor check flight support	1,380.00	1,500.00
SAC functions & liaison, misc leadership	1,223.82	1,350.05
<i>Program/Event</i>		
SAC membership & insurance paid out	62,929.00	62,886.00
Provincials, nationals and Cowley camps	8,510.51	9,784.18
PCK maintenance & operations	5,888.09	7,525.05
Club cross-country support	3,935.01	2,000.00
Competitor and officials support	3,636.60	7,010.16
Redirect ASC donations by request	1,800.00	400.00
Cowley maintenance	1,441.84	2,224.13
Soaring supplies, misc program	495.58	1,344.40
Total expenses	\$108,239.23	\$113,228.66
Net operating surplus	6,143.42	(\$20.96)
STATEMENT OF MEMBERS' EQUITY		
Equity at beginning of period	84,182.27	84,203.23
Current year earnings	6,143.42	(20.96)
Prior year adjustment	629.00	-
Equity at end of period	\$90,954.69	\$84,182.27

This condensed summary has been extracted from the full statement prepared by our past Treasurer Denis. The financial statement was checked by Hugh McColeman and Dick DeJong 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. A better investment vehicle is being considered for 1997.

Note 2 Cowley fund was established in 1994 from sailplane sale and is added to from time to time as funds are available.

Note 3 This amount for 1996 is funds held in trust for Cold Lake and is their portion of the sale of the Grob plus accrued interest.

Note 4 Since ASC and Foundation fiscal years are different, the revenues in a year are a mix.

Program Coordinator *Tony Burton*

The Program Coordinator staff position in ASC continues to be highly useful in serving to unload a mass of administrative work from the shoulders of the executive and in coordinating ASC events and helping to run them. The position was paid \$9,400 in 1996 for 1/2 man-year of work through a service contract with ASC. With Foundation funding dropping a further 5% for 1997, the contract for this position will be reduced accordingly.

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 (\$32,725 in 1996),
- 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 who receive funding to donate back to ASC through Sportsfund when this is appropriate and,
- preparing financial statements for the Treasurer on our major events (keeping the cash and ticket use straight for Cowley is a big job).

1996 funding was \$32,725, down 10% from 1995, with a further cut of 5% to \$30,800 for the 1997 fiscal year. This is the last of three programmed cuts totalling 20% which fell out of the government budget cutbacks begun in 1995. In the near term, the Foundation is not expecting its budget to drop so the ASC grant is stable in that regard.

The major risk to our current level of funding is our membership numbers. In the past, the "number of persons associated with the sport" was taken as the club flying membership and a multiplying factor of about four to include associates, friends, fam flights, youth flights, etc. etc. and ASC membership had been reported as about 950. Now we will have to name names, which is why we have been going after clubs to get the data on everyone. Doing this last year, ASC can show about 700 members for 1996. I expect this will result in some drop in funding in 1998, but I have no idea how the Foundation will use this reduced value (I don't even want to ask!). It is up to the clubs to generate increased membership. That means that clubs must get more pilots and be diligent in recording the names and addresses of all fam flight 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 1997!

The use of Foundation funds has become easier in that there used to be 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.

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

- Until 1993, 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 the SRP&W Foundation.
- ASC received additional funds to support a "technical staff" person beginning in 1986 at 1/4 man-year (\$6250) rising to 1/2 man-year (\$12,500). These funds are broken out and displayed on the graph separately as it is (now 'was') a separate funding program. Since 1993, as total Foundation funding has decreased, the staff contract has been reduced proportionately.
- Beginning in 1996, grant money may now be apportioned between programs as ASC sees fit, and the 1997 ASC budget details this division of the funds.

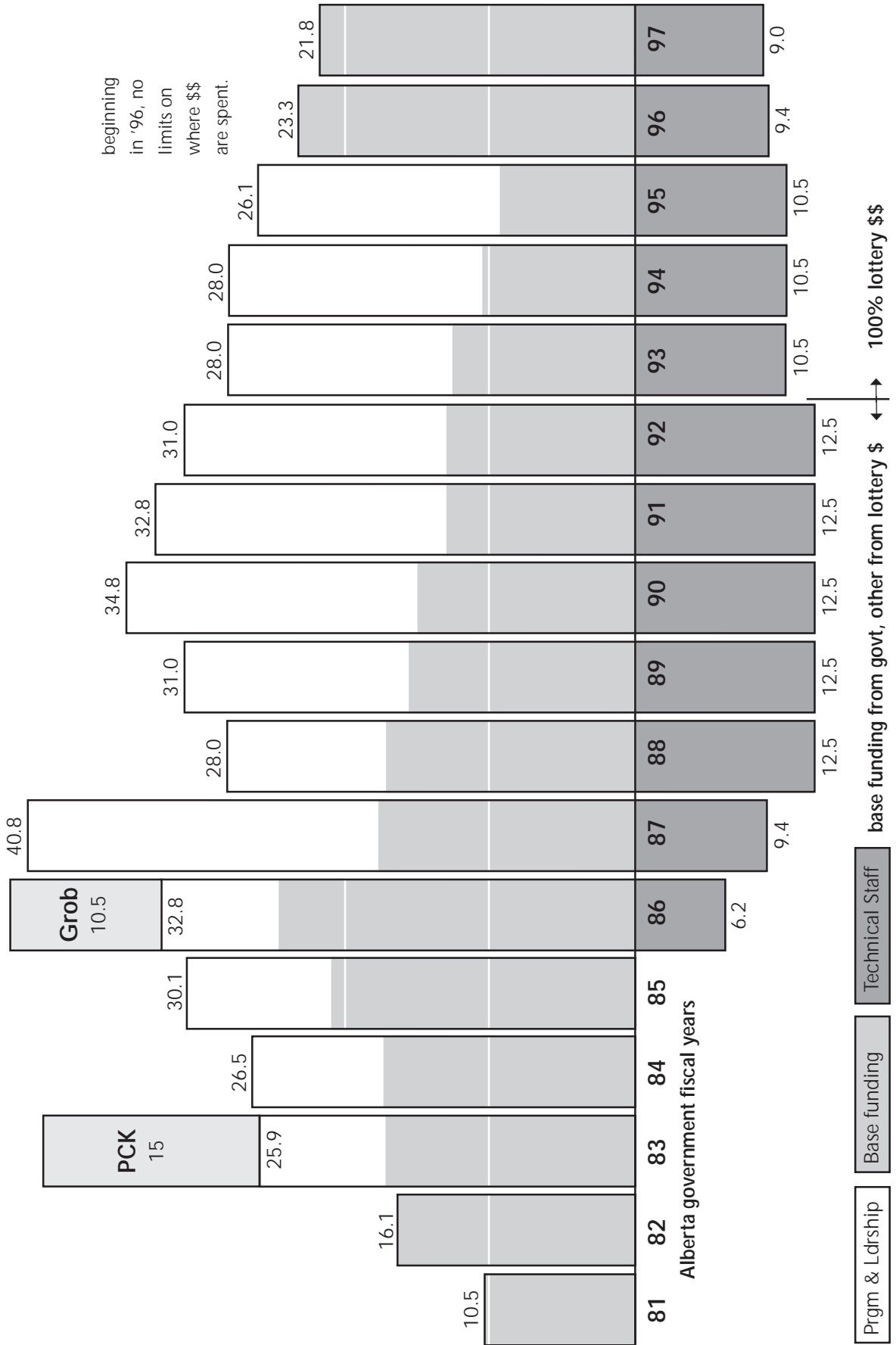
There is a detailed job description for this position which defines a half man-year of work spread over the year. A rough breakdown of this time for 1996 is given in the table below. The position is filled by the executive prior to 1 March each year as a service contract. The purpose of having a service contract for this position is so that the Program Coordinator is not considered an employee of ASC for taxation purposes.

Estimated Task Workload (man-days) in 1996

1	Assist executive (for treasurer, see #4 below) <i>granting (12), airspace/aerosports (4), Foundation meetings (3), historical (5)</i>	24
2	Maintain and act ... on a planning chart	3
3	Update plans ... throughout the year	4
4	Ensure financial data passed to Treasurer <i>event financial statements (5), event claims (8), claims disbursement (5)</i>	18
5	Direct specific programs <i>Nationals (2), OO (5), Cowley (16), ASCent (20)</i>	43
6	Consult with executive and clubs <i>staying on top of things via tel/fax/email</i>	10
7	Travel to clubs to aid in regional planning <i>mostly Cu Nim & Airspace meetings</i>	8
8	Aid in acquisition of program resources <i>Sportsfund, Cowley equipment, O2, capital grant application for Cu Nim</i>	7
9	Recruit and schedule members to new tasks <i>nominations exec/chairmen/events, etc.</i>	2
10	Identify coordination problems to executive	2
	Total man-days	121

Funding to the Alberta Soaring Council

(x \$1000)



Secretary *Ursula Wiese*

1996 has been busier than the previous years, doing the usual typical secretary's work. This year's first executive meeting was held after the planning meeting in November. It appears that being on the job for a long time and being involved with various ASC and SAC functions offers quick answers or "know where to find references", especially on items ASC dealt with in the previous 10 years. Other functions are keeping the ASC membership list up-to-date and supporting the treasurer. Otherwise, it is difficult to draw a line be-

tween this computer file and the next (ASC Archives, *ASCent*, *free flight*, SAC/ASC trophy collections).

The job as ASC secretary does not require a lot of time. If anybody out there would like to continue this small support to the provincial association, you are welcome to take over.

Thanks to everyone who responded quickly, especially to the year-end reports or other requests for things that needed attention.

COMMITTEE REPORTS

Archives *Ursula Wiese*

The archives, both video and books/documents, are in my safekeeping. We purchased two new and exciting videos from New Zealand. A list of the ASC videos 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 or e-mail free-flt@agt.net if you need something out of the archival treasure box.

It is most important that ASC keeps an active and up-to-date file on the old and new happenings in the province. I will also continue to look after the updates of the SAC *Book of the Best* and *ASC Winners*—it's fun to see the achievements unfold as they become available to *ASCent* and *free flight*.

ASCent *Tony Burton*

1996 saw three issues of *ASCent* published, although the big summer issue was quite late as I waited for airspace info to arrive. The winter issue was a small eight page "self-printed" mailed out to get required ASC AGM data to members. Its size saved several hundred dollars in printing and mailing costs.

To stay good, *ASCent* requires your active support and that means think of it when you have had a good flight, taken a striking photo, or have something to say about the sport. Let's only hope that the coming season sees enough decent soaring weather that I have the luxury of being able to pick and choose through all the material that comes in! Particular thanks go to Darwin Roberts for his flying story.

I always need more stories and photos so that the magazine is not entirely stuffed with the dry items like minutes of meetings and annual reports. If I phone you up and ask nicely for a report on something, it's great to know that you put the kid down, picked up a pen, and helped me fill up that blank screen.

Cowley Development *Lee Coates*

1996 was another year of improvements to the airfield. Our relationship with Jim Parker who does our field maintenance is very positive. Runway smoothness has been improved with the use of the roller, the grass cover is in great shape thanks to Mother Nature, and safety has been improved with the removal of fencing at the approach ends of runways 11 & 21. With the additional cropping to areas adjacent to the runways and the seeding to hay in a few years, we will eliminate the rough ground beside the runways, again adding to safety and making for smooth taxiways when changing runways. Thanks to all the volunteers who helped maintain the campground over the last two years. We have a little bit more painting to do this coming summer to put it into top shape.

Equipment *Tony Burton*

Unless otherwise stated, equipment is either stored in Cowley shack or at my house. The spare gas pump (still) requires a new diaphragm to be serviceable. The old Alpha 100 radio was sold to Sunaero Aviation. Three Tost rings and 2 towropes were lost at Cowley last season, and all reserve avgas was used. A new case of aviation oil should be purchased and stored in the shack. ASC holds the following equipment at the end of 1996:

- Scout towplane, C-GPCK (*stored at Cu Nim or in hangar space at Red Deer over winter*)
- Oxygen cart (*stored at Sunaero Aviation*)

Refuelling equipment

- dual flow piston hand pump
- fuel drum pump clamp – a *Roberts* Mark 1
- 1 fuel filter cartridge for pump – type PF-10
- fuel drums with 0 gals of avgas
- 5 gal plastic fuel containers, ea 2 (for trikes)
- 2 adjustable pliers (for opening fuel drums)

Towplane supplies

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

Safety equipment

- large windsock with pivot
- spare windsock
- 3 large (18-20 lb) dry chemical fire extinguishers
- 1 small dry chemical fire extinguisher
- 6 fire brooms
- 2 shovels (for runway hole filling)
- 3 runway marker cones
- 9 flat runway markers
- 6 heavy metal tie-down spirals
- quantity of tiedown rope

Miscellaneous camp equipment

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

Contest equipment

- CuSonde automatic temp recorder and software
- contest box containing: 4 stopwatches, 5 walkie-talkies, 2 battery chargers, photo-ident board, large clock, landout cards, clipboards
- contest ground clock panels in duffel bag
- about 100 feet of 1/4 inch weak link rope
- 10 braided poly towropes, 9 twisted poly towropes
- 16 Tost rings, 7 large rings (*Schweizer* and clones)

OO Coach *Tony Burton*

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

In 1996 I gave an OO seminar at the SAC AGM in March and rewrote the *SAC Badge and Record Flying* guide (now edition 7). It is now in loose-leaf format and includes more appendices useful to pilots and OOs.

Club Senior Official Observers should remember that their club OOs should be checked now and again to ensure they are current, and that all new OOs possess the most recent documents relating to their duties. New cross-country pilots should be encouraged to apply for OO status in order to share the OO work during the season.

Safety *Dave Fowlow*

This past year, at ASC sanctioned events, there were three aircraft written off, three aircraft damaged and thirty plus reported incidents. These statistics would seem to reflect an increase of reported occurrences over previous years but, due to the reluctance of pilots to make reports, this conclusion is unsubstantiated.

The primary contributing factor for each occurrence can be classified into three broad categories. In order of numerical significance they are

1 Pilot ignorance

- the pilot was unaware of environmental conditions unique to the area
- the pilot was flying from an unfamiliar aerodrome
- the pilot was not current on type

2 Pilot overload

- information processing demand exceeds ability
- situation demand exceeds ability to execute

3 Pilot complacency

The majority of the data (category 1 which accounts for approximately 80% of occurrences) underscores a trend that we are already aware of, that is, experienced members of the gliding community (in other words, our core) are leaving the sport and their experience is not being efficiently transferred to newer pilots. The result is that newer pilots are relearning old lessons via the school of hard knocks, hence more incidents and accidents.

The following recommendations are intended to rectify this trend at the provincial level:

- 1 Strict adherence to key personnel assigned to ASC events, as outlined in planning documents, must be maintained in order to insure a critical mass of experienced, motivated resource persons at these events. In short, if appropriate people are not available, an event should be cancelled.
- 2 Expand the Cowley handout to include procedures for conditions specific to the Cowley environment.
- 3 Ensure a more thorough briefing at event pilots meetings with an emphasis on pitfalls unique to the venue.
- 4 Encourage/remind event participants to report incidents.

Most of us will be very rusty this year given the minimal amount of flying that we did last year. Be aware of this and adjust your spring flying accordingly.

Sporting *Terry Southwood*

The weather may have conspired to cancel the Provincials and disappoint the Nationals, but it couldn't deter the super organization of Dave Mercer, Randy Blackwell and the rest of the Cold Lake club. Bouquets to all, including the Red Deer folks for their keen assistance.

A couple of ideas were conceived this year, which should hopefully grow into fruition next season:

The first is to simplify the reward for being chosen to the Alberta Team Squad. As you know, there are eight people selected to the team each year — four based on their competitive standing, and four who have demonstrated ability or potential for cross-country soaring. In the past, these people were offered possible reimbursement for a limited variety of expenses, which I think was a pretty fuzzy reward for their performance. So starting in '97, they will instead be given a \$100 honorarium which can go towards their flying expenses, or be donated back to ASC as they see fit. This will not only provide a more timely benefit to accompany the notification of being chosen, but it will simplify and *reduce* both the team's budget and its administration.

Secondly, I would like to see some keen participation in a provincial soaring ladder. This year's trial start lacked proper exposure to be given a fair assessment. But I think it has the potential to encourage people to fly cross-country, simply by providing the means to trumpet the efforts of *every* XC pilot, from the begin-

ner to the best. Rather than a means to track the trophy winners, I see this ladder being used to recognize the XC achievements of every participant — especially those new pilots we want to encourage!

Look for more details on the soaring ladder, and how easily you can take part, in the next issue of *ASCent*.

Happy soaring in the new year everyone!

Towplane Manager *Mike Crowe*

Well, another somewhat dismal soaring season has come and gone, hopefully not to return in '97. Even with the poor soaring conditions, C-GPCK managed to clock a respectable amount of trouble free hours. Most of PCK's 94+ hours were accumulated from ASC events. CAGC was the only club to utilize the Scout this season, putting about 28 hours on the Hobbs.

CAGC offered to hangar PCK for the winter again, but unfortunately it got stranded in Black Diamond due to weather, while on its way back from getting its annual in Claresholm. It has now become an unexpected guest in Cu Nim's hangar. Hopefully it will resume its trip, once the long overdue chinook melts all the snow off the runway (ha!ha!ha!).

If this coming season turns out to be a good one, plans for holding the mountain soaring camp in Invermere are a go, and Cowley's 25th camp is as successful as it sounds it will be, PCK should easily fly more than 100 hours in '97.

	1996	1995	1994	1993	1992	1991
Cowley Summer	26.4	53.9	30.1	27.0	39.0	39.0
Cowley Fall	17.6	*	17.1		13.0	18.0
ASC events			10.4		4.0	28.0
Instructor course ESC			9.3			
Club use (CAGC)	28.3	36.4	5.0	55.0	63.0	55.0
Ferry time	8.3		9.1	18.0	26.0	
Fly-ins				8.0	1.0	12.0
Nationals	13.5			17.0		
TOTAL	94.1	90.3	81.0	125.0	146.0	152.0

* 1995 Cowley summer and fall camps combined

Trophies *Bruce Friesen*

First, a thank you on behalf of ASC to David McAsey for his six years' excellent service as Chairman of the Trophies committee, and a thank you from me, David, for leaving the trophies and the application process in such good shape.

1996 was another of those years — those years in which the weather was less than kind to soaring pilots, but Alberta pilots did a lot of remarkable flying regardless. It is therefore a pleasure to announce Alberta Soaring Council trophy winners below:

CARLING trophy
best flight of the year in western Canada
to

Lewis “Buzz” Burwash
504.1 km – Chipman/Elk Point/Westlock/
Vilna/Chipman

As many of you know, Buzz has been very persistent in following the closed circuit route in chasing his third Diamond, and his persistence paid off in a well deserved trophy and his Diamond badge. Honourable mentions go to Paul Scott for his 549 km free distance Diamond flight, and to Tony Burton for a 542 km PST flight eaten by the photo developing gremlins.

McLAUGHLIN trophy
best five flights originating in Alberta
to
Tony Burton

Tony managed to amass a total of 2344 points from five flights ranging from 275 km all the way up to 487 km. And that without being able to include his best flight of the year. Well done, Tony! It is worth mentioning that Tony’s flights were an interesting mix of triangles, out and returns, and pilot selected tasks — demonstrating the flexibility now available to pilots wishing to document long flights.

BOOMERANG trophy
to encourage inter-club activity and is awarded
to the pilot who flies from one club to another.
to
Tony Burton

For the first time since 1991, an Alberta pilot completed an interclub flight and earned this trophy. In his 1995 report, David McAsey pointed out the opportunity presented by the existence of a club in Red Deer, of earning the Boomerang Trophy on one leg of an out and return flight. Tony did just that, flying 302 kilometres from Black Diamond to Innisfail and return. Let’s see if we can award this trophy regularly!

XC-100

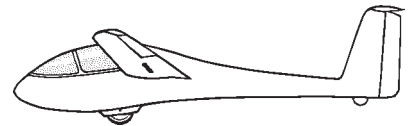
For pilots with less than 100 hours as P1 in their logbook at the beginning of the season, to encourage novices to fly five cross-country tasks.

Unfortunately, this trophy went unclaimed for 1996. It will be a priority for me, and I hope for all club executives, to ensure it is awarded in 1997.

On assuming my trophy duties, I thought my task would be to sit back and await the flood of application forms. Actually, I knew a bit of digging would be required. Interestingly, that digging revealed the significant number of active and successful cross-country pilots in Alberta in 1996. On the other hand, I also discovered that, by the end of the season, pilots are only inclined to submit trophy applications when they are pretty confident of success. There is little sense of competition or drama in the process, and no opportunity for the entire Alberta soaring community to enjoy and feed on each other’s successes as the season progresses. For this reason, and at the urging of Tony Burton, I am proposing extension of the duties of Trophy committee chairman to include administration of a “Cross-Country Ladder” similar to that operating in Ontario the past couple of years. This initiative is described in more detail elsewhere.

There are no administrative changes recommended. As per my opening comment, David McAsey has handed over a very workable set of trophies, trophy award requirements and application form.

Russia 2



CERTIFICATES & PLAQUES

The following special ASC awards and plaques were presented at the AGM by David McAsey:

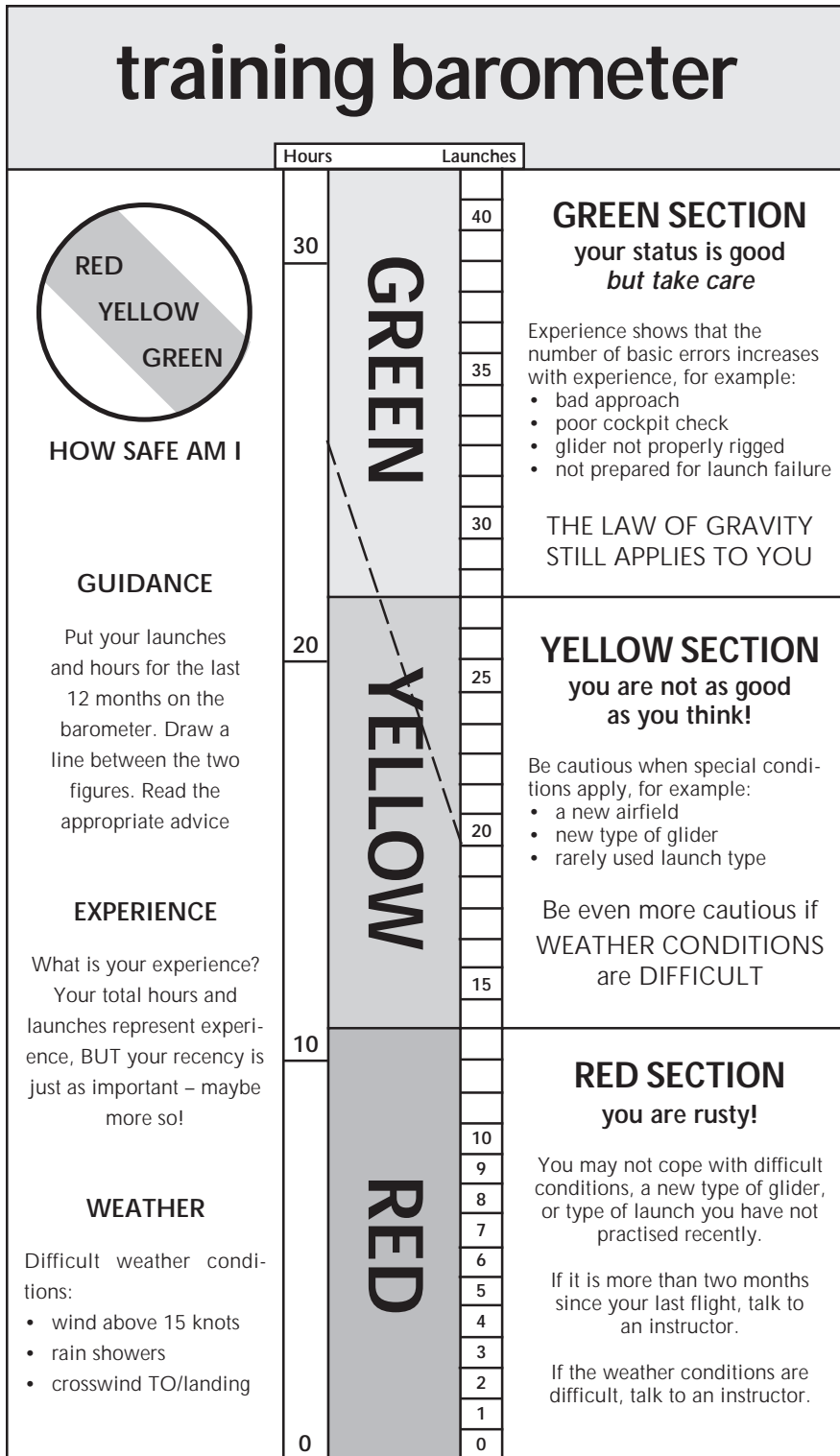
Certificate – **Central Alberta Gliding Club** for their excellent support work at Red Deer for the Nationals.

Certificate – **Ryszard Gatkiewicz** for winning the Nationals Sports Class in Cold Lake’s Twin Grob.

Certificate – **Marty Slater** for his five year’s work as president of ASC.

Club of the Year plaque – **Cold Lake** for running an extraordinarily well organized Nationals gliding contest by a small club.

Golden Volunteer plaques – **Denis Bergeron, Julie Lauzier** for “Improving and maintaining the Council’s accounting system over a five year period was a substantial task which required professionalism and continuing dedication. We thank you for your outstanding work, and for developing a structure which will continue to benefit us for years to come.”



Alberta Team Squad for 1997

The ASC provides annual funding for a provincial squad of competitive and up-and-coming keen cross-country pilots. 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 1997 are:

- | | | |
|---|--------------------|--------|
| 1 | Ryszard Gatkiewicz | Cold L |
| 2 | Lee Coates | Cu Nim |
| 3 | Rod Crutcher | Cu Nim |
| 4 | Tony Burton | Cu Nim |
| 5 | Buzz Burwash | ESC |
| 6 | Chester Zwarych | ESC |
| 7 | Bruce Friesen | ESC |
| 8 | Paul Frigault | Cold L |

This year, in recognition of being selected, each member will receive a \$100 honorarium to offset their cross-country flying, and be further eligible to receive funding assistance for doing local coaching and to attend out of province or country seminars and competitions. Congratulations everyone, and good luck in the coming season.

Provincial Contest ESC will be holding the Provincial Contest this year. At the planning meetings, it was thought that a later date and a club venue might encourage more participation. Let’s get out and support the contest! ESC is looking for an experienced pilot who is willing to take a turn at being a Contest Director. Give me a call if you want to take this opportunity to play God. It’s not hard and you will get lots of support.

Terry Southwood,
ASC Sporting Chairman

SAFE FLYING This training barometer, reprinted from *Sailplane & Gliding*, was designed in Denmark by their past national coach, Ole Didriksen, and has also been widely used in Germany. Getting in enough flying is a problem for very many pilots, and international accident data indicates that the levels indicated in the graph above are critical. Trying to be aware of one’s limitations obviously requires a review of experience, especially at the beginning of the season, so plot your own hours and launches to see where you sit.

Club News

Central Alberta Soaring Club

Yes, a motion to change our name was recently passed to show our commitment to getting going on to the challenging part of flying gliders. With the weather finally started to move towards spring, gliding once again enters the mind. To start this year's season we have some ground training on procedures and safety to complete as well as some initial ground school for our new members. On April 12, Tony Burton was in Red Deer to provide us with Official Observer training to qualify some of our members. This will allow pilots to record their flights toward the many soaring awards available and add some new challenges while recognizing their accomplishments. We will also hold our annual recurrent groundschool and introduction to new members on the weekend of April 19 and 20.

We are continuing to move towards more permanent residency at the Innisfail airport by putting our building (the garage donated by Darcy Garrett) in place as well as applying for funding from the government to build a hangar. We hope to be well established with hangarage for all our equipment before the snow flies next fall.

Have you ever wondered what it would be like to beat an F-18 to 1000 feet agl from a standing start! How about doing it in a glider. The Central Alberta Soaring Club would like to extend an invitation to our fellow ASC members to join us at Innisfail for winch launch conversion training. If you require further information, please call me at 948-0398.

John Mulder

Cu Nim Gliding Club

Cu Nim has started flying for 1997 but it has been a weather struggle so far. On Good Friday (March 28) there were three towpilots checked out: Mike Crowe, Lynn Michaud and Dave Morgan. The wind was high, cross and variable and no glider flights were done. Saturday was better and ten checkflights were made. On Easter Sunday another four were flown. Spring checks this year include two flights, the second flight includes the cannot release, spoilers open, and wave off signals. Also, a written pre-solo test is proving to be a good reminder. Since Easter, each day has been weathered out and there has been no more flying. Today (April 8) it is snowing!

Letters were mailed to 80 people who took an intro flight with Cu Nim last year. The letters explain how

to get started flying with us and what it would cost. They are an invitation to come back and try it again or to begin lessons.

At our budget meeting in March, the 1997 tow fee increased a dollar to \$18. All other fees remain unchanged. There are a few new wrinkles intended to promote more flying:

- Before noon a tow ticket will be good for 2500 feet. The idea of course is to encourage morning flights.
- If two people share ownership of a private glider they may both fly club ships by purchasing only one flat rate fee. There are other details, but this is intended to bring in a bit more money and get the gliders out of the hangar and in the air more often.
- Youth category is defined as under 19 or under 22 if a full time student. Youth tow tickets are four for the price of three all season.

The runways have had the new gopher and badger holes filled once and they have been dragged once but will need it again as the cows are still around. Our tractor still runs and provides great entertainment for Darwin Roberts, our field maintenance man.

Al Hoar

Edmonton Soaring Club

Much to the dismay of club members, our facility at Chipman is still firmly in the grip of winter. However optimism prevails and we hope to be flying by the end of the month. The focus this year is on attracting new members.

Of interest to western clubs, we will be hosting the Western Instructors school at Chipman during the week of July 13 through July 19 under the direction of Terry Southwood. In addition, ESC will be hosting the annual ASC-sponsored Provincial Competition on June 28 through July 1. A contest director has yet to be named. Cross-country training is slated for June 2 to June 6, with cross-country flying June 9 to June 13. Visitors are welcome. As well we still have an active involvement with the County of Lamont Tourism Committee. Fly safely.

Reg Adam

Grande Prairie Soaring Society

Nothing much is happening yet (as of the end of March). The snow is still nearly two feet deep. But we are working at getting the Blanik ready. We had an unusual problem arise while checking out the Blanik ... let's just say the cable *looked* like an unused electrical wire before it was cut ... The K8 needs a few repairs before the new season. The private aircraft total three this year: a Phoebus, Miller Tern, and the HP-18 (which

is still under construction). Both the Phoebus and the Tern are just about ready for flying. The Tern belonged to Chris Gadsby (Cu Nim) before but I don't think he flew it for about four years. The HP18 and the Tern were constructed (mostly) by Tony Sawatzky from the Winnipeg club. We hope to have him up to visit once they are both flying.

The club is hoping to attract a bit more publicity this year with an open house and regular media attention. The media attention has been prearranged with a news crew from the TV station being invited out for free flights. We'll see how that goes. The unofficial emphasis this year will be on getting our licensed pilots on cross-country flights and increasing membership.

Phil Stade

RED DEER OFFICIAL OBSERVER COURSE

The Central Alberta Soaring Club has had several opportunities to record flights that were eligible for badges, but didn't have the required trained personnel and procedures in place to reward the pilots of those flights. To ensure that these flights and the pilots that flew them are recognized, we asked Tony Burton to come to Red Deer and provide us with OO training. The attendance was less than originally hoped, but the course was well received by the seven attendees.

Tony instructed club members on the procedures and requirements for OOs to monitor and record badge flights, and how to assist pilots in ensuring they are also prepared to attempt a badge flight. As usual, Tony's presentation was both informative and entertaining as he used personal experience to describe successful flights and the reasons for the failure of other attempts. It was not surprising to hear that many attempts are missed due a lack of preparation or because of incomplete or incorrect procedures and paperwork.

The Central Alberta *Soaring* Club has several licensed pilots now, and Tony explained how important it was to continue challenging pilots to maintain enthusiasm for the sport. He provided us with information on the Bronze badge, and how to implement that badge as a part of our normal training program after solo to continue the learning process.

The day ended with a discussion of the wave at Cowley, the geography of the area, how to fly the wave, and this year's summer camp. From the newly registered OOs, thanks Tony, for always taking the time to help us improve ourselves and the sport!

John Mulder

New ASC plans cost or deliver \$\$\$

Ursula Wiese, ASC secretary

ASC membership fee introduced *Paid* membership and *a minimum of 500 members* are the basic criteria for the funding we get. Every club did their best in recruiting last season and we were able to list over 700 member names. It was a lot of work, but certainly worthwhile. In the past we have not asked for a direct membership fee but we really have to now to be safe. So, beginning this year, the executive will levy a nominal ASC membership fee of \$1 per member in all club categories.

Be sure that your club *flying, non-flying and daily membership forms* reflect the provincial membership fee of \$1. As this is the first year for this fee, comments from clubs are invited. The executive is very concerned that every ASC-affiliated club submit SAC membership fees and new ASC dues (flying and non-flying members, and day members) *swiftly*. Please submit a list of your new members weekly.

ASC launch subsidies for students

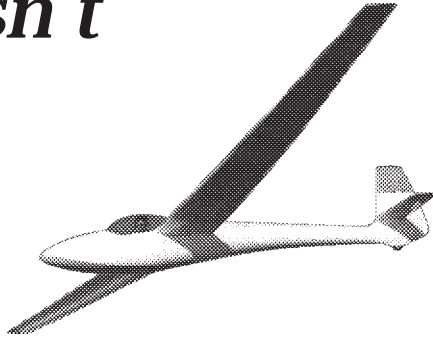
"ASC provide funding assistance to young pilots for flying with ASC affiliated clubs, namely pilots under the age of 19, and (academic) students under the age of 22, of up to 25% of the launching cost per season." (motion at ASC AGM)

The ASC executive looked into various possibilities of how this "open-ended" funding could be achieved. The following plan will be tried this year to establish response (and cost), and comments from clubs and members are invited for next year's consideration:

- a) the student must be a SAC and ASC member in good standing;
- b) launch subsidy is based on cost of a winch launch or a standard 2000 foot aerotow;
- c) a subsidy claim form is required (they will be sent to clubs) to be submitted, complete with student data and number of flights and CFI confirmation;
- d) claims may be mailed to secretary at any time, with a 31 July and 15 November deadline. Late claims received after these half-season cutoff dates (10 days for mailing, no grace) *will not* be reimbursed by ASC. Payments will be made promptly.

If you think this deadline business is too strict, you are right. So it's up to each club to get the student subsidy claims completed and mailed or faxed to me promptly if you want your money. Your club president will have all the details. ❁

I thought I was covered; I wasn't



Dave Fowlow
Cu Nim

I HAVE SPENT considerable time and effort over the last few years securing adequate, comprehensive term life insurance. This quest was initiated by the arrival of my daughter and further motivated by a couple of accidents where the deceased was not covered by his insurance company due to the fact that he was a glider pilot.

In my own case, I discovered that the rider that I was paying a substantial fee for did not cover me for all my flying activities. Further, the other policies that I thought included flying coverage (mortgage insurance and my group life insurance through my employer) did not cover me. A policy may consider gliding to be an “adventure sport” in the same category as rock climbing, or if recreational flying is included, may still not cover instructing or competition.

My previous agent did not seem to be aware of these shortcomings and it took considerable effort on my part to identify them. This is most disturbing as I believe the average policy holder would not research to the extent I did.

To this end, I would like to share this information I have found with anyone interested. Please feel free to call me for any details as my current agent is prepared to consult with anyone in Alberta regarding coverage for glider/power pilots.

This is a subject I feel strongly about, not only as Provincial Safety Officer for ASC, but also as an instructor, a pilot, and an individual. I can be reached at (403) 974-7541 during the day. ✱

Airspace update

from page 6

the Toronto and Dorval TCAs and enroute controllers were there and they are going to fight to have the outer rings killed/pulled back. If this is successful, Pendleton will have *no* floor above it. The rec aviation guys are going to work at getting the inner floors moved up if they can. This one is a longer shot as the radar approach boxes need to be protected but even if unsuccessful, we have been guaranteed access, we'll just have to call on the radio. Ottawa also agreed to be very flexible in allowing people to move to 123.4 MHz for extended periods while in the TCA. The airline representatives were conciliatory as long as they had a playpen that TCAS (collision avoidance) worked in.

We are still very concerned that this will stall when it goes up the chain of command but we have to give it a chance. Merritt (NavCan) and Taylor (TC) both committed to honouring this process at the SAC AGM (for

what that is worth). There is definite good will on the part of all participants and it is the best consultation on airspace in 20 years, hopefully that will count for something. That's it for now.

e-mail comment from Jörg Stieber: I am a bit concerned that it may be NavCan's and TC's strategy to wear everybody out with endless meetings. After all, they are the ones being paid to sit in meetings.

response from Scott: I agree with you, but the feeling I got was that they really want to make the next ones shorter. They certainly gave the impression that this one was long because it was the first and they didn't want to shortchange anyone — they went out of their way to make sure everyone got their say. One thing in our favour was that NavCan had at least a million dollars a year of salary sitting on their asses for 3 days on this thing; that has to hurt them a little too ... ✱



Copy this and hang it by your phone.

ASC EXECUTIVE

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Vice President	John Broomhall 1040, 107 Street Edmonton, AB T6J 6H2	<i>john@cips.ca</i> H 438-3268 B 423-4730
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Program Coord.	Tony Burton Box 1916 Claresholm, AB T0L 0T0	<i>free-flt@agt.net</i> B, H & fax 625-4563
Sportsfund	John Broomhall – address above (send in 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	Bill Woollven 13B Wisthart Street Red Deer, AB T4N 5W2	H 347-7833
Cold Lake	John Miller Box 1613 Cold Lake, AB T9M 2C2	<i>jem@jetnet.ab.ca</i> H 594-7164
Cu Nim	Keath Jorgensen Bay 6, 6125 – 12 Street SE Calgary, AB T2H 2K1	H 259-4929
ESC	Reg Adam 3 Larwood Place Sherwood Park, AB T8A 0J8	H 467-6924
Grande Prairie	David Olsen 10226 – 112 Avenue Grande Prairie, AB T8V 1V8	<i>opusav@telusplanet.net</i> H 532-0435

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Sporting	Terry Southwood 24 Hyler Place SW Calgary, AB T2V 3G6	H 255-4667
Towplane	Mike Crowe Box 1125 Okotoks, AB T0L 1T0	H 938-5210
Trophies	Bruce Friesen 224 Torrie Crescent Fort McMurray, AB T9K 1J7	<i>friesenb@telusplanet.net</i> H 791-6762 B 790-7813

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Official Observer	Tony Burton Box 1916 Claresholm, AB T0L 0T0	<i>free-flt@agt.net</i> H 625-4563

return address
Box 1916, Claresholm, AB T0L 0T0

**1997
ASC**

EVENTS

INTERNATIONAL EVENTS

Region 8 Championships (Norm Ellison 206-747-7879)	Ephrata, WA	28-29 June – 4-6 July
Cowley Summer Camp	Cowley airfield	26 July – 4 August

NATIONAL EVENTS

National Soaring Contest	Rockton, ON	6-17 July
SAC Western Instructors Course (call Terry asap 255-4667)	Chipman, AB	13-19 July
Cowley Fall Camp	Cowley airfield	9-13 October

PROVINCIAL EVENTS

ASC Spring Safety Seminar	Edmonton	8 March
Official Observers clinic	Red Deer	12 April
ASC Cross-country week	Black Diamond	17-25 May
ESC Flying Week	Chipman	27-31 May
Mountain Soaring camp	Invermere airport	15-21 June
Provincial soaring contest	Chipman	28 June – 1 July
Student Flight Training Course	Chipman	7-18 July
ASC 1997 1st planning meeting	Edmonton	29 November