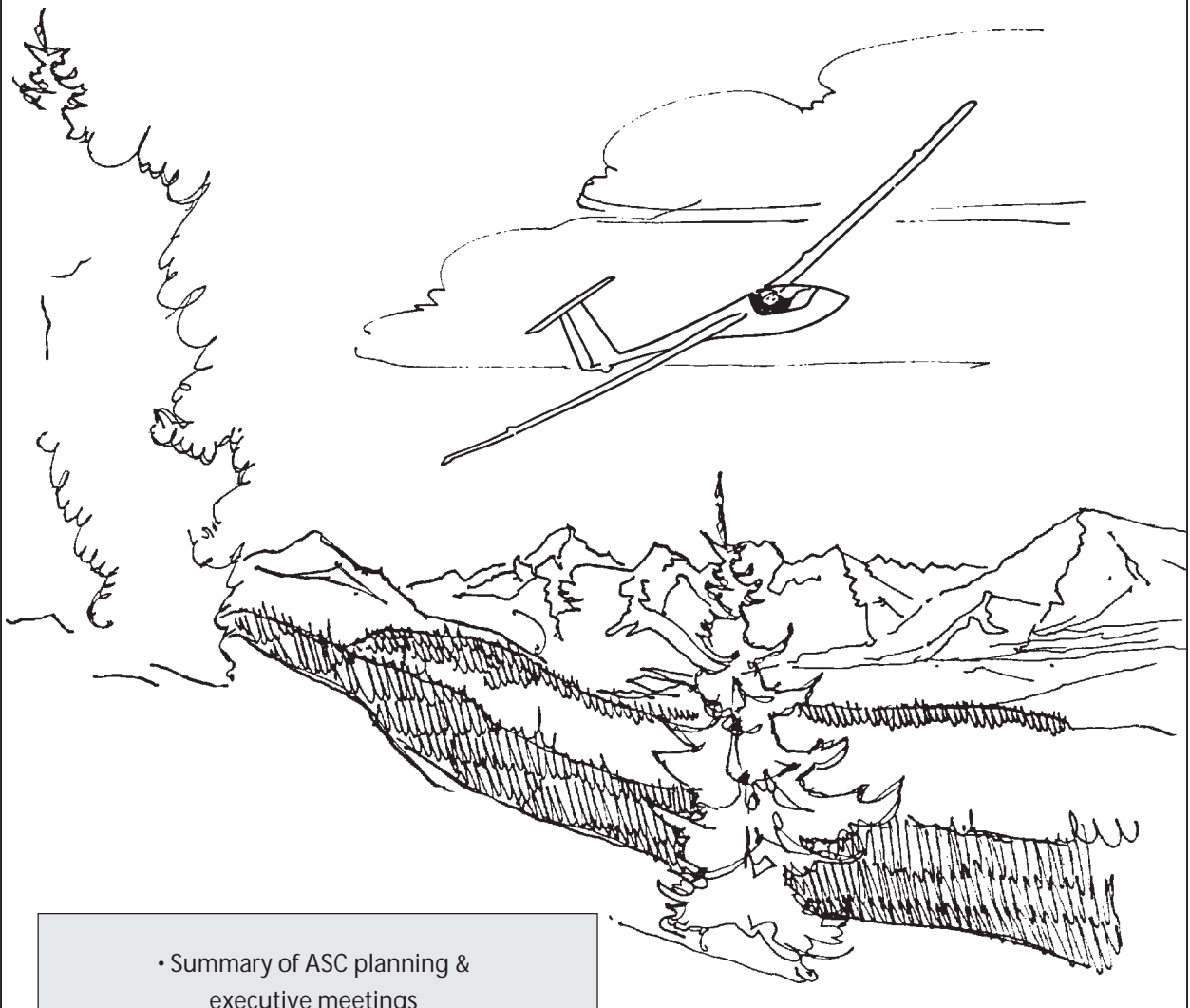


# ASCent

*the journal of the Alberta Soaring Council*

Winter 1997

year-end details



- Summary of ASC planning & executive meetings
  - The club awards
  - Club news
- ASC AGM information

illustration by Hans König

# president's letter

From the point of view of your executive, the November planning meeting marked a sharp turn-around in the organization's focus.

For a few months until that time, our energies were largely directed toward dealing with the extensive fallout from the theft of our funds. Then we shifted our concerns as an organization from the past and things negative to our future and things positive, thanks to the tidal wave of support and encouragement from every club, from all executive members and the program coordinator, and from individual members as well.

The large scar resulting from having a thief in our midst masquerading as one of us will take time to heal, and our close-knit family will be less trusting about matters financial than in the past. But we're back on track. Soaring is our game – we haven't lost our core identity as a family of pilots sharing a love of motorless flight, or the closeness that springs from that sharing.

The restructuring of the financial and operating affairs of ASC lightens the burden on each member of the executive, and establishes safeguards that make theft or mismanagement of funds difficult to achieve. The changes will, of course, be put to the membership for ratification at the annual general meeting. As part of this restructuring, the position of Program Coordinator is being renamed Executive Director, to reflect the expanded responsibilities of this job. The position is open to contract competition annually, and anyone who wishes to apply is invited to contact the executive.

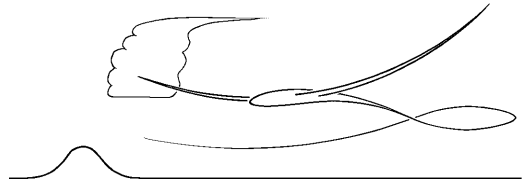
Right now, we need experienced, trusted and dedicated members to step forward and offer to run for the offices of president, secretary and treasurer, which will be vacant as of the annual general meeting on February 7. The ASC vice president position is held by the Alberta Zone Director, after a vote by Alberta clubs. If you want to put forward your name, or want to know more about what each job involves, please contact John Mulder at 730-4449 (H) or 216-4051 (B), e-mail [jamulder@agt.net](mailto:jamulder@agt.net) I want to thank you all for your great support during hard times, and hope to see you at the AGM.

Sincerely,



## ASCent

Winter 1997



editing and layout ..... Tony Burton  
typing and proofing ..... Ursula Wiese

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, AB T0L 0T0,  
tel/fax (403) 625-4563 e-mail: [free-flt@agt.net](mailto:free-flt@agt.net)



### Editor's notes

Welcome to a winter “*mini-ASCent*”. ASC is obliged to give proper notice of the annual general meeting, and there is some club 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 is quite successful. It's an enjoyable day to meet friends from other clubs, and find out what's going on in the province. So put 7 February on your calendar, and let Ursula or your club know that you are coming so we can set up the luncheon organization.

Note that anyone bringing a carload of pilots along will get their gas bill paid.

# ASC planning meeting & Executive & Council meeting

29 November – Edmonton

## Summary

Ursula Wiese – ASC Secretary

**Cowley** The 25th Cowley Summer Camp was a big success – weather, participants, and celebrations. Cowley was dedicated as the first **National Soaring Site** by the Soaring Association of Canada. The **Rock** from Frank Slide (with approval of the Frank Slide Interpretive Centre and the Minister) was delivered by Volker Stevin Ltd and cemented in by Lee Coates and Barry Bradley; excellent job. Rock and plaque are a duplication of the cairn erected by Steve Weinhold on Centre Peak in 1989. The **Bronze plaque** on the rock was cast by Behrends Bronze Ltd, Edmonton; good job. **Rede Caterers** prepared a BBQ Baron of Beef served outdoors; very good, reasonable prices. **Big Rock** offered kegs at 15% rebate and free dispensing equipment. The honour system at \$1/glass was a success. Second keg donated by ASC.

**Dignitaries attending** were Eldon Erickson, Mayor of Cowley, Dawn Davis, Deputy Mayor of Cowley, Ken Dickie, Mayor of Pincher Creek, Monica Field, Area Supervisor Frank Slide. The mayors of Cowley and Pincher Creek, and MD administrator, were presented a SAC commemorative certificate and edition 2 of *Stalking the Mountain Wave*. A **thank you** brochure was given to everyone (113 guests) attending the Saturday BBQ. It was appreciated.

**Cell phone** A cell phone at the flightline is needed to comply with the ATC Livingstone Block requirements for a continuous contact at Cowley with the Centre (see Minutes 30 Nov 1996) and Search & Rescue. It is not intended for general use in order to reduce cost of airtime and normal open line cost. The cell phone to be donated by John Broomhall was no longer available at the time of the Cowley summer camp. We need a portable 3 watt phone with an appropriate antenna mounted to a roof top.

**Generator purchase** (\$175) Lee Coates suggested that ASC purchase an old generator from Barry Bradley. Last year Lee rented one for about \$200 for Cowley maintenance. He feels that in the long run we will be ahead of the cost if we buy this reasonably priced generator. It needs some maintenance. Lee will take care of it, including storage in a safe place.

### ASC towplane Policy

On 11 Feb 94 it had been agreed that "PCK not be rented out to other provincial organizations or private operators at this time." The Air Cadet League asked ASC to lease PCK for their training operations at Innisfail following grounding of their towplane fleet for mechanical reasons. The executive decided not to lease the aircraft to the Air Cadets as it is ASC policy not to lease its aircraft except to member clubs.

### NEW BUSINESS

Misappropriation of \$99,868.02 by John Barry Woods.

Detailed events are recorded by president David McAsey and are attached to the official minutes for historical purposes. Prior to this Council meeting, all clubs had been polled on the continued pursuit of criminal prosecution. Civil action was being taken. Since the prospect of recovery of any substantial sum seemed unlikely, all civil legal costs were to be covered by donations of a few ASC members.

<i>CASC</i>	civil action to recover the money
<i>CLSC</i>	did not mention their preferences
<i>Cu Nim</i>	criminal action
<i>ESC</i>	civil, revised to criminal action
<i>GPSS</i>	accept Cu Nim decision

At the meeting, the president reported that J.B. Woods had signed a promissory note for "value received" to repay the above funds according to an attached Schedule for repayment by the year 2007. The first payment has been received. The president stated that a criminal action cannot be withdrawn and then started some time later, say after default of payments or change of mind. All clubs are aware of possible payment disruptions if a criminal action is undertaken.

**Motion:** Keath Jorgensen, president Cu Nim  
**seconded:** Reg Adam, president Edmonton Soaring Club

*"that the executive of the Alberta Soaring Council write to the Calgary City Police requesting that they continue their criminal investigation of John Barry Woods to its conclusion for the misappropriation of funds from the Alberta Soaring Council."*  
**passed, unanimous**

**Expulsion from Membership** (bylaw 2-4) for John Barry Woods tabled for annual general meeting.

**Reading of Special Minutes — 4 Sept 1997**, suspension of functions J.B. Woods, short term loan agreements.  
**27 Sept 97 amended 7 Oct 1997**, new bank accounts and their objectives.

It is noted for historical reasons that the past Alberta Treasury Branches were not willing to negotiate a short term loan, nor they or another chartered bank were willing to change/omit specifics in their standard agreements for a bank account. The Macleod Savings & Credit Union in Claresholm was receptive to our case. **Money held in the Credit Union is fully insured.** We thank two members for a short term interest free loan to cover immediate expenses. With receipt of the grant money all outstanding commitments were paid by mid October and ASC was back in business.

#### Management of ASC finances:

*Operating account* with one signature  
*Capital account* with two signatures

The bookkeeping ledger for 1997 has been rebuilt by the Program Coordinator and Secretary and is now in good order. It is suggested that an "executive director" – now the program coordinator – will do the day to day bookkeeping along with other administrative duties. Gerald Ince has agreed to act as **treasurer** until the annual general meeting. He will ensure that financial statements will be available then.

**Finance Board** The president has appointed Gerald Ince (Cu Nim) and Dick DeJong (ESC) to the newly created Finance Board; the president will be a member of this Board. It will be active and not advisory in nature. Board members will be appointed at the pleasure of the executive.

#### Audit of financial statements

Cold Lake Soaring Club requested to have the 1997 financial reports audited; however, it would have a cost which ASC is unable to handle at this time, and there is a practical question about what an auditor outside our organization can do that has not already been done. The request was unanimously declined by Council. CLSC to be advised that for the above reasons an audit by an outside professional will not be done. There are other options at low cost available to satisfy the need for in-depth study of the ASC books.

**ASC towplane** We recognize that our towplane, together with the Cowley airfield, are the greatest assets of ASC. Prior to this meeting, clubs have been polled by the Chief Towpilot and his committee about what to do with PCK. The *unanimous* consent is to keep PCK; it is in good condition and ASC can rebuild its equity.

CASC had distributed to the clubs a study on the use and maintenance of PCK which will be useful for further evaluations of fees etc. We thank them for their efforts. Mike Crowe, CTP will undertake studies of PCK's value and cost for recommendations of fees for ratification at the AGM. Jerry and John Mulder offered their help.

#### Why did ASC have so much money available?

There was good management of investment certificates by past treasurers. There were funds for a towplane engine, towplane replacement, world competitions participation, remaining distribution of Grob sale funds, Cowley campground and airfield. All of these allowed much reduced fees for various operations and events.

#### ASC philosophy • Grants, Revenues, Expenses

The generous support of expenses to pilots in the past was recognized. But to rebuild the funds for a towplane, ASC will be more parsimonious in the near term in some areas. In general, ASC will continue to support the programs offered for many years. Clubs are asked for new ideas for everyone to prosper. Clubs are encouraged to study the draft budget for changes where they feel necessary and advise Tony before year's end. (ASC policy remains that "no individual on ASC business will be out of pocket.")

**Election of Executive** Ursula suggested that clubs play a greater role in the recruitment of nominees for the ASC executive. It would be nice if club presidents took charge of this as they collectively have a larger base of members to choose from than the four officers of ASC. In more detail, one person should be charged with the process of communicating with other presidents in order to find executive nominees for the annual general meeting. John Mulder offered to do the job this year.

**ASCent** The magazine is our best communication tool but expensive in its present format. New measures are:

- a small spring newsletter in envelope with important notices, event calendar, etc;
- a separate annual report mailed in small quantities to the clubs (personal copies available on request);
- a large summer issue magazine;
- a small winter newsletter in envelope with mandatory notice of AGM, etc;
- E-mail and ASC web site to be explored for more communication.

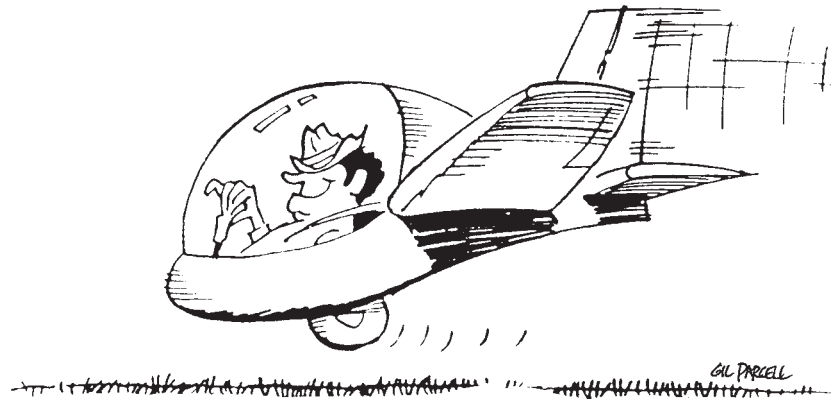
Our small clubs are willing to receive the large issue in bulk for individual distribution. This will reduce mailing cost considerably.

**Cowley user fees** A concept was discussed as a way of generating additional ASC revenues. One idea was a nominal daily campground fee payable up front by way of a donation check to Sportfund. User fees will be discussed and a proposal presented at the AGM. There was general agreement that there was no need for drastic changes in revenues, but it was noted that the cheapest campground fees in Alberta amounted to more than \$5 per night.

**Dogs** at the campground and airfield. Requests this summer to keep dogs under control proved to be ineffective.

*continued on page 7*

# Rewarding our very best in 1997



**Cu Nim** The annual Christmas party was held at the Naturbahn Teahouse at Canada Olympic Park, and was MC'd by none other than Elvis himself (well – a clone, Kerry Stevenson) who rock and rolled, pitched and yawed through a hilarious rendition of *Lundbreck Hotel*. It was a rollicking evening of fun and awards.

**Instructor of the Year – Steve Hosier**  
for many good works as a new instructor

**Fledgling (student) of the Year – Peter Vesely**  
a very good new pilot with promise as a soaring wizard

**Flight of the Year – Tony Burton**  
for his 542 km free distance record flight on 7 June, a Black Diamond/Cowley/Coutts triangle

**the Coyote Plaque – Barry Bradley**  
the towpilot of the year award goes to Barry for always being there (living on the field helps)

**Silver Speaker trophy – to all the instructors**  
who gave a sample of their teaching style with an open mike in TEG's side-pocket.

**Member of the Year – Jerry Vesely**  
for much extra work in creating Blanik TEG

**Badge & XC Lottery – Ken Melax & Darwin Roberts**  
Rod Crutcher and Tony Burton donated their \$100 Alberta Team squad honoraria to a draw of pilots making badge and soaring flights this year.

**ESC** The banquet and awards night was held November 28 at the Petroleum Club with a number of alumni and three guests from Cu Nim. The trophies awarded were:

**Instructor of the year – Kerry Bissell**  
for 56 instructional flights, narrowly beating out Fred Wollrad's 55.

**Student of the Year – Ron Cattaruzza**

**Senior Soaring Ladder – Bruce Friesen**

**Junior Soaring Ladder – Ken Freeland**

**Tow Pilot Award – Gerhard Novotny**  
for 154 flights, far over the second place 106

**Executive member – Dick deJong**

**Member of the Year – Al Sunley**  
for reconstructing the Puchacz canopy

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

Spring Safety seminar	Red Deer	8 March
Cu Nim XC week	Blk Dia	3-11 May
Mountain soaring camp	Invermere	May (TBA)
Provincial Contest	Blk Dia	28 June - 1 July
<b>National Contest</b>	<b>Brandon</b>	<b>5-16 July</b>
ESC XC/student training	Chipman	7-18 July
Cowley Summer Camp		26 July - 4 Aug
Cowley Fall Camp		6-13 October

## ATTENTION !!

\* the season opener \*

late winter SOARING & SAFETY SEMINAR  
March 8  
Red Deer Airport at the Flying Club.

ASC Provincial Soaring Contest  
will be hosted by Cu Nim at Black Diamond  
on June 28 through July 1



## Year-end club news

### *Cu Nim*

The season started with the test flying of TEG at Claresholm in February, and the new Blanik was pronounced a Sweetie, but it took three more months to get the C of A from Transport Canada. We started flying on 30 March with the bald eagles after the unusually deep snows melted. Two checkflights were taken by everyone and these included giving the "cannot release" signal, seeing the "check-spoilers" signal and the mandatory release signal from the towplane.

Seven days of bad weather was sucked in by the scheduled cross-country camp, so it was pushed back to the third week of May — at least we wouldn't get snowed out then — wrong! Finally the weekends got quite good. After getting checked out by the "passenger from hell" (Dave Fowlow), Al Hoar had a very memorable first passenger — his 80 year old dad.

It was on 15 June as some of us struggled close to Black Diamond at 5–7000 feet that Mike Glatiotis escaped the low cloudbase by going west and continued on across the mountains to Invermere via Mt. Assiniboine, and on the previous weekend Tony Burton flew a record free distance task on the way to 3000 kilometres of cross-country over the season.

Cowley was spectacular for a thousand reasons and the hard work of many which you have read elsewhere. The Labour Day weekend had the contest at Chipman which was attended by Mike Glatiotis, Tony Burton and me (Al). It was my first contest and I really enjoyed it. More people should try contests, for the flying and for the fellowship. The first afternoon of November brought a short period of strong lift and an uncooperative controller, but Darwin Roberts sweet-talked himself into the TCA long enough to make a run to the Chain Lakes and back. The season ended on 29 December (thanks to El Niño) with a few flights after shovelling the final cow pats of the year off the runway!

Other highlights in 1997 were moving our meeting venue to the Calgary Air Museum, a new camp water system thanks to Lee Coates, the addition of a cow-proof fence around the campground, the proof of Darwin's concept that the tractor and mower would save us money (which they did), an accident and damage free year, and modern digital radios in some of the fleet with more to come in 1998. For 1998 we should fly often and the weather will seem better. I would also like to organize some social events — BBQs in June would be nice.

**Al Hoar and Terry Southwood**

### *Central Alberta Soaring Club*

The '97 season has come to a close and on reflection, the CAG/SC had a really good year. We had participants at the Cowley summer camp, with some very memorable flights for those involved. Congratulations to Todd Benko and Brian Davies for breaking the club's record for longest duration flight. I attended the Western SAC Instructors Course in Chipman.

Our membership grew this past year and club activities are developing with the new ideas these people have brought to the club. Our fleet grew with the addition of our first private aircraft, the Duster purchased from Edmonton. We have also entered into a partnership with the local chapter of the RAA to refurbish the Zephyr single seater. We plan to fly on New Year's Day, weather and haze (of the eyeballs) permitting. Our ab-initio groundschool will be held on January 24, 25 and 31. We're looking forward to a great season in 1998, with bigger and better things on the horizon.

We will be hosting the ASC safety and season opener seminar in March at the Red Deer Flying Club.

I am also the nomination chairman for the ASC executive for the next term, and I am requesting all the clubs to put forward names for the position of President, Secretary, and Treasurer. You can phone 216-4051 or evenings at 730-4449, fax to (403) 216-4055, or e-mail to [jmulder@agt.net](mailto:jmulder@agt.net) Thank you, and may the new year be prosperous for you and your families!

**John A. Mulder**

### *Grande Prairie*

Since returning from Cowley, we've had eleven more flying days with mediocre flying conditions. If the field is suitable for glider takeoff and landing on the east side (westerly winds) we still need 5000 feet of "runway" for the vehicle retrieving the winch cable, which often poses a problem, since we have to cross a low spot which turns into a mini-slough in wet weather conditions. There is a 3000 foot paved runway at the Beaverlodge airfield, however it is only 75 feet wide with runway lights on both sides. With some crosswinds the tolerance for winch launch on the paved runway becomes too small to be safe. Therefore we use the paved runway for landing only, when the parallel grass strip is not clear to land.

In the past few years we always waited until the end of October or November to take the Blanik apart for winter storage, and without fail we had to do it in high wind and/or deep snow. In 1997, however, we did it on a sunny day in October. The Blanik was de-rigged

and secured to its trailer and together with the winch were stored in a hangar at the Beaverlodge airstip. How about that! Two more months of mild weather followed. Oh, well, maybe next year...

On 12 December we had a pot luck supper/year-end party at Karl and Rose Soellig's home, and a good time was had by all. Our club was able to acquire an older Ford station wagon in good condition to replace the VW dune buggy that was hijacked a couple of years ago. The station wagon will be used to retrieve the winch cable and the gliders after landing. The past year has been a struggle for our club to hold our own, having had less member activity than in the previous year, but with the extra effort of some club members like Phil Stade and Karl Soellig, we managed a reasonably good flying season.

Our winter projects consist of:

- every Monday evening ground school with instructor Dave Olsen
- completion of K8 trailer: Walter and crew
- recovering of the K8 elevator: Karl
- Feb 4/98 annual meeting and election of officers, and planning for the upcoming flying season...

Walter Mueller

### *ESC windup*

It was a wet year with 883 flights (down from last year by 127), and 101 of those were intros. The excellent fall weather made up somewhat for the disappointing summer, with student flying going on right up to 28 December. That's a first for the club as El Niño gave the area the first green Christmas in a century.

We had six students this year and two soloed, Loretta Puckrin and Ron Cattaruzza. We hosted the Western Instructors Course which was a success, and the Provincial contest which suffered from one delay due to soaked fields in early July and then indifferent weather on the Labour Day weekend. Better luck next time.

Special thanks must go to Fred Wollrad and Olga for treating visitors to coffee and hot chocolate and for Olga's delicious pies. Also thanks to Inge for being the timekeeper, even when it was cold, and for making visitors feel at home.

Dick deJong

### *Cold Lake*

We topped up the full flying schedule by providing over forty familiarization flights to the local air cadets in late October. Most of our key members were away or on medical leave, leaving Paul Frigault and Doug Butt to conduct almost all of the flights. As late December temperatures soared, we expected our traditional New Year's day gliding to be unseasonably balmy, but Mother Nature shut us out on 31 December with a blizzard. Disappointed for now, we have put our aircraft to bed until spring when our club psychic has told us to prepare for exceptional soaring conditions.

Away from the flightline we are gradually putting both our 1-26s together. Does anyone out there have a right wing? Eventually we hope to do some team soaring with them, perhaps competing at the Provincials (Team Spam Can?). Work continues on perfecting an auto-tow system to augment our towplane operations and to lower costs.

We will be ushering a new executive committee at our AGM early in the new year. Come out to the ASC AGM and meet some keen Cold Lake members.

Randy Blackwell

#### **For Sale – Ventus B**

16.6m, low time, complete racing package, best deal on the market, priced right for quick sale, ask for detailed spec sheet. Hal Werneburg, [rhull@acs.ualgary.ca](mailto:rhull@acs.ualgary.ca). (or) [westeche@cadvision.com](mailto:westeche@cadvision.com) ph (403) 686-6620 eves; and Rick Zabrodski, [rzabrods@acs.ualgary.ca](mailto:rzabrods@acs.ualgary.ca) (403) 271-2654 eves.

## Meetings summary

from page 4

**Motion:** Al Sunley **seconded:** Jerry Mulder  
*"that all pets at Cowley airfield and campground must be on the leash and under control at all times by their custodians. This area is a poop-and-scoop zone."* **passed, unanimous**

**Cowley signs** We are always concerned for the safety of pilots and the public. We lack some "low flying" warnings on the approach roads to the site. It would also be helpful to have some removable Cowley direction signs on MD

roads. Al Hoar offered to produce two removable safety signs. David McAsey will contact the MD for their approval and possible cost recovery.

**Airspace** Nav Canada, the new operations body for air traffic, threatens to charge user fees in airspace. We are concerned for the Livingstone Block. To date there is no sign of enforcing this threat. John Mulder noted that the power flying community (including commercial IFR) is totally upset with ATC service at Calgary and would be allies in the problem.



*awards luncheon  
& ASC Annual  
General Meeting*

*7 February 1998*



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

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

**Accommodation**

please make your own reservations

**Nisku Inn** phone 1-800-661-6966  
conference rate \$79.00 + tax

**Nisku Place Motel** phone 955-3089  
located just across the Nisku Inn park-  
ing lot

double \$ 49.00 single \$ 43.00 + tax

**Menu**

**Planning meeting 1030 sharp**

Tying up the loose ends for 1998 activities: mainly sorting out major activities like the provincials, the Cowley camps, 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 & sandwich & dessert

**Presentation of provincial honours**

**Annual General Meeting 1330**

- approval of Minutes of 1997 AGM (printed in the 1997 ASCent spring issue)
- 1997 executive & committee reports
- 1997 financial report
- 1998 budget presentation
- old & new business, motions
- election of officers (President, Secretary, Treasurer)

Nominees to date

none

Call John Mulder for questions & information.

*Call Ursula to confirm your  
presence for the luncheon.  
We need to know the numbers  
ahead of time. DO IT NOW!  
625-4563 or  
email: free-flt@agt.net*