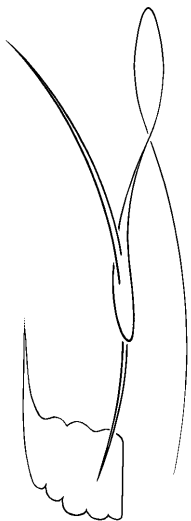


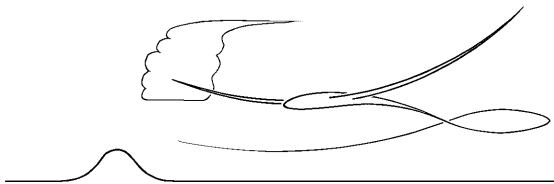
# AScent

the journal of the Alberta Soaring Council



Summer & Fall 1998

# ASCent *Summer & Fall 1998*



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Cover

*HP-16 "Brave Heart" with pilot Mike Swendsen at 14,000 feet in an unusual wave on 9 October. Many short strips of rotor cloud were scattered in the valley and one could fly across them with always lots of ground in view. The photo was taken beside one of these rotor clouds with the next rotor in the view.*

photo: Mike Glatiottis

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## *President's pen*

In contrast to the busy year which David McAsey had in 1997 I have to admit (with considerable relief) that the presidential workload has been minimal. That is due not only to not having any crises to deal with but also to the excellent underlying organization in the Alberta Soaring Council, and especially the careful and timely attention to administrative detail provided by Tony Burton as our Executive Director.

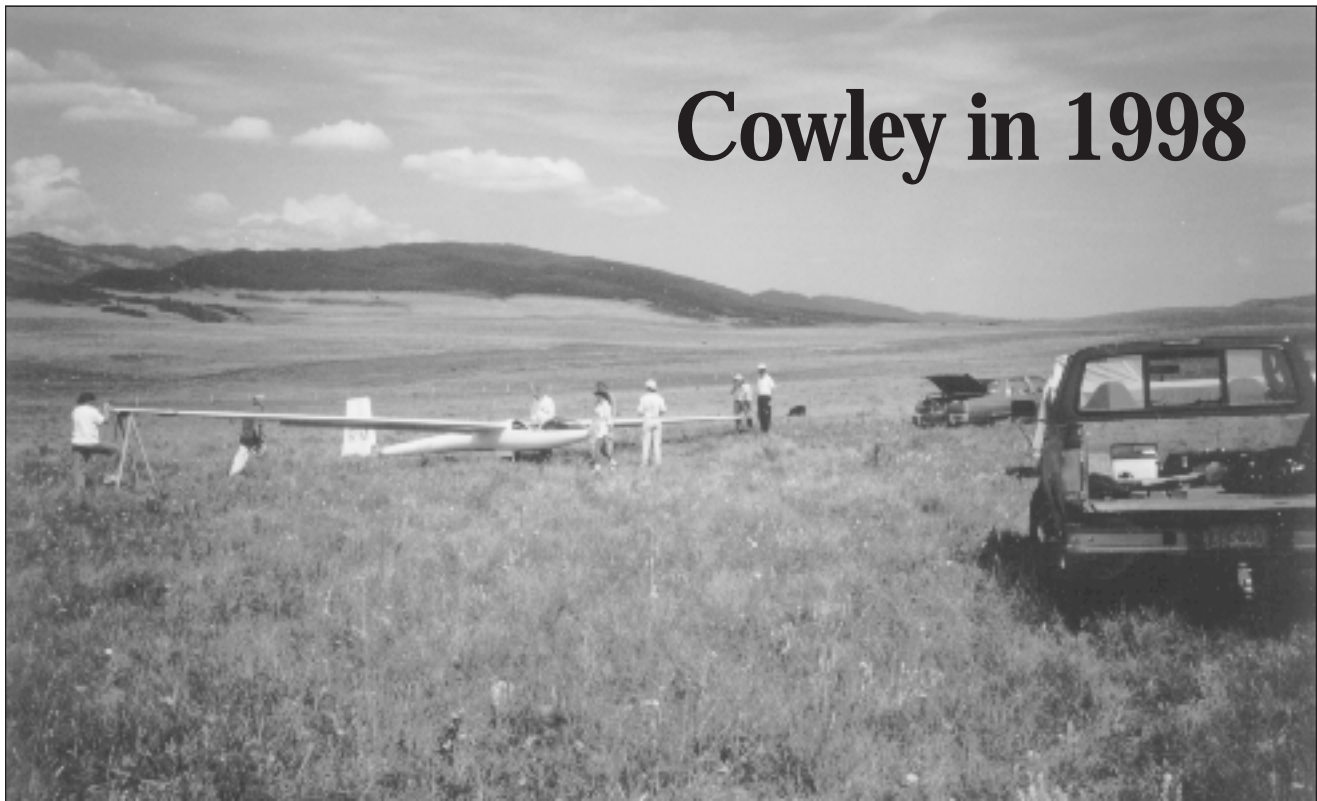
The big ASC events this year – the Cowley summer and fall camps, and provincial contest at Cowley – went smoothly despite less than record attendance and less than outstanding soaring weather ...but... this *is* "next year country", isn't it. As pilots, let's get ourselves prepared through the winter and spring to take advantage of the opportunities which will surely come. I suggest you might review flights you made this year and examine your decision-making process. What could have made even a good flight a better one? Have a club social gathering this winter just to do some 'hangar flying'.

The write-off of three gliders in our zone this year was bad news. Two pilots at ESC were hospitalized with spinal compression injuries. They are both now at home but the healing will be slow. To them we extend our sincere sympathy and best wishes. As in most such situations, there surely must be lessons to be gained to improve our recognition of options and sharpen our judgement calls.

Our financial situation is steadily improving as our operating costs have been very low and the usual grants have been received on schedule (the Treasurer's financial update is on page 18). Now is the time of year when we can further help our financial recovery by making a donation to the "Donation Fund". A charitable donation receipt will be issued. Sign the covering letter using the text provided on page 18 and send the letter to David McAsey at 47, 2300 Oakmoor Drive SW, Calgary, AB T2V 4N7.

And as a last, but important note, I remind you that the Soaring Association of Canada AGM will be held in Edmonton this year on 27 February.

**Jack Towers**



Dave Bradley

## Cowley in 1998

### Tony Burton, Cu Nim

This 1998 season wasn't too friendly to cross-country pilots. I was hoping for some real thermals at Cowley at the Summer camp after returning from the dismal Brandon Nationals ten days previously. There were a few around as it turned out, although they were pretty strange for southwestern Alberta. Prior to the camp there had been some concern for the state of the runways, as late June and early July were very wet. Luckily, it turned sunny in time and Jim Parker, local-farmer-in-charge-of-Cowley-when-we-aren't-there, called me to say that he had been able to get his equipment onto the runways to mow them just in time.

Pilots who ferried Blaniks down on Friday from Black Diamond reported that none of the hay fields in the valley had been swathed so landout fields were sparse.

Campground maintenance began in earnest on Saturday morning by Keath Jorgensen and his Calgary roofing crew putting a new hi-tech waterproofing membrane on the top of the shack (everyone's an expert at something else in this sport). The job's labour was bartered — a hot day of work for a glider ride.

A visitor of note was John Weber, Cu Nim member and president back in the early 80s and now from Toledo, Ohio. His crew trailered his DG-100G across

the country while John arrived in style by airline. John was determined to go cross-country no matter what, which made for some good stories during the camp (more on that later).

All in all, it was one of the smaller camps with 54 pilots and 26 sailplanes registered plus over 40 other family and friends, and there were a total of 880 aircraft movements over the ten days.

On Saturday, after some morning check rides for tow-pilots, the launches got going in earnest after lunch in hot weather and there was some decent local soaring to be had. Sunday was even hotter, 32°, and the lift was pretty scratchy. John pushed north up the valley a bit but fell out into a well-timed partially cut hay field west of the Oldman bridge over Highway 22. It was pretty much a straight glide down type of day, all day, until Jos Jonkers managed a two hour flight in *Jolly Miller* on the last launch at 6 pm!

Monday was also tough soaring for most with a lot of 4000 foot tows; but Mike Glatiotis, Kevin Bennett (showing off his new motor Ventus), and Dick Mamini got away into the mountains for long flights. John landed out again, this time in the Pass near Blairmore. No one lands in the Pass — there's no field big enough or level enough — but the retrieve crew said that he

made a perfect low energy touchdown in a sloping pasture and pulled it off. It had been hard to get John to respond on the radio that day. It turned out that his push-to-talk switch self-destructed early in the flight but he found that he was able to transmit if he could stick a pointed object into the top of the stick to close the circuit ... the prong of his belt buckle. Now that's being inventive, and it's probably the only time you will ever hear of a pilot having to undress to talk. John flew the remainder of the camp with an official push-to-talk "nail".

The focus for the next three days was the Provincial contest which Terry Southwood describes well in a separate story in this issue.

The weather was strange for Cowley in July. A very moist airmass gave a less than 8000 foot agl cloudbase which slowly crept up a little higher by mid-afternoon. I've never gone cross-country that low in Cowley before — I felt like I was back in Brandon! Soon after the start on Tuesday, the first contest day, the cu filled in and cut the soaring short and stranded four pilots away from home. I had several close looks at the field John had landed in on Saturday but the rancher had it full of scattered bales by now. A dirt field further south was chosen for me from a short short list which on short short final turned into freshly turned furrows. Oh, that was rough! I thought for sure that I had at least stripped off the gear doors but all was still intact after stopping.

The adventure story of the camp was Dick Mamini's landout in his ASW-12 in a pasture at top end of the Cowley valley (see the photo leading off this diary). An outlanding for Dick is rare and it always seems to turn into a major movie. This time Dick was not close to habitation, trekked out to the highway, and then to the ranch only to find that he had landed on virgin short grass prairie which was off limits to vehicles. After some interesting discussion an exception was made in this case. Dick then got a ride back to Cowley, picked up his car and trailer late in the afternoon and drove back north for a self-retrieve. Trouble was he couldn't negotiate the four-wheel track with the trailer on and had to leave it at the ranch, then he couldn't find the glider (which was well hidden out in the back country) until several iterations of hiking away from the car to get a wider view of the countryside!

Then the sun went down. He first tried sleeping under the car, and then in it to escape the mosquitos. Next morning early, the towplane went out to locate him and "RM" and get a GPS fix, after which Barry Bradley with his big 4WD pickup and a large crew tracked them both down after picking up the trailer. A lot of free pasta got consumed in Pincher Creek at *Luigi's* for that bit of help.

The same day a lot of upper clag stayed to the west and cloudbase never lifted above Centre Peak so the contest was scrapped. However, it stayed blue in the valley and there were picture perfect cu over the Porkies even though local soaring was not impressive. (Don't be in the Contest Director's shoes when that happens.) That evening beginning around 6:30 a huge cu nim towered over the north end of the Porkies and was a stunning sight as the sun lit it up.

The next day, Wednesday, there were still only 8000 foot cloudbases and the cu looked pretty good, but the thermals were small and it was difficult to get 360° of lift. Nevertheless, some decent cross-country flights were made, and we finally had a legal provincial contest in the bag (two scoring days) after two missed years.

The hot weather left, and most of the soaring too after that. Thursday just saw a dozen flights, mostly for training, and no flying at all on Friday. So the camp sort of petered out as most went on to other hobbies. On Saturday the wind didn't know what to do — there were 16 Blanik flights made using all four runways. With the forecast of IFR weather for the Monday holiday, the camp packed up on Sunday. Sunday morning was foggy up the valley, and the ferry flights for the Blaniks were delayed. I took one of them, and the cruise north was particularly scenic. The mountains to the west were completely clouded in and the valley on the west side of the Livingstones was filled with fog which was streaming out of the Gap.

And that was pretty much that ... Cowley always looks so abandoned when it gets empty once more.

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**time passes**  
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Here we are now in October. As usual, I was getting steady e-mails and phone calls about confirmation of the wave camp. (Recall that last year it was cancelled a couple of days ahead of time because of a dreadful weather forecast. I had called everyone I could think of but missed one, and two guys from Vancouver arrived on an empty field — they were philosophical about it though, and that shifted some of the guilt off my shoulders.) This time, the ten days prior to the start was just great: sunny and warm with cu and the hint of wave, so yes — it was on.

Tom Schollie ferried PCK down from Red Deer on the Wednesday, 7 October, stopping off at Cu Nim to hook up a hitchhiking Blanik. (Tom was the key man for the first three days as he was the only towpilot

available.) He diverted over towards Centre Peak on the way down and there was a little wave to be had so the Blanik dropped off to check it out.

Three pilots from Vancouver drove in the same day: Kalli Brinkhaus (who made the Valemont/Golden flight you read about in *free flight*), Ted Chernicki, and Attila Kardos (one of the lost-trippers of last year). Another group of note was five “old” pilots from Edmonton, Harry Byrt, Malcolm McPhee, Les Passmore, Henry Wyatt, and Ron Innes, all partners in a Grob 109 motorglider. They were active glider pilots in the '70s at the Edmonton Soaring Club — Les was a “Coyote” towpilot at Cowley then, Harry got his Diamond in an HP11 in '68, and Ron in '71 in a Libelle. They arrived Monday and had the sky to themselves for a while and thoroughly enjoyed it. They all were going to have fun no matter what — flying or fly fishing, depending on the weather — the rods never came out of the cases.

It was a fairly small camp with 22 pilots registered, so only one Blanik and towplane were on site, but they were enough for the training and towing demand.

The forecast for Thursday was much the same as the day before, the wind direction favourable but the upper winds light at 25-30 knots. It turned out to be a remarkable soaring day. At first there was only 1-2 knot wave with a lot of cloud and you could barely get into the 'teens. Then around 2 pm the clouds started looking like real cu and a monster street developed out of the Pass, overhead the field, and east behind the Porkies. I got a launch under that and got off tow at 1600 feet in solid 5 knots that went to 8 knots and 10,000 feet! It was amazingly strong thermal lift for October but didn't last very long, dissipating in about an hour and a half, at which time the wave redeveloped. Pilots wandering around at cloudbase flew north-west towards the Livingstones and contacted 4 knots.

The climb in the primary tapered off at 13-14,000 feet but everyone found the cloudscape fascinating and unusual. There was an extensive föhn cloud falling over the peaks, and even a lot of what looked like virga in primary, which I didn't understand. For a while the space between the primary and secondary waves filled in to the south of Centre Peak and north of the Gap, and the overhanging primary lennie capped at about 16,000 feet. As a result, I and three other gliders were sort of boxed in with nowhere to go but down. I did descend a few thousand feet twice just to explore the interesting sight.

I and others topped out at around 15,000, but Ted Chernicki, who had been in the primary about an hour sooner, found a way higher and landed at 6:30 after a 4:45 minute flight in the VSA Grob 102 to report that

he had 24,000! It was a Diamond climb (to be the only one of the camp), but it was scuppered when he found that the !@#%^ drum of his <\*&!!\$ barograph was loose and hadn't rotated during most of the flight.

Friday was much of the same with weak wave all day as a result of the light upper winds. The wave structure couldn't be detected from the scattered cu which were all over the place. The cu really weren't strong and one had to fight to climb below 3000 agl. With patience, the wave could be transitioned into at around 4000 agl. I got to 17,200 before getting chilled and decided to call it a day.

Things were about to change — although our corner of the province was VFR, you could see solid cloud to the north up the valley as a cold front slid southeasterly across and south of Calgary. The city was in rain and some pilots coming down for the weekend said the weather didn't break until quite close to the Cowley valley. The line of cloud slowly approached during the day and arrived that evening giving a skiff of snow.

Dick Mamini flew over from Claresholm in the late afternoon in his new acquisition, the Pik-20E “Putt Putt”, that Dick Matthews owned for years (another sailplane pilot lost to motorgliders? — say it isn't so). Dick said the clag was quite low in Claresholm and the eastern side of the Porkies. He wisely decided not to try to return after getting an oxygen refill, and tied down. Mike Glatiotis offered to drive him back to collect his car and dog.

There was some initial hope in the forecast that the weather would break on Sunday, so pilots hung around Saturday. By then it became evident that soaring was finished, and the camp dismantled on Sunday. PCK headed north — thanks Tom; and the Grob 109 got as far as Lethbridge airport and tied down for a few days as Edmonton was still IFR.

That weekend we were blessed with some disappointed latecomers. Mike Cook brought in K5, took one look at the sky, and went goose hunting. Trevor Florence and Brian Deans also came in from the Coast and then lit the fire and made themselves at home in the cook shack. So it wasn't the classic wave camp we enjoyed in 1996, but the flying that was to be had was fun nevertheless. The Cowley Wave always gives the eyes a treat and one's skills a test. I know that the new visitors from Vancouver and the students from Cu Nim got a taste of what will be delicious wave soaring next year and all the years after that.

PS. Mike got back from snuffing geese on Monday to find an empty airfield and a sky full of lennies overhead. ❁

# *The challenge of learning*

## *a case of mind over matter*

Donald Tessier  
Edmonton Soaring Club

After a month of intensive glider training this summer, I am now 'P1', pilot-in-command. As far back as I can remember I've always wanted to fly. Alas, time and opportunity never seemed to coincide. The thought of being 'free as a bird' seemed to me to be both terrifying and exhilarating. And now, 'middle-aged', with diminishing mental and physical skills, I was seriously wondering whether I had missed my opportunity to accomplish this long held dream.

Filled with anxiety and self-doubt, I embarked on an intensive training program on July 6th at ESC. Barring suitable weather conditions and the availability of a towpilot, I managed to log many back-to-back flying days. My confidence leapt ahead as days developed into weeks. I came to appreciate the challenge and the sheer exhilaration of powerless flight which gliding veterans say got them hooked on the sport in the first place. Under the guidance and direction of the club's instructors, I was able to complete over ten hours of dual flying time.

As I reflect on the four weeks of my glider training, there are a number of truths worth passing along to the neophyte enthusiast:

- read the flight manual thoroughly.
- flying in formation with the towplane is one of the last skills to be acquired and eventually mastered.
- on tow, knowing how to handle the sailplane at takeoff apparently becomes easier with time and experience (ie. stick forward momentarily at takeoff to prevent the nose of the 2-33 from popping up; wing lowered slightly to compensate for strong crosswinds to mention but two).
- don't venture too far from the airfield without suitable thermal support (not only is it risky to have to land in a farmer's field during training, but this happenstance is looked down upon by the club hierarchy).
- don't be a *prima donna* — put your time in (ie. every club relies on the support of its members to share the workload).
- while in flight, use the yaw string as a guide to better coordinate turns (use left or right rudder and 'step where the string is not').
- spins and stalls require practice — and frequent practice does make perfect.
- not all instructors are alike (each instructor views the world of gliding a little differently — variety is indeed the spice of good training).
- if the dive brake appears to be stuck don't panic — keep your wits about you and fly the sailplane.
- Murphy's Law (what can go wrong ...) does apply to gliding.
- thermals are elusive columns of rising air — although not easily mastered, they are the glider pilot's fuel for sustained flight.
- feeling comfortable and in control usually requires years of flight experience.
- soaring must be experienced to be believed and understood.

I am absolutely convinced that glider instructors are special human beings. Patience is definitely virtuous in the gliding business. Special thanks must be extended to instructor Graeme Craig. His professionalism, patience, and concern for safety and high standards are appreciated. Graeme taught me the fundamentals. Garnet Thomas, Buzz Burwash, Fred Wollrad, and Dick DeJong showed me that gliding can be an enjoyable, life-long pastime. Hats off to a talented and inspirational group of veteran pilots!

As a new member, I have benefited from the family-like atmosphere that exists at ESC. From the beginning, I felt welcome and was given plenty of sound advice, support and encouragement. What more could a beginner want! In closing, I have just begun to enjoy this popular worldwide sport. Many more hours will be spent in solo practice before acquiring my gliding license. And although my holidays are over for this year, I look forward to spending next summer at Chipman International ....

By the way, an 'old dog' *can* be taught new tricks! ❁



# Wasserkuppe revisited

*Röhnfalke*, the *Schädelspalter* (the “Headsplitter” — so called because part of the A-frame supporting the wing was directly in front of the pilot), and finally the *Grunau Baby*. Also we were given an excellent ground school which enabled me, the following year, to pass my glider pilot’s licence exam without any problems.

Of special interest was a wind tunnel where, with the help of smoke which was blown through a screen, we could observe through a glass panel the behaviour of an airfoil at different angles of attack. Also, a cross-section of the Wasserkuppe (site) was inserted and we could see how ridge lift was produced and where turbulence could be expected.

Although I didn’t get my C badge until the following spring, I gained a lot of knowledge and experience and memories to last me a lifetime. Now in 1998 as I was spending a long time in the museum, my wife was videotaping me, but what did not show up on the tape were my memories which went back to those carefree days when we all had a one track mind — flying (well, on rainy days it was girls). I counted six different gliders on display which at one time or another I had flown. The most advanced was the *Mü-13*, and of course the *Kranich*, in which I had many flights in the back seat as an instructor during my Luftwaffe instructor career. As I was looking at these museum pieces, some of which at one time I was flying, I was wondering if by now I was a museum piece myself.

The natural features of the Wasserkuppe are still as beautiful as they were sixty years ago. However, the man-made features like the paved runway, paved taxiways and roads, hotel, restaurant, and of course the souvenir shops, were all new to me. A radar station (now closed) stands as a reminder of the Cold War (the border between east and west was not very far away).

We walked about 2 kilometres to the “Flieger Denkmal” (Flyer Monument) which is still the same as it was then. From there one can see the town of Poppenhausen below with the Schleicher factory at the outskirts, which is located at the foot of the Wasserkuppe.

Should I have the chance (money) to visit the Wasserkuppe once more, I will spend a week there and enrol with the commercial operations to do some real and dream flying. Sentimentally dreaming ... ❁

**Walter Mueller**  
Grande Prairie Soaring

Earlier this year my wife and I visited Europe and, between such non-flying events as visiting relatives and friends, we managed to have a day at the Wasserkuppe. It is now (as I write this) October and it was 60 years ago in October 1938 that I spent a month at the Wasserkuppe in a semi-military camp which was the German equivalent of the Air Cadets. Our group of approximately 30 teenagers (I was 18 at the time) were all enthusiastic about flying, with the goal of completing the C badge by the end of the course.

This meant bungee launching from the slope and then soaring flight in ridge lift. However the weather was wetter (than usual) with mostly low clouds or fog and not enough wind to produce ridge lift. Just the same, each one of us got a number of flights, strictly gliding down the hill.

We had a good chance to fly different types of gliders beginning with the *Zögling* (primary glider), then the

# Alberta Soaring Contest

## Terry Southwood

Contest Director, scorekeeper, lineboy, etc.

For the first time, the Provincial contest was run in conjunction with the Cowley Summer camp, and it proved to be a big success.

Three days midweek were set aside for the contest, which was designed to be simple, safe and fun. A total of 12 gliders and 17 pilots flew in the competition, the largest participation in the last four years. The registration fee was kept to a nominal 20 bucks, enough to cover all the expenses (by \$0.79!) and a vast array of prizes in the form of ASC tow tickets and “wimpies”.

Rules were kept to a minimum, all tasks were POST and a new scoring system was tried. Instead of portioning out a maximum 1000 points per day, this simple scoring method awards one point per kilometre for distance, and one point per km/h for speed. Two classes – Sports and Novice – were scored together on a handicapped basis.

Novice class was created especially for the two-seater gliders and any pilots new to contest flying. It was permitted the use of three close-in turnpoints to reduce the chance of landing out, and a shortened task time to reduce the perils of “Blanik butt”. This shortened task time was offset by awarding the Novice class proportionately more points for distance than in Sports class. For example, if the Novice task was half that of Sports, Novice distance was worth twice as much, or 2 points per kilometre.

The weather cooperated with cumulus to help mark the lift, although this year’s humidity kept cloudbase at only 4000 feet agl or so. Day 1 started off with very weak lift that suddenly improved to 2-3 knots when the inversion broke, but ended early as thick cirrus cut short the allotted task time for Sports. The next day was cancelled, which of course improved conditions immediately! Day 2 then provided the best of the three days, with some pilots reporting occasional lift of 6 knots or more.

**Day One** Day 1 saw three landouts, including Tony Burton. Mike Glatiotis brought back a list of turnpoint numbers that looked like the menu in a Chinese

restaurant, but it wasn’t enough to stave off a shortened day and the audacious flying of Team TEG (thank you cirrus!)

**Day Two** The better conditions of Day 2 allowed everyone to reach at least a couple of turnpoints and finish successfully. Smiles were abundant. Tony and Mike were neck and neck for second spot, but the day was won by Walter Mueller, which was delightful, since he was unable to get away on Day 1.

Overall, the championship went to Mike Glatiotis, which was very well deserved, as Mike notched both the greatest distance and highest speed in the contest. The Blaniks, however, were snapping at his heels, and Keith Hay showed tremendous improvement to take third place.

The relaxed atmosphere was evident by the sportsmanship shown throughout the contest. Before the start of Day 1, Mike came to me and pointed out that the contest turnpoints would permit continuous ridge running on the Livingstone Range, which he rightly saw as an unfair advantage to those who were able to do so. Mike said in advance that he would not take advantage of this “loophole”, and he didn’t. Similarly, it was Al Hoar who reported having seen Walter Mueller in a position to claim another turnpoint that was enough to give Walter the win on Day 2.

Having the Blaniks in the competition seemed to confirm that the contest was mainly about having fun. Cowley was certainly a convenient location, and I think we found that the contest could be safely interwoven with the rest of the camp flying as well. So everyone went away with the desire to hold the contest at Cowley again next year.

My thanks to everyone who helped out and took part in the contest. Detailed results are shown opposite.

**Scoring observations** I really liked the simplicity of this scoring system. Your score was completely unaffected by anyone else’s flying. What you flew was what you got.

Although Day 1 illustrated the problem of scoring two classes together, I think that the benefits were well worth the difficulties. It was a lot of fun to see the club Blaniks competing head to head with everyone else. I didn’t like the fact that the ratio of speed to distance points depended upon the length of the task time. However, a factor could easily be applied to the speed points to keep the two at a constant ratio. And under this system, good days will be worth more than the mediocre ones, but in soaring, isn’t that the truth? ✱



**Day 1****Task: Sports 3.5 hrs (1 pt/km), Novice 1.5 hrs (2.33 pts/km)**

	<i>Pilot(s)</i>	<i>Glider</i>	<i>Class</i>	<i>Dist.</i> <i>(km)</i>	<i>Dist.</i> <i>pts</i>	<i>Spd</i> <i>&amp; pts.</i>	<i>Hnd</i> <i>cap</i>	<i>Day</i> <i>pts</i>	<i>Day</i> <i>pos</i>
1	Team TEG (Southwood & Arthurs)	Blanik	N	59	138	39	1.58	280	1
2	Mike Glatiotis	Std Cirrus	S	198.0	198.0	71	1.00	269	2
3	Al Hoar	Std Cirrus	S	80.0	80.0	39	1.00	119	3
4	Keith Hay	Mini-Nimbus	N	40.0	93.0	26	0.98	117	4
5	Lee Coates	Ventus	S	90.5	90.5	40	0.90	117	4
6	Jeff Anderson	ASW-15	N	45.0	105.0	0	1.00	105	6
7	Team EVA (Fowlow & Melax)	Blanik	N	15.0	35.0	26	1.58	96	7
8	Rick Dawe	Jantar Std	S	38.5	38.5	33	0.97	69	8
9	Tony Burton	RS-15	S	63.0	63.0	0	1.00	63	9
10	Jack Despres	Jantar Std	S	38.5	38.5	15	0.97	52	10
11	Todd Benko	Duster	N	8.0	19.0	0	1.43	27	11
12	Walter Mueller	Tern	N	0.0	-	-	1.38	0	12

**Day 2 & final results****Task: Sports 3 hrs (1 pt/km), Novice 1.5 hrs (2 pts/km)**

	<i>Pilot(s)</i>	<i>Glider</i>	<i>Class</i>	<i>Dist.</i> <i>(km)</i>	<i>Dist.</i> <i>pts</i>	<i>Spd</i> <i>&amp; pts.</i>	<i>Hnd</i> <i>cap</i>	<i>Day</i> <i>pts</i>	<i>Day</i> <i>pos</i>	<i>Total</i> <i>points</i>
1	Mike Glatiotis	Std Cirrus	S	166.0	166.0	55	1.00	221	3	490
2	Team TEG (Morgan & Blackburn)	Blanik	N	37.5	75.0	41	1.58	183	6	463
3	Keith Hay	Mini-Nimbus	N	76.5	153.0	52	0.98	201	4	318
4	Team EVA (Fowlow & Heath)	Blanik	N	40.0	80.0	46	1.58	199	5	295
5	Tony Burton	RS-15	S	160.0	160.0	62	1.00	222	2	285
6	Jeff Anderson	ASW-15	N	65.5	131.0	44	1.00	175	7	280
7	Walter Mueller	Tern	N	56.0	112.0	51	1.38	225	1	225
8	Al Hoar	Std Cirrus	S	66.0	66.0	26	1.00	92	2	211
9	Lee Coates	Ventus	S	64.5	64.5	36	0.90	91	12	208
10	Jack Despres	Jantar Std	S	113.0	113.0	42	0.97	150	9	202
11	Todd Benko	Duster	N	40.0	80.0	34	1.43	163	8	190
12	Rick Dawe	Jantar Std	S	58.5	58.5	38	0.97	94	10	163

It's that time of year to remind everyone to send in their applications for ASC trophies. Send Terry details of your best flights of 1998 and be eligible for one of the following awards:

- The ***Carling trophy*** for the best flight in western Canada by an Alberta pilot.
- The ***McLaughlin trophy*** for the best five flights.
- The ***Boomerang trophy*** for the longest flight between clubs.
- The all-important ***XC100 trophy*** for the best flights by a pilot with less than 100 hours P1 at the start of the season.

## The first adventures of GEV



### Philip Stade, Grande Prairie Soaring

**A**t five-foot-four and 145 pounds, I've always found something positive about my shortness and small build, but this is the first year that it has really paid off!

In the fall of 1996, Walter Mueller, Karl Soellig, and I purchased an HP-18 sight unseen – C-FGEV. The 5000 kilometre round trip to pick it up went well but when we put the aircraft together, we knew there was going to be a problem. Simply put: I fit, they didn't. Fortunately for me they were very good sports about this because their assistance and advice was invaluable in getting the aircraft ready for final inspection and its maiden flight on 16 June 1998.

The first landings were rather shaky but gradually they improved to the point that I felt almost ready to be around other traffic. Government rules required ten hours of flight at my home field before flying elsewhere. The Cowley '98 Summer Camp was to be the centrepiece of our summer holidays, but on the day I was to leave, my accumulated time in GEV was only 7:15 hours. I got special satisfaction from that day's 3:17 hour flight and, with more than the requisite ten hours logged, I packed up GEV for her first road trip.

A 2000 kilometre drive to Manitoba followed to show GEV to Tony Sawatzky (who built most of the first 95%) and where I got to try my first aerotow. That flight culminated in a smooth landing on very nicely cut grass on the Winnipeg Gliding Club airfield at Starbuck. I think Tony was struck with my very short landing, although I'm sure he would have been more impressed if I had done it with the wheel down! It was several weeks before the embarrassment subsided.

We then headed west to Cowley with the hope that Alberta would be a bit drier than the Brandon area. It was a lot drier, and a lot hotter too. My first aerotow

had gone very well and I hoped for a repeat on the second. It was not to be. Aileron response was not great enough when combined with my inexperience, so I sought out the best shade at Cowley (under a towplane wing) and semi-finished my homebuilt winglets. The improvement was immediate, which greatly reduced my anxiety at take off, not to mention the anxiety of the towpilot and onlookers.

I had several enjoyable flights over Cowley but the best was also the longest, at 5 hours 50 minutes. As glider pilot luck would have it, there was no barograph on board, so the flight didn't count for the longest flight of the camp or a Silver C Duration. However, the images of cruising up and down the Livingstone Range are permanently recorded in my memory. What a thrill to spend an hour only a few hundred feet away from the mountain face with virtually no effort required to maintain height. We'll be back for more in '99! To date, my most memorable flight was from Beaverlodge to 30 kilometres west of Peace River (at 11,000 feet) and back to Fairview. That 4:19 hour flight ended in my first landing away from the home field, and was also the beginning of a new relationship, as husband and wife became pilot and crew.

A couple of lessons were learned that day: airfields are sometimes more difficult to find on the ground than in the air; and it's harder to de-rig in the dark. Now I need to lean on some more experienced fellow pilots for advice. How many retrieves per season can the average marriage survive? (*Quite a few if you derig in daylight and buy the crew a nice bottle of wine and dinner for two. ed.*)

C-FGEV now has over 31 hours on her and those hours have convinced me that the capability to fly cross-country is the most important factor in maintaining a continuing and growing interest in soaring. May your 1999 plans keep you soaring all winter! ❄

# Hard thoughts on an accident

Mike Freeland, president ESC

ESC recently experienced the first injury accident in our 40 year history. On 6 September one of our 2-33s was on final with a student and instructor. The wind was straight down the runway and probably close to 25 mph. The turn to final had been made somewhat high. Reportedly the student initiated a sideslip at the instructor's request. (As an aside — if you've never slipped a 2-33 — they won't maintain one if the airspeed is too high.) The glider ended the slip just over the tree threshold at an altitude of 20 feet or so. An eyewitness stated it exited the slip nose-high and promptly stalled. It impacted on the skid, and the fuselage folded upward behind the wings 15-20°. The aircraft was written off. Unfortunately both pilots suffered back injuries, the more serious falling to the student who suffered three crushed vertebrae.

One thing I have admired about soaring and aviation in general is the dissection of incidents and accidents honestly and openly for the benefit of all. It would be more comfortable but a denial to maintain that the cause of this accident to be a freak meteorological occurrence or some such escape hatch. But speaking solely for myself, I do not believe that to be true.

OK, the student didn't fly well and it was his hands and feet on the controls. If he was that out of control he should perhaps have relinquished it to the instructor — not his responsibility but definitely his right. By reports he was having a bad day. Only he would know, but I can't help wondering if he was pushing himself too hard. I recall that pilots should disqualify themselves from flight if they don't feel up to the task. On the other hand, students can and will screw things up. We all have to learn and it is simple reality that students make mistakes.

The instructor is the one who is supposed to catch them. He carries that responsibility. This day was windy and the student involved had been experiencing problems with confidence and control of the aircraft. He had not kept this a secret and it was or should have been known to the instructor. In flight, there is the issue of the airspeed; going by the book this aircraft should not have been flown at less than 75 mph. While true that the sideslip dictated a reduction in airspeed, the need for the sideslip itself is debatable.

At this point the responsibility broadens out and while some at ESC may not like my point of view I believe it is justified. So the student didn't fly well, and the instructor was behind events. But the question also remains as to why such a short landing was being attempted? The answer is simple and pervasive. Habit, simple habit. And from the broader perspective the establishment of this habit has been shared by many members and instructors and therefore everyone of them shares responsibility in this matter.

At ESC we have an extremely safe airstrip. Not many hazards and the fields that surround it are almost all landable. So, as we routinely fly in this safe environment, where the standard of pilot skills need not be as high as other fields, the short landing becomes the norm. Why? Because it is more efficient, allowing us to process more flights. It requires less effort — why push the aircraft back to the line when you can land there. And perhaps most insidious — it looks good.

One of the problems with soaring is that most of the really great displays of airmanship that one might make are done out of sight. But short, precise landings in front of the assembly are a clear display of mastery and, to be fair, they have their place. The ability to land short is a necessity for safe cross-country flight. And many have the skill to make precise landings in variable conditions with ease. But this precision that is envied and striven for by students and low time pilots is clearly a trap for the unwary who include the "short" part not out of necessity but from habit alone.

There is one more level of influence I can see in this situation. I hesitate to include it for two reasons: it is a bit on the fringe of accepted thought and I was involved in it. But it has the benefit of discrediting myself for those who are looking for an excuse to reject the pointed comments I have made. So here goes. What is strange to me is that I and a group of other "bench pilots" had just heard of a recent accident at another gliderport. Smugly we were shaking our heads over this and happily ignoring some obvious facts such as it was a much more difficult place to fly. We, after all, have been flying for 40-odd years and never has anyone been hurt. So we were glibly voicing comments like this and then the first serious accident in the club's history suddenly occurs. Was it related in some way? Who knows. But definitely this thinking was indicative of an attitude of complacency. So in this regard we are all to blame.

Perhaps others can draw parallels in their flight operations and draw benefit from this airing of laundry. My hope is that the lessons learned will not be soon forgotten and that the injured pilots will make a full recovery. Best to all. ❁

# Club News

## *Central Alberta*

Another season has passed, and it was again a safe and incident free year for CAG/SC. Several club members achieved personal goals, and I would like to acknowledge some of these here. The club was honoured to issue two new licences this year. One was to Don Bais, a power conversion, and also our club's most dedicated towpilot. I am sure many ASC members had the pleasure of meeting Don at Cowley Summer camp. The other licence was issued to our club's first ab-initio student, Brian Davies. Brian has participated in several ASC events and is a very enthusiastic club member. He also launched on a flight of over an hour, flying along the edge of a line of thundershowers, in the minutes following the issue of his licence.

As is the case with any successful club, certain key people participate and ensure our success. I would like to express special thanks to Jerry Mulder, Rob Van der Velden, Don Bais, Brian Davies, and Todd Benko for all their efforts this past season. Although it may not be appropriate to single out people in a club for fear of missing someone, their dedication and contribution this season must be acknowledged. Thank you! I would also like to thank the local chapter of the RAA (Recreational Aircraft Association) for their assistance in the rebuilding of the Zephyr. We should have it flying again in Alberta's skies next spring.

May your Christmas be white, and your spring come early!

**John Mulder**

## *Cu Nim*

The 1998 season appears to be well behind us as the first snows lie on the airfield, and the first of the snowbird pilots run south to Arizona.

Although Cu Nim managed to make a fairly early start to the year in mid-April, activity during the usually best time of the year was dampened by a rather wet May and June. Membership, and subsequent number of flights seemed to pick up a bit in July, and we enjoyed exceptional weather, largely devoid of the really hot stable and smoky days typical of August and September. Unfortunately, it seems that the truly best days were Mondays, so not too many great flights were managed this year with our weekend-only operations.

Many members attended the three camps organized this year at Golden, Cowley Summer, and Cowley



Ken Palmer

The Cu Nim runway "Terminators" — too bad they couldn't get gophers by sucking them out of their tunnels rather than going in after them!

Wave camps. Golden hosted 16 ships over the ten days, and judging from response, it will be a great camp next year. Three 500 km O&R were logged, as well as numerous exceptional mountain exploration flights. Cowley was a bit unusual this year with the low cloudbases, but holding the provincial championships there was a great success. Cowley is a great venue for the contest, and perhaps it will encourage a few more pilots to compete next year. The Wave camp, although cut short by a bit of cold and wet weather, gave us the opportunity to fly wave for three days, and experience the best that the chinook has to offer. Hopefully we will have similar, if not better attendance at these functions next year, with a full fleet participating.

The five club ships (three Blaniks and two Jantars) together logged about 407 hours in about 1080 flights. Activity in the Jantars was severely limited by loss of *Funny Girl's* canopy in July, and the write-off of *Fruit Juice* in August. Private owners at Cu Nim (only ten ships this year) flew some 240 flights for about 500 hours total time. Unfortunately, one Ventus was sold out of the club this year and two other local ships, a Pik-20 and HP-18, are still up for sale. A sad trend has been developing, but hopefully the up and coming crop of promising new students will be reversing the decline.

The ongoing airspace debate continued through 1998, with apparently little gained on our side with respect to changing the new restrictions. Cu Nim now lies within an 8000 foot ceiling, which gives way to 10,000 feet about 6 miles south (30 nm out), and 12,500 feet a further 5 miles on (35 nm out). Although the season did not afford many opportunities to test our relationship with Calgary Terminal, my experience was that with accurate location description, and fluent radio communications, controllers were able to allow access

both into and out of the zone. The club still has a policy to attempt to negotiate a change to a more realistic airspace geometry.

The unfortunate accident with one of our Jantars, *Fruit Juice*, has placed us in a position to re-evaluate our fleet and to purchase a replacement ship. The discussion of what ship will replace the Jantar has been ongoing, and the decision at the November club meeting was to purchase the Std Cirrus, *Jolly Miller*.

Apart from flying, the year has been a very successful one for Cu Nim. We were able to discharge the entire debt associated with the purchase of the airfield in 1992, and we are now able to look to the future without any burden of mortgage. Much gratitude is owed to many past members, who with their vision paved the way and made ownership possible. Now, the club is in a position to afford a serious look at establishing a clubhouse, and it is anticipated that this winter will see the crystallization of previous discussions and planning for some comfortable facilities at the airfield. Perhaps the outhouses will be a fixture of the past, and we'll be able to enjoy a relaxing BBQ on the deck, after a shower, with a cool drink on a hot and dusty day.

So, on to winter, wax the skis, and look skyward for those first cumulus clouds of spring. They are not that far away!

**Mike Glatiotis**

### ***Edmonton Soaring Club***

In our foolishness the club has purchased a couple of hand-held radios. The thinking being that radio communications with airborne gliders may, crazy as it seems, have some unforeseen benefit in the future. At the moment the likelihood of realizing any benefit seems remote, as we seem unable to integrate the radios into any actual in-flight use whatsoever. Still, they look good if you carry one around the field. Seeing the success of this program we are tempted to buy a few hand-held GPS and install in them turnpoints like the beer fridge and where I left my keys.

Total membership is up 6% from 1997 and we have had a total of 910 flights to the end of October. Encouragingly, the student membership rose nicely from last year and we had 12 students flying this year. Of the twelve, four reached solo standard and congratula-

tions go to Ernie Smith, Don Tessier, Doug Watt, and Loretta Puckrin.

As for my brother and I, we have managed to add 20% to the total flight time of our SZD 59 bringing the total flight time to a whopping 25 hours. Let's see ... club membership plus insurance plus tow fees divided by time flown equals ... OH MY GOD! Ah well, there's always next year.

So ends another season at ESC. Not a great year for cross-country but looking at the other stats it wasn't the worst year either.

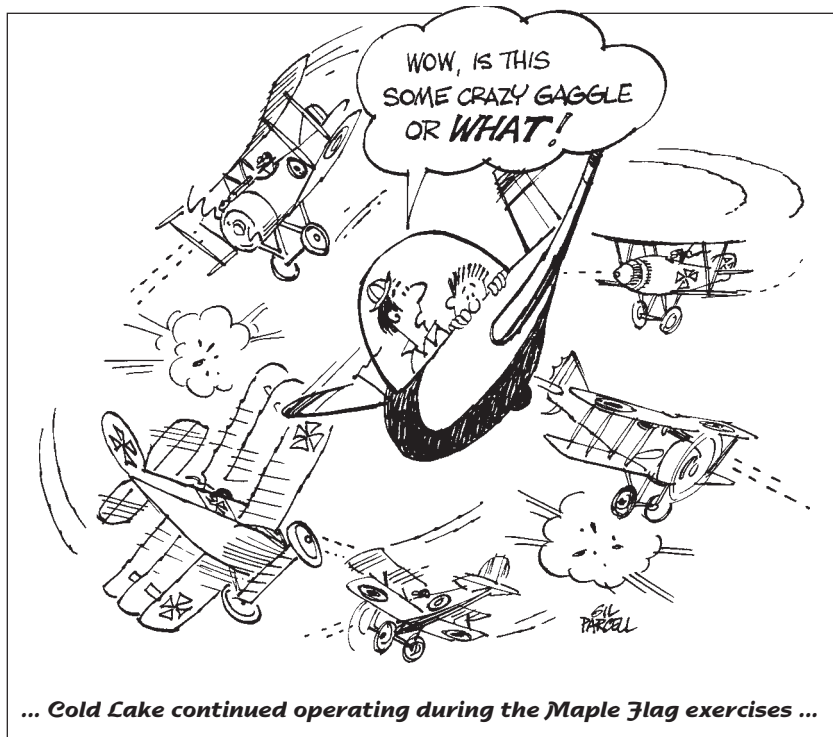
**Mike Freeland**

### ***Cold Lake Soaring Club***

The 1998 soaring season was an incredibly average go for CLSC in comparison to recent years. Our club membership dipped slightly to 20, which included about a 30% influx of new members. We logged over 220 local flights despite the loss of our Twin Grob and the grounding of our Blanik for a month during the height of the soaring season.

On the plus side, we conducted 72 famil flights and we are now equipped and trained to do autotows. On the minus side, no badges at all were completed. Finally, I would like to thank our CFI, Paul Frigault, for his unwavering dedication and leadership during this challenging year.

**Doug Stroud**



## ASC Executive Meeting Summary

The minutes from the meeting held on 6 Feb 1998 were reviewed and action items discussed as follows: A waiver has been received by the ASC from the Royal Canadian Air Cadet Gliding Program concerning their use of the Cowley Airstrip as requested by ASC. Tony Burton also reported that Major Eric Steffenson contacted him on the number of flights and use of the Cowley airstrip by the RCAC Gliding Program.

Direction signs for the Cowley camps have been manufactured by Al Hoar and were used at Cowley this summer and fall. They are removable to avoid attracting undue attention to the field as well as avoiding the issue of permanent signs being placed on the MD property.

A reminder will be sent to all clubs to sign up as many new members as possible, including day members and interested people so we can break 1000 by the end of the year. A standard day member form was provided to the clubs in March to assist them in recording address data.

**Finances** Al Hoar presented the statements from ASC bank accounts along with the current balance of the accounts. Discussion surrounding the distribution of statements determined that all members of the ASC Finance Board should receive the statements. Al Hoar will ensure that statements are copied and sent as required. Proper signing authority had not been registered with the bank for the members in Edmonton, however this should be accomplished in the near future.

Significant liabilities remaining for 1998 include publishing of *ASCent* at \$1000-\$1500 depending on quality and an Executive Director payment of \$2500.

A statement of the tax advantages for donating back travel claims etc. by pilots to ASC will be published in *ASCent* to continue the encouragement of donating these monies.

Jack Towers mentioned that ESC is negotiating with the Girl Guides of Canada to provide 160 flights during their Jamboree in Edmonton. Cu Nim is also talking with the Air Cadet squadron in Okotoks to provide up to 80 flights for their members. The usual youth flight subsidy of up to \$15.00 per flight provided from ASC would well exceed the budget for this program. Further discussion is to occur by the Executive as details of these flights are firmed up.

**PCK maintenance** A quote by Gary Hillman for recovering the wings on PCK was presented. It was determined that the work is required. The total quote

is \$8100 (with labour being \$5400 of this total); however, as CASC has volunteered to help with the work, the actual cost should decrease significantly. A motion was passed to have the wings recovered using CASC help and that this work is to be completed by 31 March, 1999.

**Tow charges** An ASC member was concerned about the charge for ASC tows. These prices were set with several factors taken into consideration. The policy has been to have ASC tows \$1 more than the maximum club tow cost, and through evaluation of the club prices, this is the case today. In part, this is to support the ferry costs of towplanes to events. Also, ASC will not undercut the charges of a local commercial operator if we have PCK on his "turf", thus taking business away from a unique service provider for soaring pilots in Canada (ie, Golden or Invermere).

**Mountain Soaring Camp** Mike Glatiotis wrote to offer organizing another camp at Golden in 1999. This will be discussed at the planning meetings.

**The Woods court case** David McAsey reported that the impact statement concerning Barry Woods needs to be prepared by week's end and he is requesting input from the executive to assist in preparing this statement.

*John Mulder, secretary*

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## ASC planning meeting

The first planning meeting for 1999 was held at the Aerospace Museum in Calgary on 14 November. A small crowd spent 3 hours talking about the events ASC has on tap for the coming year and to block out the schedule. It is too early to date some of the events; this will be done on the morning of the ASC AGM.

So far the tentative schedule for the big events is:

ASC AGM (see ad on p19)	Nisku Inn	6 Feb
Spring Soaring Seminar	Edmonton	13 Mar
Mountain Soaring Camp *	Golden	5-13 June
Western Instructors Course **	?	?
Cowley Summer Camp	Cowley	24 Jul-2 Aug
Provincial Contest	Cowley	27-29 Jul
Wave Camp ***	Cowley	7-11 Oct

\* Contact Mike Glatiotis to confirm interest - 282-6171, [mglatitot@cadvision.com](mailto:mglatitot@cadvision.com)

\*\* Depends on interest, probably Cu Nim - contact Terry Southwood, 255-4667

\*\*\* Possibility of having a towplane for a pre-wave camp weekend if forecast and interest is good.

# ODDS & ENDS

## Do your spring inspection in the winter

At the end of the season, we pack up our equipment and plan to wait out another long winter dreaming of the spring that will follow. If you are like most of us, you pack your equipment away and plan to have it inspected in the spring in preparation for the new season. But wouldn't a post-season inspection also be valuable. A very careful and detailed inspection may reveal damage that had gone unseen, or parts such as bearings, rod ends, etc. that have worn during the season, and could be replaced now while time is less pressing. Whether you do the inspection, or have an AME do it for you, the end result will be an aircraft that is ready to fly when the season begins again. Also, with most glider parts difficult to find, and also costly, by inspecting your glider before you store it, you may provide yourself with the time to source and cost parts, ultimately saving money.

John Mulder

## Soaring simulator

If you would like to try something different this winter, I have found a soaring simulator on the Internet that has a free downloadable demo, and which also provides the order form for the full version. The website is <http://members.aol.com/umilde/sfs.htm> and the site also has links to several other soaring pages with articles and pictures.

## 33 knots up !!

Gavin Wills  
*from the Southland club newsletter in New Zealand*

... on Sunday however, she blew. The fledglings chirped around trying to talk the wise heads into flying but after a test circuit in the Cub this wise one declared himself grounded. Aloft the wind was over 80 knots. Further north at Omarama, however, Theo Newfield, that cagey old eagle, got airborne in the gale and smashed his own world record — 500 kilometres out and return at an average speed of 216 km/h!

He flew to his start point near Mount Cook in Alpine Soaring's ASH 25 with co-pilot Alistair Malcolm and around 3:00 pm at 17,000 feet they started. (The new rules require them to finish within 1000 metres of their start height.) The ride south through the Mackenzie Country was very rough and the wave broken.

In the lee of the Dunstan mountains however it improved and approaching Waikaia, one wave length downwind of Five Rivers, the air became smooth and powerful. Here, over a 28 km stretch of mountainous terrain and while maintaining an airspeed of 210 km/h they gained 5000 feet of height! Surfing the huge atmospheric waves was exhilarating!

The southern turnpoint near Mandeville was rounded in heavy sink and returning via Waikaia, they slowed for one of only two climbs on the whole journey. But what a climb — it averaged 33 knots up!!

Back in the Mackenzie Basin the wave was again rough and broken and near Twizel in 32 knots of sink they lost 5000 feet in seconds. At 9000 feet they thought their world record attempt was over. However they found the Ben Ohau wave again and raced on to their start/finish point to average 216 km/h for the journey! Not bad for a late Sunday afternoon jolly — 500 kilometres in about 2 hours and 20 minutes!

But what was the most remarkable thing about this flight? — That day there were no clouds marking the path way through the sky; no familiar lenticulars and/or rotor clouds. The whole flight was made in blue wave by feel and experience. Well done boys!

## Remember the Gemini?

Dave Marsden in Edmonton sold his two-place variable geometry wing *Gemini* homebuilt in 1996. Its new Kansas owner, Gary Osaba, has been campaigning it over the desert in search of multiplace records. This glider holds the Canadian 500 kilometre triangle speed and triangle distance records with a flight in 1986 by John Firth with Dave Webber (the same great day out of Chipman that Ursula flew her 607 kilometre straight distance record in the Ka6 — talk about competition).

Gary Osaba is the designer of the ultralight *Carbon Dragon* sailplane. He is famous for flying and writing about using it in the microlift conditions that exist in the first few hundred feet above the ground which can only be utilized by very low sink rate gliders. See the article on this phenomenon in *free flight* 1/95. In a recent article in the *Sailplane Builder*, Gary writes:

"Here's a little update on our journey to central Nevada with the experimental homebuilt Gemini. Since bringing it back from Canada, I have slowly been working on some modifications and refinements. Polar data flown early this season indicated that we have been able to improve its performance over the entire speed range, with the most dramatic improvement of 14% noted in the minimum sink configuration when the

variable geometry slotted flaps are extended, and a 9% improvement in maximum glide performance when the flaps are retracted. I've also become familiar with its rather unusual characteristics, and have been able to carry over some of the unique flying techniques I have learned in the Carbon Dragon (which was my postulation and hope), both of these sailplanes having wings with a high coefficient of lift of 2.0 or greater.

For the past several months, I have been downloading archived meteorological data for the central Nevada region and studying it. And since the onset of the soaring season, I have been obtaining and learning from current meteorological data in order to get a feel for the region before we would arrive here. Now it's time to see how this variable geometry design stacks up in some good conditions. According to my calculations, it should be capable of flights exceeding the current national records for this category.

The Open multiplace class has seen rather slow progress until the past five years or so while everyone seemed to be concentrating on 15 metre, Open single place and Standard class achievements. However, in recent years, Jim Payne in his beautiful ASH 25 (25m span), others in Nimbus 3 and 4 DT's (25+ metre spans) and now Tom Knauff in his relatively new Duo Discus have been aggressively setting new marks for this class, and they have been impressive.

Whether it be the fact that these contest-ready ships can cost in excess of \$180,000 or that many of these pilots have the luxury of flying nearly every day from sites that can prove to be fantastic (the Owens Valley for Jim; the Appalachian ridge wave for Tom), it appears to be a daunting task. But I am convinced that with Tonopah, Nevada being a good site, with the one-of-a-kind homebuilt Gemini (which qualified as a vintage glider this spring), and with some of the tricks this kid has learned back in Kansas, we'll be able to give these guys a run for their money."

Gary goes on to describe two weeks of record attempts in relatively so-so "you should have been here last month" desert weather which nevertheless gave him astonishingly fast flights for portions of his flights. His best effort was a 300 kilometre O&R speed record attempt which was completed at 88 mph (141 km/h)! Some data from the flight:

flight time, launch to landing	2:44 h
maximum altitude	17,642 feet
max sustained average lift	1480 ft/min
max short term lift	2740 ft/min
total circling time	14%

On that day, it appeared that he had broken the US record of 83 mph which had been set in 1983 by Tom

Knauff. However, in notifying the SSA of the claim, it turned out that Tom also had made a claim for the same record with an even better speed earlier in the year which was accepted.

Tony Burton

## De-certifying gliders

Some of you may have heard that Transport Canada is discussing the possibility of de-certifying aircraft. I'd like to present some information on that issue. The situation has arisen where owners of older aircraft can no longer obtain parts, so they requested help from TC to allow them to build parts and maintain their aircraft. This is how the de-certification issue began.

All aircraft in Canada are required to have a Certificate of Airworthiness (C of A). Unless your glider is amateur built or an ultralight, it will have a Standard C of A. The C of A is issued by TC and indicates that the aircraft meets the requirements of its Type Approval and is airworthy and safe for flight. The C of A will become invalid whenever maintenance is due on the aircraft (snags or damage, annual inspections). With certified aircraft, an AME is required to certify all maintenance to continue the validity of the normal C of A. Amateur built aircraft have a Flight Permit which allows the builder/owner to certify the maintenance. De-certified aircraft will have a special C of A. This will allow the owners of these aircraft to also complete their own maintenance and certify that work. The draft list of aircraft for de-certification that I have seen includes all gliders as well as most piston powered aircraft below 12,500 lbs. This would allow clubs to de-certify their towplanes as well. One part of the new regulation, if it is approved, will not allow de-certified aircraft to perform or be used for commercial flight.

There are several concerns with this process such as re-certification if the owner so desires, the impact on insurance and public liability protection, as well as several others. (*An update on this subject appears in the next (6/98) free flight. Tony*)

John Mulder

## † Willi Muller

Willi Muller, a pioneer of hang gliding in Canada, was killed in July in a paragliding accident at a competition in Chelan, Washington.

Willi started flying hang gliders in 1971 and founded Muller Kites Ltd. in Calgary in 1973 (now Muller Hang Gliding and Paragliding). Between 1973 and 1978 Willi designed and manufactured about 800 hang



gliders. He and his wife Vincene moved the business to the top of Cochrane Hill in 1985 and developed the hill into a world class hang gliding site.

Willi is the reigning Canadian Hang Gliding Champion (1997). He also held this title in 1983 and 1989, making him the only person to be champion three times. In 1993 he was Canadian Paragliding champion. Willi's total time in the air would be in the many thousands of hours. Willi also set many World and Canadian records in both Hang Gliding and Paragliding. Four of those records are still held by Willi despite the best efforts of his many flying friends. Willi travelled the world representing Canada in competitions in places such as Japan, Austria, Brazil, Switzerland, Australia, USA, and Israel.

Willi was also a senior instructor for both hang gliding and paragliding with the Hang Gliding Association of Canada. He held a private pilot licence and an ultralight licence, and was also an ultralight instructor.

When the weather didn't suit flying, Willi spent his time skiing, iceboating, and more recently, snow-boarding in the mountains and skateboarding down through the newly paved Glen Eagles. He was a founding member of the Alberta Skeleton Bobsled Association and head instructor of the Skeleton school from 1987 to 1992. During the 1988 Calgary Winter Olympics, he was Chief of Start for the bobsled events.

Willi Muller was a true pioneer within his branch of aviation and he introduced thousands of people, including many present sailplane pilots, to the joys of soaring flight. A memorial tribute, attended by close to a thousand people from across the continent, celebrated his life and his jovial influence on us all with words, images, and music. Although Willi will be greatly missed, his memory has left all who knew him a bit stronger, having seen what a truly free and happy spirit can accomplish.

Mike Glatiotis

## The effect of paper "weight" on X-C

This spring saw the introduction of a new class of Canadian records — the Club category. It was formed to create a set of records more easily achievable by solo pilots flying the lower performance gliders that are typical of gliding clubs. The category is open only to pilots flying sailplanes having a handicap of 1.00 or greater, and the record flight performance itself has your sailplane's handicap incorporated into the published record value.

The response so far has been thundering silence.

It is obvious that badge and record flying, at least in Alberta, is at a low ebb right now. To a lot of people, the hassle isn't worth it. They argue, perhaps rightly, that the rules are too complicated, the evidence requirements are too demanding, and there's too much paperwork.

It won't convince everyone, but if we want more badge and record flying, we obviously have to make it easier and more convenient for people to make the attempt. Look at the Provincial contest as an example. It used to be run at Innisfail every year during the May long weekend. As Innisfail became less and less convenient, interest in the contest almost died. But make it easy to attend, keep the rules simple, and suddenly people are eager to take part again.

If we want an equivalent response to badge and record flying, people will need more than just encouragement:

- 1 People need help in choosing a suitable task for the day. New cross-country pilots (and often some of us older ones!) tend to find this a bit baffling. Add in a whole set of record categories and the need for help becomes obvious.
- 2 Pilots need to be lead through the necessary preparations — what exactly has to be done with a camera and barograph (or GPS) and a declaration? Really, it turns out that it's not that complicated — just don't do it on the spur of the moment and expect to get it right.
- 3 Then, if the flight is successful, pilots must be helped with the follow-up paperwork. Yes, it takes a bit of time, but so what, look at what you have accomplished!

If we want to promote the sport and achievements of soaring, then I think we have to roll up our sleeves and pitch in to help the pilots who are willing to try.

Terry Southwood, ASC Sporting chairman

*Good points. Everyone who has a badge as a goal should be given all the help the club and the local experts can provide. Paperwork IS necessary though; badge and record flight standards must be preserved, otherwise what is their worth? But pilots must also help themselves (by reading the Badge & Record Flying guidebook) to prepare for that great day. You plan ahead to buy groceries — what makes you think that achievement in this sport requires or deserves any less consideration? Winter is the time to do it — the spring boomers won't wait. The best thing about the Club category records, at least for a short while, is that any decent cross-country flight will automatically be a distance and speed record if it is documented correctly. Your name will forever be emblazoned in Canadian soaring history; what more could you wish for?! Tony*

## ASC Treasurer's update

### Al Hoar

Rather than a detailed financial report, this is a general descriptive report of the financial affairs of ASC. Look forward to a detailed report at the ASC AGM. For simplicity I will report here our cash position. There are no large bills outstanding. We started 1998 with about \$10,000. Now we have cash in three forms:

- Operating account: \$2840.88 at the credit union as of 22 November
- Capital account: \$28,073.66 total
  - at the Royal Bank, \$1,904.12 (after deposits from the Donation (Sports) Fund.
  - as an investment, Royal Canadian Money Market Fund, \$26,169.54

Expenses for 1998 have been low. Expenses for the Nationals were low because only one pilot from Alberta attended. Expenses for the Provincials were low because the contest was held in conjunction with the Cowley Summer camp. There have been no huge expenses to do with maintenance of PCK although there was one cheque for \$1055 for maintenance of PCK.

The Cowley Summer camp financial summary done by Tony Burton shows a surplus of \$1,373.23 from income of \$5,655.00 and expenses of \$4,281.77. The Cowley Fall camp, although small, also made a bit of money, \$910.19 from an income of \$1,475.00 and expenses of \$564.81. In both of these camps, the overhead expenses for PCK are not included – these appear at year end in the financial statement.

All of the day-to-day money transactions are being made by the Executive Director from the operating account as was agreed at the 1998 AGM. Two signatures are required on the operating account. Deposits from the Donation Fund go directly into the capital account. Two signatures are required for the capital account and they are different people than the operating account signatories.

In my view, this system of accounts has been working well and security is much improved over previous years.

The major risk which could cost ASC a lot of money is of course major maintenance to PCK. We have so far in 1998 been able to increase our capital quite rapidly but I would not consider that we are quite yet in a comfortable financial position. However ASC's financial future is not threatened as appeared to be the case to members around this time in 1997. \*

### How to get a charitable tax donation through ASC

This is a reminder to Alberta pilots that if you have any money to give to a charity for this tax year, please consider giving it to the Alberta Soaring Council to do both yourself *and* the ASC a favour. This can be done through the Alberta lottery foundation fund set up for this purpose. When you consider that you get a 43% tax write off after \$200, it is worth a serious thought.

Here is what to do (you'll have to be fast for this year):

- a. write a cheque to the **Alberta Sport, Recreation, Parks and Wildlife Foundation**,
- b. attach it to a form letter using the text below,
- c. mail it to the ASC vice-president, David McAsey, *not* the Foundation.
- d. do this soon so that the cheque gets into the system before 31 December. That's all – thanks.

#### Donations form letter

*your name and address*  
*date*

Alberta Sport, Recreation, Parks & Wildlife Foundation,  
Adopt-an-Athlete Program/Donation Fund,  
Alberta Community Development,  
#905 Standard Life Centre,  
10405 Jasper Avenue, Edmonton, AB T5J 4R7

Attention: Colleen Dec

Dear Madam:

Enclosed please find my cheque in the amount of \$ , being an unconditional donation to the Donation Fund.

This donation is made without any express or implicit conditions, and without any right, privileges or personal benefit accruing to me or my immediate family as a result of this donation.

Without limiting the unconditional nature of my donation, I would suggest that support be provided to the Alberta Soaring Council.

Sincerely,

*signed*

*awards luncheon  
& ASC Annual  
General Meeting*

*6 February 1999*



**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 955-3078  
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 1999 activities: mainly confirming our major activities like the provincials, the Cowley camps, a mountain soaring camp in Golden if there is enough pilot interest, and another great pre-season Soaring Seminar in Edmonton.

**Awards luncheon 1200**

Luncheon ticket \$8.00  
soup & sandwich & dessert

**Presentation of provincial honours 1315**

**Annual General Meeting 1330**

- approval of the minutes of the 1998 AGM (refer to the 1/98 ASCent)
- 1998 executive & committee reports
- 1998 financial report
- 1999 budget presentation
- old & new business, motions
- election of officers as necessary

Call John Mulder  
for questions & information.

*Call John Mulder to confirm your  
presence for the luncheon.*

*We need to know the numbers  
ahead of time. DO IT NOW!*

*730-4449 or*

*jamulder@telusplanet.net*

return address  
Box 1916, Claresholm, AB T0L 0T0

### ASC EXECUTIVE

**President** Jack Towers *jajoto@planet.eon.net*  
269 Burton Road H 430-7044  
Edmonton, AB T6R 1P5

**Vice President** David McAsey *mprsoar@agt.net*  
47 - 2300 Oakmoor Dr SW H 281-7962  
Calgary, AB T2V 4N7 B & F 281-0589

**Treasurer** Alan Hoar *hoarra@cadvision.com*  
6316 Dalsby Road NW H 288-7205  
Calgary, AB T3A 1M8

**Secretary** John Mulder *jamulder@telusplanet.net*  
141 Bergen Crescent NW H 730-4449  
Calgary, AB T3K 1J2 B 216-4051

**Executive Director** Tony Burton *free-flt@agt.net*  
Box 1916 B, H & fax  
Claresholm, AB T0L 0T0 625-4563

**Donation Fund** David McAsey – 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** John Mulder *jamulder@telusplanet.net*  
141 Bergen Crescent NW H 730-4449  
Calgary, AB T3K 1J2

**Cold Lake** Doug Stroud *dstroud@telusplanet.net*  
Box 4517, Stn. Forces H 594-4862  
Cold Lake, AB T9M 2C2

**Cu Nim** Mike Glatiotis *mglatit@cadvision.com*  
2839 – 23A Street NW H 282-6121  
Calgary, AB T2M 3Y6

**ESC** Mike Freeland *mfreelan@compusmart.ab.ca*  
13611 – 102 Avenue H 453-3086  
Edmonton, AB T5N 0N9

**Grande Prairie** David Olsen *opusav@telusplanet.net*  
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Grande Prairie, AB T8V 1V8