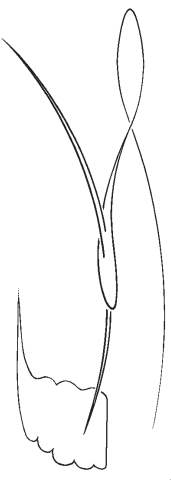


AScent

the journal of the Alberta Soaring Council



2010 Season

Notes from Phil

ASC Executive Director report

Phil Stade

THIS HAS BEEN A BUSY YEAR FOR ASC. Along with the regular annual events, two major initiatives were planned. One has been completed and the other continues toward its real beginning.

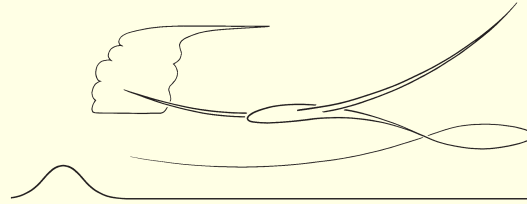
The first major undertaking for ASC was co-hosting the National Soaring Competition with the Soaring Association of Saskatchewan. This was the culmination of four years of planning and 'practices'. In 2007 ASC and SAS combined efforts in hosting the Western Canada Soaring Competition. North Battleford was to have been the location but the June monsoons of 2007 resulted in it being moved to the Saskatoon Soaring Club's field at Cudworth. Fortunately we were able to fly out of the North Battleford airport for the 2008 and 2009 regional contests so we felt quite at home inviting soaring pilots to the Nationals this year. As lead organizer I found that preparations for these contests used a lot of my ASC executive director time and I'm glad to be turning my attention to other tasks in 2011.

The second major initiative has been the purchase of a modern winch. The idea has been aired for years but the formation of the Yahoo winch design group in 2004 focussed the thoughts of a number of our pilots. An ASC winch committee was formed under Jerry Mulder's (CAGC) direction and he has been supported by Jean Claude (Cu Nim), John Gruber (Cu Nim) and me. Jean, David McAsey and I attended the 2008 SSA convention in Albuquerque, NM to view three winches that were being offered for sale in North America. It was evident that winch launching was getting a lot of attention all over the continent. Approval of a \$75,000 Community Initiatives Program matching grant from the Alberta Lottery Fund spurred on the effort but two more years of deliberation and detective work went by before we placed our order for a 2-drum Roman's Design winch. It can be viewed at <http://www.romansdesign.com/winch.htm>.

Beyond introducing our clubs to modern winching for training and general launching, my dreams for the winch include 4-5000 foot launches into wave conditions at Cowley and aerobatic courses and practice flights for a price that is much lower than would be charged for aero tows. We anticipated presenting the winch to our pilots at the 2010 Fall Cowley Camp but delivery delays have moved the possession date to 31 January 2011.

ASC was formed in 1966 in response to a need that Alberta pilots perceived for an organization to support soaring activities and resources. Tremendous thought and effort over the years resulted in ASC purchasing our provincial towplane, becoming the operators of the Cowley airfield and airspace, producing *ASCent*, our unequalled provincial magazine, and supporting our soaring clubs, competitions and competitors. All clubs → 15

ASCent the 2010 season



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A lovely spring day at Innisfail. Leo Deschamps takes his Nimbus, Extra Large, back to the tie-down area after a flight.

photo: Marcel Keays



The Alberta Soaring Council is the alliance of Alberta soaring clubs supporting the Soaring Association of Canada.

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Notes from John

SAC Zone Director report

John Mulder

THE SAC BOARD OF DIRECTORS met in Ottawa on October 22-24. A few items of interest are provided below. The minutes of the meeting will be available on the SAC website in the near future.

COPA update As many of you are aware, SAC moved our clerical and administrative activities from our own office to COPA last year to allow Jim McCollum a well-deserved retirement from the position of Executive Director of SAC. Although this change has created a few challenges, the first year of transition is complete and the membership will begin to see some of the benefits of this relationship with COPA along with cost savings for our organization. The first, and most visible change, will be how new memberships and renewals will happen within days of the office receiving the information. More information concerning membership is described below. We are also hoping to provide some cost savings for supplies and products through our relationship with COPA.

SAC 2011 AGM The 2011 SAC AGM will be held 19 March at the Hotel Château Laurier in Quebec City, close to the old city. In conjunction with the AGM, seminars will be held with Transport Canada for instructor refresher with concurrent sessions on beginner cross-country on Saturday. Sunday will have more instructor refresher seminars with the use of the SAC simulator. A scenic location and informative weekend for all who attend!

Is there an Alberta club that would like to organize the AGM for 2013 when it is slated to come west again? I would like to present a location at the AGM, so please discuss this with your clubs.

Membership changes At every SAC board meeting I've attended, Alberta membership is an agenda item concerning late submission of names and fees. One solution is the development of a page on the SAC website to make submission of names easier. The intent is for the club officer responsible for membership to have password access to the page and be able to upload membership info weekly. Once the SAC office gets the member name, a membership letter and card will be produced and sent out. There will be a form template that can be downloaded, completed and uploaded back to the website.

Remember that current membership is required to fly any SAC insured aircraft. Clubs should also submit SAC fees to ASC (Phil) on a *monthly basis* throughout the season so they can be forwarded in a timely manner. An important reminder... all SAC dues need to be sent through ASC as this affects our provincial

ASC funding. PayPal will also be a new option available on the website for payment of any sales transaction with SAC.

SAC Website The SAC website continues to be the best resource for clubs and their members to find forms, documents and news related to soaring in Canada. The documents include much of the training information prepared by the Flight Training & Safety committee and reports from the many other active SAC committees, *free flight* archives (very informative!), bursary and trophy applications, and news related to soaring. Many of the news items are from clubs that are promoting their activities and achievements.

If you have some news, an achievement or recognition, put it together and get it on the website. We are responsible for our own promotion and the SAC website can be an avenue to make contact with those interested in the sport. It is also an opportunity to brag to the rest of the soaring community! Please help keep the website fresh and interesting by adding your content.

Under the Contacts and Services tab on the website you will find a list of the many committees and associated contacts. Air-space, Air Cadets, Insurance, Medical, Contest Letters – the list goes on. If you have a question or need assistance, these people are the experts and have volunteered to help with your questions and concerns. You may also contact me and I will find an answer or direct you to someone who can help.

SAC Youth Bursary Program This program was again successful in 2010. It provides funds (up to \$500 provided by SAC with matching club funding) that are available to youth. The application is available on the SAC website. An excerpt from the application follows:

If this application is approved, the above named club agrees to provide funding to the above named applicant in an amount equal to the SAC Youth Bursary – maximum amount \$500 SAC and \$500 club – all SAC and club funding to be for flying costs (tows/glider rental, etc.) and not for membership/administrative fees. All funding must be provided within the calendar year that this application is approved by SAC.

In many ways SAC is no different than ASC or your club. As such, your input is how the organization can change and improve to meet your needs and expectations. Please provide your suggestions and feedback so SAC can continue to move in the direction that meets the needs of our membership. If I can help you voice your idea or concern, please send me a note or give me a call.

Defining success

What makes a Cowley Summer Camp special?

Phil Stade, Cu Nim

ONE OF THE HAZARDS OF OFFERING A VARIETY of options is that it invariably dilutes the intensity of any given option. It appears that the Cowley Summer Camp experienced this effect in 2010. It was a good year for soaring choices. In Alberta each club offered cross-country weeks as well as student weeks. There was one instructor course held at the Edmonton Soaring Club and two Cu Nim pilots took in the instructor upgrade course at Hope with the Vancouver Soaring Association. ESC hosted the Regional Competition and ASC and the Soaring Association of Saskatchewan put on the Canadian National Soaring Competition at North Battleford just a month before the camp.

Many prairie pilots participated in these events, as a result, the number attending the camp was down from other years. One hundred flights were flown by 30 registered pilots. Flight times didn't get much past 5 hours and the highest only got to 22,140 feet. That led me to ask if a smaller camp with 30 pilots and less than booming conditions could be considered successful and how would that success be defined?

After the camp, several friends asked if I had flown much. I understand this is their attempt to connect with their impression of my reality, which my wife summarizes as "all conversations lead to flying." In spite of that, it got me thinking. A quick count showed that I had made 27 flights. Of those, three had been on my own in single-seat aircraft and the rest were dual flights with students and intros.

None of the flights were high, long or technically difficult, but a few of them had been both memorable and particularly satisfying. I decided that examining those special flights and asking other pilots what it was that makes flights memorable for them, would give me some insight into what constitutes a successful Cowley Summer Camp.

Two of my flights stand out for me. The first was in our club Jantar. Conditions were weak and the wind was light from the southeast. My intention was to scratch my way up and over to the Livingstone Range to see if there would be enough ridge lift to get me to the top. The thermals were tight and patience was



Phil Stade

needed to get an extra 1000 feet over release height. With that to work with it was a matter of tip-toeing toward the Ridge. The reward was a beautiful, up-close view of the rocks at 7000 feet with the ridgeline another 1000 feet above me. By staying in close to the rocks I was able to maintain altitude but each reversal in direction meant a loss of altitude that had to be clawed back on the run along the rocks.

The second memorable flight was with Kary Wright in the Cu Nim ASK-21. Kary flew aircraft about 25 years ago before the accident that resulted in his quadriplegia. Kary was on his sixth instruction flight and based on his previous flight experience, he re-arranged the cushions behind his left arm so that he could better operate the rudder hand control. He had tried flying a bit of the tow on a previous flight while the instructor took care of the rudder inputs throughout the flight.

His hope in taking instruction was just to enjoy being in the air again and to control some of the flight. On this flight I offered him the option of controlling the take-off and he enthusiastically took on the challenge. To say that his flying performance exceeded his and my expectations would be to grossly understate his success. He had complete control of the aircraft, with the exception of operating the spoilers on approach, from before take-off to about 1300 feet agl and from about 500 before release from the towplane until the aircraft was stopped on the ground. Kary demonstrated good speed control, moderate banked turns and a well executed circuit. → 9

Ignorance is bliss

If you don't know you can't do it, nothing can stop you (how to get your licence in 4 months)

Conrad Lamoureux, ESC

WHERE HAVE YOU HEARD THIS BEFORE: "I've always wanted to fly." That was my case also on a sunny Friday morning, 10 July 2009, when I called ESC and Bruce Friesen answered, who informed me that Fridays were actually for members and not fam flights, but if I came out I could probably get a flight, then he begged off the phone to get back to frying eggs. My workday came to a screeching halt then to gather the things I needed and head out to Chipman, 30 minutes from my office.

I met Bruce at the flight trailer. After introductions he took advantage of my slightly frugal side and sold me a three flight pack rather than the single flight. Bob Hagen got ready in the Pawnee and Guy Blood strapped me in the Puchacz. A rope was hooked on after some peculiar rituals, the canopy lowered, and Guy started telling someone to take up slack – it was about that time I was wondering what the hell I was doing here!

Other than being in the back of a four-seat Cessna years earlier, I had been in nothing smaller than an airliner. Guy instructed me to pull the release and, after convincing myself the wings wouldn't fall off, the task was done. Being speechless is about as close to describing the flight as is possible. After a little instruction and hands-on experience we were on the ground about 30 minutes later, about two hours too soon. I wanted back in that sucker immediately, but Guy left in his glider and Bruce had taken off while we were in the air (not realizing then he wouldn't be back even for Chipman pub time) and I was left with Bob gently explaining, again, that Fridays were actually for members to get in some personal flying. Watching the sky and coming to the realization that no one was coming back, the next two flights of the 3-pack were put off until Saturday morning.

Friday night was mostly sleepless, but after a restless wait through the dawn and a stop at Tim Hortens for a bulk container of coffee, I was on my way. One of the first things that happened Saturday morning – after offering the coffee as a bribe for acceptance into this hallowed group – was Bruce eyeing the bladder from the coffee container, then asking if he could have it when empty. Agreeing was no problem, but what he was going to do with it piqued my curiosity. No further explanation is required and I have just bought another for myself!

And so it started. Sunday I wrote a cheque and joined the club. Gary Hill told me that to get it done quicker, be at the field



Dennis Zwicker

every time possible when they're flying. I took that to heart and by the time fall came around some eyeballs were rolling to the back of some heads. I once said to Wayne Watts that this was better than sex; he didn't agree but did state that it was pretty good nonetheless.

One huge fact must be brought up before this story blabs on. The price of membership and rental seemed very reasonable to start, then I was surprised to learn that the instructors and tow-pilots are volunteers, and that the rental costs are capped at the membership price. Every time I turned around the deal got better. The quality of instruction is fantastic, every instructor giving the needed basics of flying to the rookie, but to me the chance of flying with the many different people brought different points of view and favourite things they liked to focus on, everything going, I think, towards a well-rounded student.

August brought a flying week at Chipman and an opportunity to bug the hell out of the instructors. Bob mentioned to Dennis Zwicker and me that we should get our paperwork with the government done. By the way, Dennis was as guilty as anyone for the wear and tear on the Blaniks. If one was empty, we raced to see who could jump in first. Waiting for the documentation was nerve wracking, as I thought solo flying was in the cards, thus fulfilling my goal for the year.

Flying week passed, and on into September we went, intruding on the flying that our instructors would have liked to do themselves, I'm sure.

Finally! There it was, the paperwork to go solo that I thought was imminent. So on 11 September, Bob and I climbed into the glider for what was hoped would be an impressive flight to cut some apron strings. My first mistake was staying in a thermal that didn't exist, getting too low even though I was close to the high key area, then doing a full circuit and just getting down to the runway, spoilers closed and having the ground effect keep me aloft till Bob prodded me to open the damn things before we ran out of runway. It was devastating, all that work to blow it at the exact wrong moment.

A sense of belonging

Pablo Wainstein, Cu Nim



David McIntyre

FROM AN OUTSIDER'S POINT OF VIEW, the sport of soaring might look as just learning how to fly a glider and stay aloft the longest time possible. However, although Pilar and I are fairly new to the sport, we have been able to realize that soaring means much more than this. It is a community of people who not only have a common passion to fly and who work as a team helping each other to accomplish goals, but also grow in experience based on what oldtimers have done before. As such, I feel there is a deep sense of belonging to a history of dreams, sacrifices, effort and accomplishments that extend for decades within the skies of southern Alberta.

One way or another we all owe much to those pilots who first took off in the late 1950s from Cook's airstrip near Pincher

Creek and, after seemingly no-end tows, explored and soared along the Livingstone Range for the first time. This is exactly the sense of belonging that we wanted to pursue on the climb.

To my surprise, when I sent out an e-mail asking for indications of how to climb Centre Peak, Mike Crowe and Tony Burton had already started thinking that it was time to climb the peak again. Tony contacted Monica Field and her husband David McIntyre who live in the vicinity of the peak and have climbed it several times before. E-mails went back and forth and after some arrangements we decided to make the climb on 26 July. The climbing party was Monica from the Frank Slide Interpretative Centre, David, Mike Crowe with his daughter Kiriana, and Pilar Cifuentes and me (left to right in above photo) from Cu Nim.



David McIntyre

Above, looking west on the way up at about point X on the photo below. Our descent followed the scree slope just in front of the base of the range (to the north of Centre Peak) where you see a big patch of snow on the left hand side.

where we turned north for several kilometres until Township Road 90A, here a slight left turn has to be made in order to follow Range Road 31B. Not too much further north we left the public road and enter a private piece of land to the west. Monica knew the owners, who granted us vehicle access to drive on their road for about a kilometre towards the west where we parked the cars.

Boots tied up, camel bags prepared and poles set up, we started the climb around 9:45. The first 200 metres of the trail requires a little bushwhacking until you arrive at a long strip of clear cut that runs straight upslope, and I *really* mean straight upslope! Mosquitoes and flies were quite active that day and I felt like I was a walking mosquito feeder. We did have repellent on, but it seemed we were so sweet a group that we were just irresistible to the bugs.

Seen from down below, the clear cut seemed quite a hike until it gets to a shoulder on the mountain where it flattens a little. Although if you pace yourself, the climb is not too hard, the fact that the clear cut is straight uphill and the hike has just begun, makes it look harder than it is.

Often when I climb long stretches, my mind begins to wander from the monotony of making one step after the other. There I was, thinking again of some of the stories I have just read about the first wave flying in the area. Deep into a daydream of flying high altitude wave flights I have not yet had the chance to fly, I found myself watching an eagle soar north of us. What a master



Pablo Wainstein

The day of the climb we left the Cowley airstrip around 8:30 am to meet at Monica's place. It was a perfect day to hike. Skies were blue, although there was some cloud development above the ridges. The day was not too hot since there was a slight east breeze blowing. We drove west on Hwy 3 until Range Road 30,



Looking north. The upper wind is westerly, but the "hook" in the cloud top shows the strong lee eddy on the Livingstone Range sweeping up the east face of the slope.

David McIntyre

of flying! Not much training or ground school required, just born to fly! Almost 20 minutes later I was on top of the clear cut and full of energy to continue. The day was getting hotter and everyone took the opportunity to drink some water and put on some more repellent. The trail continued almost straight towards the summit, but this time it goes downhill for a while until you hit a small canyon where vegetation turns denser. As we hiked along, David gave us all sorts of explanations about the local vegetation. Wow, he knows a lot! As a naturalist, he is interested in every topic concerning the natural environment. Flowers, geology, fauna, you name it. So, after walking, looking and smelling different wild flowers for half an hour or so, we arrived at a rock face where the trail changes from a vegetated environment to a loose rock alpine type of trail. The rock face was contoured to the right (north) until you arrive at its ridge which climbs towards the summit.

The hike at this stage turns slightly harder since the slope has increased and there is more loose material and it's easier to miss a step and slip. The ridgeline runs in a southwesterly until it flattens just before you reach the final approach at a saddle located along the main summit ridge.

There was quite an increase in wind strength when the main summit ridge was reached. From almost no wind, surrounded by mosquitoes and flies, we arrived at a very windy ridge where the clouds made all sorts of interesting swirls around us. I then understood why glider flights close to such ridge lines can be incredibly turbulent. It looks like you are inside a giant washing machine where the air flows around you in every direction possible.

From the saddle it is a short ten minute walk south until you reach the summit cairn. We arrived at the cairn at around 2 pm. We felt fine and everyone was having fun looking at the remainders of the cairn and the scenery all around us. (We learned later that the cairn has fallen down to some degree.) The prairies towards the east looked so vast and flat, the flatness being broken only by the Porcupine Hills.

Mike Crowe radioed Phil Stade who was preparing the ASK-21 to be launched for an overfly. Some minutes later, we saw its white silhouette approaching us. Phil and Matt Swain were on board. Unfortunately, the conditions were not too good for a low fly-by so we could only enjoy some high altitude passes, which crowned the climb and sealed the sense of belonging to a soaring community. After the airshow we climbed down to have lunch at the saddle. The body cools down and the mind relaxes after accomplishing the climb.

An hour later we begun our descent. This time the route was slightly modified and we followed a scree slope that runs northeast parallel to the rock wall ridge we had climb up some hours ago. The walk down was slow. The group had to be close together so that if we dislodged any of the loose rocks, they wouldn't have a chance to speed up downhill and hit someone.

Although everyone usually is concerned about the climb up, it's the way down that brings the problems and boggles the mind. Patience ... and more patience, that's what we all need. One step after the other, and soon we will be at the base of the slope. Everyone was fine although the signs of tiredness and the stress of climbing down the scree slope were beginning to be seen.



Yep ... we were ready for some rest and a cold drink! No, not so fast! We still had to go through the trees and down the clear cut we climbed up in the morning to get back to the cars.

Oh lord! It was then when my knees decided to remind me about their existence. Not good timing but they tend to be a little whimsical when it comes to needing attention. Some stretching and giving them a couple of minutes off work and they seemed to be fine again. The walk down the clear cut was eventless and we soon arrived at the cars at around 18:30. Everyone was happy and felt incredibly grateful towards Monica and David for guiding us through such a wonderful day. We had some snacks, and funnily enough after the hunger was settled, wishes turned into shower mode and, just like a horse trotting straight back to its stable, there I was driving straight to the showers which seemed nicer and nicer as we got closer.

The day couldn't have been better. Nice weather and a great group of people sharing a common interest in flying and a tribute to the soaring history of the Livingstone Range.

Route details Earlier climbs to Centre Peak were achieved following a route located on the west side of the Livingstone Range. One of our objectives was to document this eastern route so others can climb it in the future. The following coordinates were retrieved along the way with a Garmin GPS receiver set to UTM format and a datum of NAD83. Points are in chronological order following the ascent. Point 1 is the start of the climb and point 7 marks the location of the summit cairn. Before using these points, make sure that your GPS unit is set up in the correct position and datum format, if not, differences of up to 2 km may show up.

Point Name	UTM Zone	Easting	Northing	Ht (m)
001	11U	693296	5512763	1551
002	11U	692264	5512135	1797
003	11U	691220	5511707	1873
004	11U	691031	5511707	1928
005	11U	691155	5511382	2207
006	11U	691164	5511160	2349
007	11U	690956	5510719	2551

Defining success

from p4

What a thrill to be a part of such a satisfying flight. It was only 21 minutes long but this flight resulted in such delight and hope that it stands out as one of the best flights of my life. After the flight Kary wrote, "I thought I was thrilled about gliding before, but it has reached a whole new level now that rudder control was added. In the beginning I was hoping for fun rides and getting to guide the glider around as much as possible, but now I see that full control of the aircraft is within reach ... thanks! I've got some bugs to work out yet, but have no doubt that every flight will get better."

Ryzard Gatkiewicz had several interesting flights in his LS-8. One caught my attention so I called him to find out what it was that made that flight and flying at Cowley a success. He described the flight path starting near Centre Peak and proceeding north to the west of Black Diamond, south to near the USA border and back to a landing at Cowley for 4:23 time and 388 km distance. As he was getting close to west of Calgary, the clouds looked like they were going to be closing off the sky to the north but he decided to push on toward his turnpoint.

"At what point did you realized it was going to be a memorable flight?" I asked.

Ryzard said it was when he made the decision to continue in spite of the challenging conditions that he felt the flight took on a special nature. He suggested that flying at Cowley is always interesting because when a flight goal is set the variables of weather and terrain make it challenging in a way that flying at

any of our club fields can't equal. This particular flight has led him to plan a return to Cowley to scout out landing options throughout the mountains so that he can safely explore flying further to the west of the prairies.

What do these flights I described have in common that makes them successful and memorable? It seems that having a plan that stretches one's experience and abilities and uses the conditions to a greater degree than expected is the key. Cowley is a natural setting for such flights. It offers great thermic flying, the best high altitude airspace in Canada, low humidity wave, long distance cross-country wave soaring, mountain soaring, highly turbulent conditions, interaction with some of the best pilots flying and insight into their motivation and techniques. This variety provides the potential for a lifetime of satisfying exploration and ensures that students to expert pilots will keep coming back year after year. In other words, this is not your standard benign club environment.

Was this year's Cowley Summer Camp successful? Pilar Cifuentes would say so. On a training flight she climbed away from a 1000 foot release and landed five hours later after being out over the mountains twice and down to 900 feet half way through the flight. Karl Soellig from Vernon would say so. His five hour flight with Kerry Stevenson in the Duo Discus ZH was, based on the smile and superlatives, one that will always be remembered. Walter Mueller would say so. His flights in his 76th year of soaring and 90th year of life continue to intrigue, challenge and motivate him to keep coming back for more. Perhaps the great memories will be the lasting legacy of a truly successful Cowley Summer Camp. See you there in 2011!

Fall Cowley

Phil Stade, Cu Nim



Ab Fotheringham

WHAT A DIFFERENCE A YEAR MAKES! It was bound to happen – what goes down must come up. The average weather for the 2010 Fall Cowley Camp resulted in remarkable differences when compared to the snowed-out camp last year, as the 2010 temperatures and benign conditions were well above average. The result for the last six days of this year's camp was an average daily high of 20.7C warmer and an average nightly low of 22.1C warmer than last year. It felt good to roll out of bed in the morning and feel 10 degree breezes on our faces and wear tees and shorts in the afternoon. On top of that, we witnessed some of the most spectacular sunrises ever.

Thirty-four pilots registered this fall with the majority of them arriving Tuesday or later. This worked well with the conditions since after a great first day the weather didn't really cooperate until Thursday. That first Saturday gave Steve Hogg, Guy Blood, Al Hoar, Gary Van Overloop and Jim Neff reasonable, generally blue sky wave conditions. Steve was able to get to just over 20,000 feet and had the best flight of the day at about 3.5 hours after an aerotow from Black Diamond. Guy was right behind him reaching 19,800 feet on a 3.7 hour flight. The three flights launched from Cowley and Steve's totalled up 10 hours Cowley flying so there was a lot of energy and excitement by the time we got Jim on the ground just before sunset.

On Sunday and Monday only a few training flights and site checks occurred and although the daily flight numbers doubled

to 10 and 11 for Tuesday and Wednesday, the aim was to just go flying with no expectation of staying up for long.

The flying that set the tone for the camp started Thursday and on each of the following days an average of 23 flights occurred, a good number for any year. Wilf Plester had a late afternoon first flight in the Jantar and enjoyed 1.3 hours of low level wave. Ted Sorensen at 2.3 hours, John Mulder at 3.9 hours and Jim Neff at 4.6 hours were near the top of the flights. Jean Claude put in an excellent flight of 5.3 hours exploring low level lift in areas along the Livingstone Range. His landing at 19:10 was the latest of the camp, an accomplishment accompanied by a bit of ribbing from those left shivering on the ground. Unfortunately this was the day the Edmonton ASV-15 damaged its landing gear hitting a rock during an off-field landing. We were delighted to hear that the pilot emerged largely unscathed.

Friday had lots of activity, but Tony Burton and Leo Deschamps nearly doubled the next longest flights with just over 2.7 hours and 2.6 hours respectively.

Auto launching got underway later in the afternoon with Jim and Joy Neff in the truck and me in the L-33. Three of the four flights were only 3 or 4 minutes long but one got to just over 1100 feet and ended up being over 25 minutes in low wave and rotor just west of the airfield. I got greedy when I reached about 2200 feet agl and pushed southwest toward Lundbreck for better lift only to land just nine minutes later. Although the auto → 20

We sure need friends

Guy Blood, ESC

ON THE LAST DAY of the Fall Camp, I was sitting at the launch point on runway 21 at Cowley, in my Libelle, waiting for my tow. I had stored a flight recorder and supplies in the glider, put warmers in my socks, done my pre-flight, and was ready and happy with the anticipation of getting up for a possible wave flight. I was feeling independent, self-sufficient, and self-satisfied ...

... then Henry Wyatt approached and asked if I wanted to go for a Diamond height gain attempt and needed an OO. "Well, yes ... will you do that? ... Great, thanks."

I hadn't quite regained my composure when Phil Stade asked if I'd drained my spoiler boxes.

"What?"

"Have you checked the spoiler boxes for water?"

"No, never thought of it, would you please take a look?"

There was water in both, from where I don't know, but it was

there. Orlan Dowdeswell got some plastic tubing and siphoned a lot of water from both boxes. Frozen spoilers would have made a landing later in the day quite interesting. I shook my head in disbelief, and realized I wasn't as independent as I thought.

It started me thinking of the other assistance I had to make this flight. Someone had helped move the oxygen cart over to my glider, and Phil had previously shown me how to fill the bottle. Several people had helped me rig earlier in the week and move the glider to the tie downs. Conrad Lamoureux had towed the glider over to the launch point, and had provided me with a place to stay all week. Bob Hagen had towed all week, but now Ted Sorensen was in the towplane ready to pull me into the sky. Orlan put the canopy in place, hooked me up, and ran my wing. Someone else was recording the start time, and would later record the landing time. Someone retrieved me after landing and towed the glider back to the tiedown cable. And before I'd even left the home club, Doug Lessard had helped me fix the lights on the trailer. And my partner, Barry Mihychuk, had granted me permission to take QL to Cowley.

So much for being independent – in this sport, we sure need our friends!

How fast is a climb in wave?

Al Hoar, Cu Nim

GOOD QUESTION. It could be measured as total time from release to 28,000 feet, or time from release to Diamond climb height. Here is a short story about my climb over just a few minutes.

The situation was a rough and sporadic wave day on 9 Oct, with wave existing here and there but not in long straight areas as we often see. I had just returned to the east side of the Livingstone Range in 4E after flying west of the Gap at 12,000 feet and gradually descending until it was time to turn back. Near the south end of the ridge at around 8500 and being bounced around quite a bit, I saw a promising looking rotor cloud further north that had a rather vertical looking west face. On arriving and flying straight along it, I was treated to the fastest short term climb that I can remember. All variors were pegged, long enough for me to take a photo of them, then later another photo (*opposite*) of them still pegged. The averager showed 12 knots, then 18.6 knots, and the cloud was soon far below.

Thoughts such as Wow this is fast!, spectacular!, and oh-my-goodness, how violent will it be when I fly out of this into something normal?, whirled through my head. Later I down-loaded the flight from Volkslogger and had a look at it on SeeYou. The facts are these:

- Maximum rate of climb, 30.4 knots – that is flying straight, no engine, climbing at 3078 feet per minute.

- Climb from 8423 feet to 12,347 feet, or 3924 feet in 2:42 minutes which is an average for those minutes of 1453 ft/min. So there you have the answer. Sometimes the climb is over 3000 feet per minute and over 1400 feet per minute sustained.

Check your flight logs everyone, there are very likely longer duration fast climbs recorded by someone. How about a new record category – the fastest 3000 or 5000 metre climb. One could keep flying up and down in the wave all day just trying to make such a record.



Al Hoar

Climbing through 10,000 feet, all variors pegged, with the averager showing 18.4 knots lift. Enjoy!

Old birds, new wings

Michael DiPasquale

resurrecting the Cold Lake Soaring Club

The Cold Lake Soaring Club is an intriguing story, with origins dating back to the late 1950s when 4 Wing of the RCAF was deployed full time in Germany as part of Canada's commitment to NATO during the Cold War. When 4 Wing moved to CFB Cold Lake, the soaring club came with the wing, aircraft and all. At the time, military soaring clubs and flying clubs were not uncommon, but over the years they have slowly shut down to the point that now Cold Lake is the last soaring club and among the last of the flying clubs remaining affiliated with the Canadian Forces.

Despite the natural appeal one would imagine being in place at an air base, ultimately a series of crashes here, rising operating costs, the posting out of senior qualified members, and lack of effective new glider pilot training led to the club's membership roster dropping below sustainable levels. At that point, the club was mothballed until such time as new energy and membership arrived to renew it.

This latest attempt to breathe life back into the club began with the routine shuffling or posting of several individuals formerly involved in the Air Cadet gliding program into Cold Lake. My own involvement began on a Friday afternoon at the local bar talking to a co-worker and sharing common gliding backgrounds before learning of the CLSC's existence on the south side of the airport. I found that the club owned three aircraft, a hangar, and most of the associated equipment required to operate but had simply lacked the manpower to do so since 2004.

When I had heard a friend of mine (also newly posted in) had also inquired about restarting the club, my interest was hooked. I wanted this club up and running, largely because of the potential it offered for cheap and enjoyable flying in between long training waits within the Forces. Contrary to starting a club from scratch, everything needed was virtually right there and ready to be used. Aside from aircraft and physical equipment, the club already had a working constitution, flying orders, training and currency curricula, and the required documentation authorizing the club to fly from the base itself. I couldn't help but feel that reviving CLSC was going to be nothing more than finding a few other interested people and changing some names and signatures on past forms.

My wishful assessment was quickly corrected on contacting the current caretaker president, Randy Blackwell. I learned then of the immediate and long term challenges the club faced. The principal concern was that the club was facing formal disbandment and liquidation of all its assets.

Unlike most other soaring clubs, CLSC is not owned directly by its members, but rather operated under a branch of the Forces referred to as Non-Public Funds, or NPF. To use a business analogy, NPF Cold Lake is the head office and all the clubs ranging from automotive, archery, to soaring are free to do as they please so long as they get approval and follow rules and regulations set by NPF. While this arrangement adds layers of occasionally frustrating bureaucratic and administrative complications, there are advantages. The most pertinent was the ability of the club to sit dormant for years when civilian clubs would not have been able to afford to hold onto unused assets.

The club's troubles with NPF stemmed from the fact that we were being seen as not having operated in years, were unlikely to do so in the near future, and perhaps most importantly, we had assets (such as aircraft) that when sold would generate a very substantial financial windfall for NPF finances. By the time I had arrived, heard about the club, and became interested, CLSC was already only a few months away from an 'operate or be permanently disbanded' deadline. At this point the race was on. With the former executive either posted away from Cold Lake or burnt out from too many years putting in too many hours, that left Dave Green and me to step up and try to revive the club. At this point we were well into August, so operating this year was impossible due to the short time frame and sheer number of administrative hoops (both internally and with NPF) that needed to be jumped through. This meant we were not going to meet the disbandment deadline and needed to convince NPF that we could and would operate during 2011.

In order to get an extension, we needed proposed budgets and business plans and while both Dave and I have over a decade combined of Air Cadet gliding experience, we were aircrew, not administrators. The aircraft and equipment were ready administratively and mechanically to be flown, but we both had no concept of how a soaring club worked and ran behind the scenes. Thankfully, with the help of Randy and years of previous operating documentation, we were able to design and produce a workable budget and business plan that was as accurate and detailed as one could reasonably expect.

After many meetings with NPF, we got the response that while our plans looked promising, what had killed the club in 2004 was the lack of membership. NPF wanted a list of enough confirmed members to run a surplus budget for 2011 before considering our extension. We were now faced with finding about fifteen individuals willing to commit to paying hundreds of dollars to an organization with no recent track record – all within two weeks. All we could do in the time was put together a presentation of what the club should look like next year for an information session/membership drive one evening on base.



"hmm – which runway shall we launch from ... how about that one?"

We made the choice to limit our target audience to Forces members and dependents who already held a TC Glider Pilot Licence. We knew that last requirement was going to be extremely restrictive on potential members, but the decision was made on the assumption that come spring we were going to be busy enough getting licensed individuals qualified to fly again off the airport without causing the Air Traffic Controllers too many headaches. The training of new students would have to wait until we were operating safely and efficiently so that no one on base would be worrying about our blundering glider pilots compromising 4 Wing operational readiness.

Our advertising was crude, ranging from website bulletins, small posters, and word of mouth that essentially advertised this event for what it was: a 'do-or-die' drive for the club. When the Thursday night meeting arrived, we had thirty-odd people show up with several more e-mails citing inability to attend but desire to learn more. Dave and I made our proposed priorities for the soaring club clear – we wanted CLSC to be "Efficient, Affordable & Enjoyable". Efficiency came from the fact we have to make sure that at no time will the club compromise the operational readiness of 4 Wing or we would find ourselves quickly getting the boot. Affordability was our pledge to keep flying rates as low as possible in order to attract our target demographic of 4 Wing employees, principally because they already hold the authorization cards required to access the airfield, which is a secure area. We needed to keep in mind that while many people in 4 Wing are likely interested in gliding, aviation is generally expensive and many live on tight public salaries.

Our presentation would have made a time-share salesman proud! We ended with a list of just over a dozen people citing substantial interest, another fifteen citing a desire to learn to glide when we offered training, and another dozen on the fence. I am personally surprised that so many people were willing to offer support to two junior officers with nothing but hopeful ideas, estimated numbers, an admitted lack in admin experience, and who were also awkwardly two weeks into an atrocious-looking month-long moustache growing contest. Perhaps this is

a testament to the trust and closeness found in the military community, or perhaps the club just sounded like an exceptionally enjoyable way to spend the non-winter months. Either way, Dave and I are incredibly thankful for the show of support.

With the surprising success of the information session, roughly five weeks of sustained effort finally placed the club in a position where we had the documentation and proof of support needed to convince NPF to give us a shot at operating in the 2011 season. Even then, the verdict itself was still in doubt due to the long time already spent inactive and also because of the potential financial value of our assets should we be disbanded. Ultimately our rapid progress in such a short period of time convinced enough people to extend our deadline into the spring of 2011. This was a major morale boost and validation of the effort that occasionally made me feel like the soaring club was my job and the Air Force merely my hobby.

With the NPF hurdle cleared, the time arrived to look towards 'normal' soaring club concerns. Regrettably, these are not going to be any less daunting. While the club technically owns a Scout towplane, two gliders, a hangar, two trucks, and stacks of general equipment, much of the above has simply been left largely unattended for the past six years. Because of the expense, we have decided not to operate the Scout for 2011 but use auto launch down our 8000 and 10,000 foot taxiways. This requires our 1970-era propane trucks to actually become serviceable. To give you some perspective on their state, when I first saw them there was a tree growing beneath the engine up and out past the front grill. As the club is almost starting from scratch financially, and with other expensive requirements upcoming (mentioned below), we are trying to see if we can repair rather than replace the trucks for now.

Perhaps our most pressing concern are the gliders. We own a Schweizer 1-26 and a Blanik L-13. Regrettably, as you know, the L-13 has been grounded worldwide with wing structure concerns. We are waiting and holding our breath for LET to publish a serviceability testing procedure that will undoubtedly include expensive non-destructive testing. We are anxiously waiting for the inspection procedure to be released so we can try and have our bird assessed and hopefully found useable so that we have at least one absolutely crucial two-seat aircraft.

Additional tasks that await us over the winter are renewals and updating of our flying orders and operational agreement with the base, filling a new slate of executives, holding an annual general meeting, ratifying a budget, and preparing our members to fly (up to and including helping rewrite the PSTAR currency exam for the many that have not flown in years).

As you can see, the challenges and hurdles remains high, but so much ground has been covered in a relatively short period of time, that the prospects of saving the CLSC have certainly raised from 'unlikely' to 'probable'. We are now actively looking forward to flying once again come spring and preserving what has become one of the last military related flying clubs and the only military affiliated soaring club left in Canada. □

Not your average flight

ON October 29, Walter Mueller turned 90, and he chose to mark this special occasion as any glider pilot would, soaring above his home town. The morning started out clear, calm and a rather cool -4C, so the planned 11 am take-off at the Grande Prairie Airport was delayed. Then, shortly before noon, Walter was pulled out to the runway and hooked up to his towplane, an Acro Sport 2 piloted by a long time friend Jordie Carlson. A bit of a hush came over the group of about twenty family and close friends as first the glider then the towplane lifted off on a 4000 foot tow, and soon both aircraft were out of sight.

Waiting, we talked about the many finer points of long friendships with a unique pilot. We finally sighted the glider again and were all able to watch its seemingly lazy return, but within two minutes Walter was nosing down toward the runway. A cheer went up from the spectators as the wheels touched and the glider came to a halt. From lift-off to landing, about 31 minutes passed. Walter's face showed great happiness, and this sense was quickly reflected back to him by everyone there, shaking hands in congratulations. Let me tell you, I felt completely blessed to be a part of this. There is absolutely no other place on Earth I would rather have been that day; watching and photographing this was easily a "top-10" event of my short life so far!

In a post-flight interview with a local reporter, I heard Walter respond to a question with, "Well, every flight feels wonderful." I am quite sure that his feet really did not hit the ground for two days! That evening at the aviation get-together he opened his dress shirt to show a T-shirt on which was written, "it is never too late to have a happy childhood", and the next day was the big birthday party and open house with 95 signing the guest book.

Tammie Diesel

Walter is surely one of a very short list of those in the world who are still active pilots of any stripe on passing 90 years of age. Walter had his first glider flight as a teenager in Germany in 1937 and got his licence in 1939. He was a Luftwaffe flight instructor during WWII. Walter wrote a long story about his pre-war gliding training experiences ("70 years and Counting") in the 2007/3 issue of *free flight*.

Following the war, he moved to Canada and got a private pilot licence in 1960, but work and family kept him from doing much flying, although he flew a Grumman Yankee for some time.

Then, 37 years after his last gliding flight in 1944, he joined the Grande Prairie Soaring Society in 1981 and hasn't stopped soar-



After landing, handshakes and hugs about to begin.

ing since. He was an instructor and then CFI at GPSS until 2008. He got a share in a Ka6E in 1982 (unfortunately wrecked by a partner in 1984) and became a determined cross-country soaring pilot. In 2001 he bought his Open Cirrus (the 'flying rocking chair', he calls it) and really began building up the distances. Some notable soaring flights were:

- 1983, Gold distance, Ka6, 334 km from Cowley to Maple Creek, SK.
- 1984, Ka6, 254 km, Grande Prairie to Slave Lake, AB (Canada's most northerly X-C, look at *that* on your map).
- 2008, Open Cirrus, 367 km straight distance, Cowley to Stettler, AB.
- 2009, Open Cirrus, 329 km, 3TP flight from Chipman, AB.
- and, 2009, Diamond distance, 332 km, a Chipman, Killam, Vermillion, AB triangle.

He has totalled 860 hours of glider time (about half in the Cirrus), done much cross-country flying, and doesn't plan on quitting any time soon.

Walter contributed his thoughts on the limits of gliding as an older pilot in an article ("Hanging up One's Wings") in the 2003/2 issue of *free flight*. For my report here he wrote to me, "I would like to point out that I in no way think of myself as aviation expert, flying ace, or top-notch soaring pilot, I am just an average pilot who was enthusiastic as a teenager about flying and has kept this enthusiasm to his 90th birthday and hopefully a little while longer. And when it is all over, I will look back on a retirement hobby that very few seniors can match."

A very big amen to that, Walter.

Tony Burton

How the “SAGA” began

Bernie Mudri & Melissa Robdrup

IN A LAND FAR, FAR AWAY, there lived a girl with a dream to fly with the eagles high upon mountain tops, on thermals, in a place where the separation between the land and sky vanishes on the horizon. That girl was Melissa Robdrup and that land far, far away was Lethbridge, Alberta.

After over a year of thinking it over, she contacted Phil Stade, ASC's Executive Director. They had a conversation in 2008 about spearheading the start-up of a new gliding club in southern Alberta – Lethbridge area would be a perfect place for the adventure. In April of 2010 an information session was offered at the Lethbridge Public Library to gather interest and “test the skies” to see if enough people would support the commencement of a club in the area. The turnout was ten times what everyone involved expected! Thirty people showed up and about 15 of those were seriously interested in being members.

Four months later, SAGA is founded – the Southern Alberta Gliding Association – under the ASC. Our founding members are Melissa Robdrup (Lethbridge), Ken Latam (Medicine Hat), Keith Foster (Lethbridge), Bruce Aleman (Coaldale), Amy Mudri (Coaldale), and Bernie Mudri (Coaldale). We have non-profit status and are dedicated to promoting the sport of soaring in southern Alberta. We believe strongly in community and family values and teamwork while educating and encouraging participation from people of all ages and walks of life regardless of experience level. Our mandate is to offer mentorship, training, facilities and equipment to anyone with the desire to fly.

Of course, achieving this goal requires a group of enthusiastic volunteers willing to put in more than they get out. We are passionate about gliding, teaching and learning, safety and building a solid foundation to ensure that glider pilots in later years will have access to the knowledge and tools required to continue to further the sport in southern Alberta.

As a newly-formed club we need to raise substantial capital in order to purchase a winch, aircraft, and equipment. It would take people stepping up to invest in SAGA before there was really anything to invest in. A leap of faith so to speak. Our club president, Ken Latam, lead the way by purchasing a used winch with his own money. Launch fees will go towards paying him back over time, with the club ultimately owning the winch. As of yet, we have not been able to secure an aircraft, but we are working hard together to get this next vital step completed. Some members have paid their first year's membership dues knowing full well that we very likely would not be flying at our own strip this year. Nonetheless, this demonstrated our commitment and injected some money and hope into the coffers to pay for start-up costs and SAC membership. This allows us to fly as guests at the Cowley camps, and other Alberta clubs. Several members

are licensed, most having obtained them through the Air Cadet program at one time or another, but are no longer current. Others have power licences but not glider pilot licences. The ultimate goal of the club is to be operational by 1 April next year at the Warner airport (30 minutes southeast of Lethbridge), with a winch, a two-seat glider, and at least two licensed instructors.

Warner offers more than what first meets the eye to those of us who savour beautiful scenery and super thermal activity. The Milk River Ridge is just to the west end and stretches towards Cardston and the foothills of the Rocky Mountains. A few miles to the southeast you see the Sweet Grass Hills or Bear Paw Mountains (the west peak at 7400 feet) which can produce waves that appear to go to about 20,000 feet at times, with lenticulars running towards Medicine Hat. In other words, we will enjoy a great training environment with many opportunities for outlanding while at the very same time, have awesome thermals us hone our early cross-country soaring skills on.

So the next time you're passing through southern Alberta, look skyward in wonderment, in awe, in appreciation of the possibilities and potentials that a clear blue sky provides. And don't forget to stop in at Warner and say “hi” – you never know what your next “SAGA” could be. Electronically, you can find us at www.southernalbertaglidingassociation.com. □

Executive Director's report

from p2

need to deliberately renew their reason for being from time to time. It's in that context that I now see ASC and our clubs in a transition period. The standard club model supported by volunteers seems to have reached its growth limits. Developing a new model will take imagination, and collaboration. ASC can be the conduit for those efforts by providing equipment, manpower and funding.

My goals for the next three years include having at least one Alberta club flying seven days per week, expanded days of operations at the others and all our clubs offering instruction at greatly reduced costs through the use of winch launches and simulator instruction. It is my hope that acquiring our new provincial winch will be the first of many innovative and productive projects to encourage our members and their clubs.

I will be sending out a monthly note to clubs with a calendar highlighting upcoming events. The draft list of dates that came out of the November planning meeting will be posted on the ASC web site until the AGM. □



The 2010 SAC Western Instructor course. This year most of the participants came from ESC where the course was held. *Kneeling left to right:* Guy Blood, instructor, ESC; Trevor Finney, candidate, ESC; Ron Cattaruzza, instructor, ESC; Gary Hill, instructor, ESC; Vern Kallal, candidate, ESC; Skyler Guest, candidate, Saskatoon; *Standing left to right:* Dan Cook, course director, Vernon; Bob Hagen, towpilot, ESC; John Broomhall, instructor, ESC; Justin Gillespie, candidate, Winnipeg.

WHEN I GOT TO THE AIRFIELD at Chipman on Sunday 18 July, I heard that Dan Cook in his Genesis, *Delta Mike*, was trying to make it back home after flying away from the field. He got back safely and derigged before supper. Then he got to work measuring off the lounge area in the clubhouse. Furniture was moved about & the simulator was set up.

Monday morning lectures started at 0900, and it quickly became obvious that we were in for some intense learning. Dan set a steady pace and we all soon realized that our use of training terminology as to what students should do was not specific enough. It seemed that we all needed to learn the language of instructing. Trying to fly the simulator and concentrate on the new “patter” was really difficult at first, but as the days went on we got the hang of it.

Our local instructors Guy Blood, John Broomhall, Gary Hill and Henry Wyatt were to be our “pupils”. Although gentle previously, they morphed into terrifyingly uncoordinated pilots, pulling as many hairy tricks as they could on us. Sitting in the corner quietly observing the goings on was our steady, solid tug pilot and instructor, Bob Hagen. We four candidates: Justin from Winnipeg, Skyler from Saskatoon, and Vern & Trevor from ESC, got their first flights with the “pupils” on Monday afternoon

after the rain had stopped. It was tough to try to instruct and fly at the same time. That evening we visited the Chipman pub for supper and got to bed before midnight. We thought that this would be the general flow of the course, but we were in for a surprise. Tuesday’s program was morning lectures and simulations with three flights in the afternoon. Each flight had a more advanced set of flight skills to perfect ourselves before teaching them to our students. Bob and Dave Puckrin dusted off the Ogar, showing us she could still fly. That evening we had a quick supper and then lectures with more simulations until 11 pm.

Wednesday morning started in typical ESC fashion with Dave cooking us breakfast. We knew he was feeling better because his language was choice and he was his usual obnoxious self. Welcome home Dave! We had lectures, simulations, and a test before lunch. Then three more flights with our uncoordinated pupils. At least we managed to get some of our own back on the pupils by demonstrating spins and spiral dives. They then got to do it to us – the increased pucker factor was obvious. Again we had a late night with lectures and simulations.

Thursday morning started with a Puckrin breakfast followed by lectures, marking of the test and simulations. Then back into the air for three more flights with spins, steep turns and aerotows



from the pupils. That evening, Dan pushed us on until late to cover the syllabus. By this time we, the candidates, were starting to get the hang of the lingo and the level of commitment and intensity that Dan expected of us.

Friday was the chance each candidate was given to deliver a lecture and to feel what Dan had been doing the whole week. The information delivered by the candidates added to our mutual knowledge and Dan's constructive criticism on each lecture was much appreciated. Then the test arrived. We four candidates sweated to dredge up the answers. The papers took almost as long to mark as we took to answer them. That shows thorough marking. Finally our last flight with off-field landings by the pupil got most of the candidate's heart rates up.

Impression of the course? This was a challenge! The standard that Dan set was consistently high and he kept encouraging and cajoling us to lift our standards to the highest level. In particular

the accuracy and uniformity of terminology expected was intense. Then he expected us to fly to those same standards along with regular scanning and an equivalent level of safety. Never during the course did we feel threatened, but always encouraged to do better.

Dan's steady, solid competence and assurance that this is where the standard should be set, lifted all our standards. Our long suffering pupils gave us a taste of what to expect from actual student pilots.

If nothing else comes of this course for me, I *know* my flying skills have improved and my awareness of the necessity of a good lookout will be a constant companion.

Thank you, Dan for your guiding example. Thanks to Guy, John, Gary, Henry and Bob for your patience. This was a superb experience. □

Ignorance is bliss

from p5

Bob made me feel better with the comment that my control of the plane was good but my decision-making needed some work. OUCH!

So much for going solo, maybe even for the rest of the season. We went one more time that day but my main focus was on fetching gliders. We waited for Sunday the 13th with a commitment to get going early from Dick, Henry, Dennis and myself and a couple others I believe. By 8:30 am we were all set. Dick and I went up to 2000 feet, cut loose and returned in fourteen minutes on a beautiful morning that was calm and clear. Dick's main instruction that flight: "remember to smile, very few people get to enjoy this experience". How true.

Getting ready to give the glider up to Dennis, Dick told me to stay put and we'd go again. Watching Dennis clean the canopy in front and listening to Dick talk about the next flight behind me, I just sat and waited. It took a few seconds for my brain to wrap around the fact that Dick had walked in front of the glider and was staring at me with his arms folded at chest level. Dennis says my eyebrows came up from behind the sunglasses. I'm sure my eyes were as wide as they could be. It was time to go solo! Holy crap! As the tow rope tightened and 'all out' was given, I went back to that very first flight with Guy and thought, what the hell am I doing here!

An okay run down the runway and another smooth tow, release was at 2000 feet with the thought that I am truly on my own. No one behind to tell me what to do, but no one behind to take the controls if needed! What a great feeling! Dennis did the same immediately after, and we flew three more times that day with the rest of the group.

The same philosophy was used as we all flew well into the fall and flew every chance we got – the result was solo flight #20 by 25 September 2009, twelve days after solo #1.

Other than a little cold weather it was a beautiful fall, except for that snowy October week in Cowley that gave Bob and me a chance to get a couple jobs done in Coleman, and gave Nicole, my long suffering wife, a chance to shake her head at the good folks waiting it out at the field.

Once back we watched the on-field cameras on the ESC web site that Grant and Brian had set up, looking for a towpilot's car, usually Bob's, (who parked a little forward so the cameras would see him) to appear and then rush out of the office and into the glider.

Dave Scott was going to New Zealand for the winter and the same volunteers decided to have a fall ground school along with the normal winter class in February. An inkling was creeping up that if the weather held out, ground school completed, test written with Transport Canada, and then a flight test, a licence could be had by winter. The club instructors came through again, holding an informative and interesting ground school.

On 5 November, a week later, the test with Transport Canada was passed with, I was told, the same mark as Dave, only I studied a week longer. That was in the morning, that afternoon we were to put one of the Blaniks on the trailer to take to the museum for its much needed maintenance. After informing Bob that I passed the test that morning, he was straight on the phone to Henry who so kindly came out to the field for a flight test! After two flights with a little emphasis needed on spin recovery, (seems to be a pattern with me), Henry and I flew straight into the sun that conveniently hid the field. Utilizing the SOAR technique so well taught, we arrived on a long final that was both safe and triumphant!

From the first flight on 10 July to the flight test on 5 November and still today I am proud to be among some of the finest individuals that form an organization of volunteers known as the Edmonton Soaring Club. A hearty thank you to all, especially to my patient Nicole. □



Cu Nim

THE SEASON at Cu Nim started with a terrible stench in the air. I pinched myself several times hoping that it was all a bad dream. The combination of a lot of ground levelling and ten truckloads of chicken manure made for an unpleasant situation. The towplane at full power would create a huge cloud of dust, chicken poo, chicken bones, rocks and other various things one would find in chicken manure. Being a wing runner at Cu Nim was definitely a dirty job – I never saw so many glider pilots wishing for rain or snow.

Once the rain came and the grass started to grow, people forgot all about the chicken manure fiasco. The season started early, all aircraft were serviceable, and record flights were made. Everything was running smoothly until 18 June. This was the first of three ADs regarding L13 spar issues. Like most other Blaniks in the world, both of ours passed the physical inspection but failed the operational use limits. The next AD changed the magnification required for the inspection of the spar and the last AD grounded all Blaniks until a proper inspection method could be found.

Purchasing the K-21 last year turned out to be a very good, and fortunate, choice. Without it all training would have stopped. The higher payload, rudder hand controls, and its good looks are bonuses that have resulted in a few new members. However, having only one two-seat glider has really slowed student progression. The club is looking at all possible options to insure there will be at least two trainers for the start of next year.

The club has decided to put the Jantar up for sale. It needs a lot of work for next season and members don't want to invest time or money to get it serviceable. The general thought was that the money from the sale could be used towards another two-seat glider. Buying a newer single-seat glider is also an option if the Blanik AD gets sorted out.

We had a very successful year despite all the challenges. Membership has increased and we managed to do 857 flights. Flying 4-5 days a week for the last two years has proved to be very

popular with many members and has kept the club in the black. There is talk about operating seven days a week in the years to come. It's good to see the club gain some momentum over the last few years and I look forward to the years ahead!

John Gruber

Central Alberta

THIS YEAR started out with great aspirations by much of the club membership. With the Nationals being held in western Canada, there was energy to go out and compete. Recognizing the opportunity, Carol Mulder stepped up to the plate and organized a spring X-C and competition training session. The training went well and I think that all the club members benefited.

The nature of our sport is dependent on weather and we all know how dependable Mother Nature is. Wet was the word for this gliding season, so the number of soarable days was less than hoped for. Nonetheless our club still posted more OLC points than we had in previous years. With this added energy, CAGC had pilots at all the major events, summer and fall Cowley, Provincials in Chipman, Nationals at North Battleford. In addition, club members made summer treks to gliding hot spots in Invermere, BC and Air Sailing in Nevada.

Membership numbers remained relatively the same as last year with the exception of youth and the under-40 crowd. We have some young blood in the club. Between busy schedules and other commitments attendance of our youth members and membership in general is challenging. Instruction and currency suffers. It was once said that computers and automation were going to make life so easy that people were going to have more recreation time in the future. I think we are all still waiting for that. Congratulations to newly licensed pilots Mel Walters and Valerie Deschamps!

Innisfail airport is evolving. The place we fly out of is getting more utilization than ever before with more hangars being built and increased skydive operations. Skydive Big Sky is becoming very popular and close cooperation is required to maintain



communications and coordinate aircraft movements. It adds a whole new concept to the term active runway. Camping at the airport remains popular amongst members of both the soaring community and skydive enthusiasts. The hangar talk and tales of adventure abound in the glow of the campfire.

Winching suffered a set back this year. We did not winch at all this season. All the focus on X-C and poor weather seemed to get in the way of utilizing this equipment. I am sure there will be much discussion over the winter on how we can rectify this.

Work on the Twin Lark is progressing and the end is near. Don Bias, Jerry Mulder and John Mulder spearheaded this effort; our club is privileged to have the support of such talent. If everything goes well we should be flying her next season.

In summary, we had a great season, I think everyone had some fantastic fun doing what we love to do together, and the camaraderie within the club is strong.

Drew Hammond

Edmonton

2010 STARTED a little slow. We had a set of situations that left half our fleet not ready to fly in the spring. Some of the single-seaters were not signed off until near the end of June. This made it harder for the members to get in any cross-country flying. It didn't stop Bruce Friesen from holding the #1 position in the world on the OLC while flying his Austria during our May flying weeks. Meanwhile, Michael Dickau, Dennis Zwicker and Ryan Tew made use of the two Blaniks to complete their solo flights and get their licences.

With the Canadian Nationals being held in North Battleford this year, we thought it would be a good idea to hold a Western Soaring Competition at our club to get everyone practised up with a little friendly competition. With the windstorm damage from last year reducing the number of member gliders in the competition, some of the pilots tried a little team flying. Along with a great turnout from CAGC and some help from the weather, we were able to complete a fun competition.

We replaced and upgraded the electrical system in our RV camping area and got some much needed painting done to the clubhouse, and most of the picnic tables and the deck got some stain as well. Grant Ranson beefed up our high speed wireless capabilities to give us better coverage in the RV area and down to both ends of the runway.

Neil Siemens and Bob Hagen ferried one of our Pawnees and ASC's Scout to North Battleford to take up the Chief Tow Pilot (and his right hand man) positions for the Nationals. ESC had a number of other volunteers go also to help make it a very smoothly run affair. Bruce had to get up in front of the pilot's morning briefings for the first couple of days to explain how he managed to beat everyone the day before in his vintage wooden glider. ESC had the only youth pilot in the competition and after

Selena Boyle honed her field selection technique she was able to show what she could do in a club ASW-15. She has been selected by SAC to go to the 2011 World Junior Soaring Championships to be held in Musbach, Germany, August 5-20, 2011.

Shortly after the Nationals, ESC hosted an instructor course facilitated by Dan Cook (see story on page 16). We all found the simulator and the lessons Dan had prepared on it to be very helpful. Being able to watch others fly the same lesson before you take your turn works well. The weather cooperated again, but with the simulator we could have flown lessons on the ground for a number of days and been practised up and prepared if weather had been a factor. I'm sure it is going to be a great training tool for all of the clubs that use it. We have been using our club simulator more on the non-flying days and even some evenings after flying.

The club went through a financial audit on our casino funds and came through with flying colours but then got thrown over to the eligibility section for a review. We have had to make a number of changes but are now in the final stages and we have been told that we will continue to receive casino dates in the future. We are going to take what we have learned and put together a plan for other soaring clubs in Alberta to make it easier for them to apply for casinos if they choose to – the process can take over two years. We will know soon how well we did at our September casino and whether we can order that new glider.

ATCO Electric has a proposed plan to run high voltage DC power lines near our airfield and we have lodged our concerns at their informational meetings, online and with letters. Now we have to wait and see which route they choose and how it may impact our operation.

Dave Puckrin, a long time member, was able to make it out from Lake Cowichan, BC to one of our flying weeks but shortly after, his cancer got much worse, and sadly he has passed away. Dave would be happy to know that we were able to 'initiate' the St. Michael's saloon this summer. St. Michael's was home territory for his wife Loretta who is coming out to Chipman next May for a "Davey Day", complete with one of their famous breakfasts – not to be missed on 21 May 2011.

At the fall Cowley camp, Brian Murray managed to connect with the wave and show us that he isn't just a computer flier. One of our other members had a little bit of a bumpy outlanding with the ASW-15 and it will need some repairs before it flies again.

Walter Mueller celebrated his 90th birthday by rigging his open Cirrus and flying around over Grande Prairie to finish off his season. We filled a vehicle and drove up to Grande Prairie to help him celebrate with his family and friends. Looking back, it was a busy year. I hope I didn't forget to mention a bunch of the members' activities, but thank you to all of the people who pitched in to help us get through it all. Now the winter maintenance will begin so we are ready for a great season next year.

Gary Hill

Fall Cowley

from page 10

launch is cheap and simple, it will be good to be able to use a winch launch to a reasonable height where getting away will be more certain.

Saturday and Sunday both started with beautiful sunrises and clear evidence that classic wave conditions awaited early risers. By 10 am, four aircraft had launched the first day and eight aircraft the second day, a big improvement over the normal 11 am to noon first launches. The promise made by the waiting sky did not disappoint although, while the wave was very strong at the lower altitudes, it weakened considerably higher up.

In two days and two flights, Guy spent 7:25 in the air and made it up to about 14,600 and 24,000 feet (he *might* be able to claim his Diamond climb on the latter flight). Jim took two flights on Sunday totalling nearly 5.5 hours and reached about 21,050 and 22,200. Matt Swain flew his first and second wave flights reaching 15,300 and 16,700. On Saturday John spent 5:10 exploring further west into the ranges and returned with a glowing report of flying in wave along the Continental Divide, to the west of Crowsnest Mountain, south to the Westcastle Ski area and to well north of the Gap. Tony made his first ever cross-country run in wave on Sunday down to Waterton Park and back, reaching an altitude of about 19,000 before starting and slowly losing in very weak wave, dropping to 14,000 at the turn, but with lots of height for a 50 km glide back to Cowley. Mitch Drzymala flew what appears to be the highest flight of the camp and his first solo wave flight in a 2:12 climb and return to 24,635 feet. Congratulations on a great start to your wave flying career.

The Saturday evening Thanksgiving dinner at the Bright Pearl Restaurant in Pincher Creek packed their banquet room with 28 seated down the long table, and were stuffed with the traditional turkey and all the usual trimmings.

It was getting rather late on Sunday afternoon by the time the last flight touched down. Many pilots had already dismantled their aircraft and headed for home due to the forecast for rain on Monday. I usually count on the best flying occurring on Monday but with the de-rigging participants quickly disappearing we packed up the last of the aircraft and headed for supper. By Tuesday afternoon all the aircraft and trailers were back home and Cowley was put to sleep for another winter. Rest well. We'll be back soon. □

Not many books left on the shelf

Ursula's "stalking the Mountain Wave" has had a great run and has sold steadily since the 2nd edition was printed in 1997. Of the 1000 printed, only 18 remain. Anyone considering getting another copy should contact me at <t-burton@telus.net>

the Anne Morrow Lindbergh Trophy

Carol Mulder, CAGC

The Anne Morrow Lindbergh Trophy is awarded to a member of the USA Women Soaring Pilots Association who completes the longest handicapped cross-country flight. The handicapping is done both by aircraft (using the Carl Herold list) and by experience (giving less experienced pilots a chance to compete against more experienced pilots). The formula for experience handicapping is based on your highest badge achieved before the flight. The multiples are: Diamond 1.0, Gold 1.5, Silver 2.0, others 2.5. Applicants for the trophy submit the flight information on FAI badge forms, and the administrator will apply the appropriate handicaps and score the flight.

In 2009 I flew a 334 km triangle for my Gold distance (Innisfail, Rimbey, Bymore, Innisfail). In early 2010, I realized that I could submit this flight for the Lindbergh Trophy. The WSPA had an e-mail alias set up to apply for the trophy, so I sent my info to that address before the April 30th deadline and then waited.

I attended the 2010 Women's Soaring Seminar in Reno, Nevada, and the trophy was scheduled to be presented at that event. When it came time for trophies and awards, it was announced that no one had applied for the trophy. I talked to some of the members of the Board of Directors afterwards to let them know that I had applied. On returning home, I forwarded the e-mails that I had sent earlier and the directors agreed that I would be awarded the trophy. A unique benefit that comes with winning the trophy is the responsibility of administering the award of the trophy the following year. □



Alberta pilot achievements in 2010

Licence

Steve Allen (ESC)
 Valerie Deschamps (CAGC)
 Michael Dickau (ESC)
 Mitch Drzymala (Cu Nim)
 Marek Pikula (Cu Nim)
 Matt Swain (Cu Nim)
 Ryan Tew (ESC)
 Mel Walters (CAGC)
 Dennis Zwicker (ESC)

Badges & Badge legs

Valerie Deschamps (CAGC) – B and C badge
 Drew Hammond (CAGC) – Silver duration, Silver badge, Gold distance, Diamond goal
 John Mulder (CAGC) – Diamond goal, Diamond badge
 Mel Walters (CAGC) – B badge

Canadian records

Tony Burton (Cu Nim) – Club class, Distance to Goal – 307.3 km

Competitions

Guy Blood (ESC), Canadian Nationals 'Best Novice' trophy

OLC club results

Cu Nim, 14,175 km, 119 flights, 9 pilots	14,237 points
Edmonton, 11,619 km, 64 flights, 9 pilots	12,221 points
CAGC, 11,884 km, 83 flights, 6 pilots	11,342 points

OLC results for top-5 pilots

Bruce Friesen, ESC	6118 points
Tony Burton, Cu Nim	4407 points
John Mulder, CAGC	3546 points
Selena Boyle, ESC	3336 points (1934 in Australia)
Steve Hogg, Cu Nim	3103 points

*Congratulations to all on these steps along the way.
 What's your goal for 2011 – you do have one, don't you?*

ASC Annual General Meeting

27 February 2010, Penhold Officer's Mess

The meeting was called to order at 1330 by President Danny Russell.

Presentation of 2009 ASC trophies

Carling trophy (best flight)	Bruce Friesen
McLaughlin trophy (best 5 flights)	Bruce Friesen
XC-100 (best flights by novice)	Geoff Runciman
Bruce trophy (provincial contest)	Ryszard Gatkiewicz

Certificates of recognition:

Pioneering services to Alberta soaring	Jerry Mulder
Towing above and beyond	Bob Hagen
Long service as ASCent editor	Tony Burton

2009 minutes from the 2009 AGM were presented.

Motion: Jerry Mulder, seconded Ron Cattaruzza
"to accept the minutes as recorded." *Carried*

Committee reports

Treasurer – Gerald Ince The balance sheet and 2009 financial report were reviewed.

Motion: Tony Burton, seconded Ibeling Kaastra
"to accept the financial reports as presented." *Carried*

Motion: Phil Stade, seconded Tony Burton
"to approve the two examiners of the financial statements" (They see that the statements fairly reflect the activities of the ASC, they do not audit them)." *Carried*

2010 Budget – Phil Stade, Executive Director

Motion: Gerald Ince, seconded Drew Hammond,
"to adopt the 2010 budget provided it is in the same form as the draft presented." *Carried*

Motion: Tim Radder, seconded Tony Burton
"to adopt committee reports as presented (safety to be discussed in other business)." *Carried*

Motion: Phil Stade, seconded Jerry Mulder
"to ratify the actions of the 2008 executive." *Carried*

Election of Officers

President – Danny Russell nominated
Treasurer – Gerald Ince nominated
Above acclaimed positions were voted in. *Carried*

Committee appointments:

- Sporting & Trophies chairman – Carol Mulder
- Finance Board – current members willing to continue

New Business

O2 systems and Cowley Safety management policies.
Henry Wyatt raised the issue of whether ASC should

adopt a regulatory role or an advisory role for safety at Cowley. The issue will arise at the Safety Meeting in March. He also reported it is possible that A14 oxygen regulators could be overhauled through a personal contact (an ESC student) who is an engineer at Cold Lake. If that is so, whether it would be possible to service as many as 30 units, and whether the Mountain High EDS system needs any servicing, will be resolved before the March Safety meeting.

Note: Cold Lake was not able to service A14 regulators.

Motion: by Executive, seconded Doug Lessard
"that ASC lend Cu Nim \$10,000 interest-free for 18 months to cover costs of repairing NJK." *Carried*

- Phil Stade will put ASC bylaws on ASC website
- Phil Stade & Jerry Mulder will construct a proposal for the use of other club equipment at ASC events.

Motion: Jerry Mulder, seconded Al Hoar
"that the Alberta Soaring Council spend up to \$150,000 for purchase of a Roman winch." *Carried*
There was discussion covering delivery time, training of operators, and which club would be the first to learn to use the winch.

Motion: Ron Cattaruzza, seconded Tony Burton
"that a Winch Committee, with Jerry Mulder as chairman, be appointed to take care of delivery, training, and operation of the winch." *Carried*

Cu Nim had requested support for the cost of insurance for NJK when it came back into service late in the 2009 season, the Executive recommended reimbursement of \$2000, half the claimed amount. The subject was debated further.

Motion: Al Hoar, seconded Ron Cattaruzza
"that, in reply to the request from the Cu Nim club dated 13 November 2009 for help with insurance costs, the ASC pay an amount of \$2000 towards the 2009 insurance cost for NJK" *Carried*

Other information

- The Frank Slide Interpretive Centre has set up a view panel concerning the eagle migration in the wave, with a picture of a glider flying over the range.
- Members were reminded they must change their pilot licences to the new form before the end of the year.

Call for adjournment at 1530:
Ron Cattaruzza, seconded Drew Hammond. *Carried*

awards luncheon
&

Annual General Meeting

26 February 2011

~ arrive early ~

Harvard Park Business Centre

Springbrook, AB

(Red Deer airport)

*All welcome.
Come and spend
the day with friends
from other clubs
and be a part of
what we do
in Alberta*

Menu

Planning meeting **1030 sharp**

Tying up the loose ends for 2011 activities: sorting out any details for major activities, the Cowley camps, and preliminary discussion on new business for the afternoon AGM, etc.

Awards luncheon **1200**

soup, entrée, dessert (\$10)

Presentation of provincial honours **1315**

Annual General Meeting **1330**

- approval of minutes of 2010 AGM (see copy opposite as req'd by bylaws)
- 2010 executive & committee reports
- 2010 financial report
- 2011 budget presentation
- old & new business, motions
- election/confirmation of executive

2011 elections

- Vice-President
- Treasurer

*Contact Phil Stade to confirm
your presence for the luncheon.
(403) 813-6658 or <asc@stade.ca>
We need to know the numbers
ahead of time. DO IT NOW!*

return address
Box 13, Black Diamond, AB T0L 0H0

