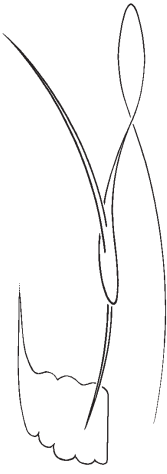


# AScent

the journal of the Alberta Soaring Council



2014 Season

## Notes from Al

Al Hoar, SAC Alberta Zone Director

WELL, IT HAS BEEN A YEAR since I volunteered to do this; here are a few things that I'd like to mention.

- There is a greatly revised SAC web site. If anyone asks you about soaring, directing them to [www.sac.ca](http://www.sac.ca) will answer a lot of their questions. There is a nice interactive map (Where to soar?) that would direct a person to the closest gliding club. Please check that the contact info that pops up on this map for your club is correct. If not, give me your corrections. Input to the site is always welcome and I have been told that it is possible to post directly. Look under "News & Blogs". Any feedback or questions please send to me and I will find the answer.
- Alberta pilots should be excited that the National Contest for 2015 will be in Alberta. More information elsewhere in this issue.
- The SAC bylaws have been changed as was discussed and published last year. One main point is that an individual can bring up anything with his or her club, but it is the club (as a SAC sustaining member) that must forward the issue to SAC as an AGM agenda item prior to 30 November. Last-moment issues cannot be dealt with.
- John Toles has advised me that the Saskatoon Soaring Club is prepared to host the SAC 2015 AGM. The date in March is pending further discussion about the time needed to complete the SAC annual audit and get all the reports, etc. out to the SAC clubs well in time to meet bylaw rules. John was asking if we wanted a two day meeting combining the AGM and seminars. He is looking to us for suggestions and SAC input/guidance.
- A new editor is needed for *Free Flight*. Tony has provided amazingly good service to SAC since 1982 but does want to hand it over to someone else. Potential replacements have already expressed interest and have been in contact with me and Tony about the work and skills involved.
- Fall Cowley weather this year was certainly no blizzard. Weather was warm all week with great wave at times and also calm with thermals on other days. On Thursday those at the camp decided to try out Elk Valley Airport north of Sparwood for a day. It has a paved runway, lots of room to rig and tie down, a heated clubhouse with water, showers and a nice lounge. There are high ridges on both the east and west side close to the airport. It is a beautiful place to fly, and thought is being given to having an organized event there.
- How often have we seen a new gliding club starting in Alberta? It's great to see the Lethbridge Soaring Club active now. See <[lethbridgesoaring.webs.com](http://lethbridgesoaring.webs.com)> and their 2014 club news in this issue. Congratulations!
- Since the SAC Annual General Meeting in Ottawa in February, the SAC board had a teleconference on 8 September, and will meet in Toronto on 8,9 November. □

## Notes from Phil

Phil Stade, ASC Executive Director

MY 2014 ASC ACTIVITIES actually started in December 2013 when I dropped in on Roman Wrosz in Ramona, California to discuss the work being done on the winch. Al Poldas and I headed back to pick up the winch on 4 June. Once we got it home we were into winch training as soon as possible. The Lethbridge Soaring Club got off to a good start this year using the winch. Thanks to Tim Wood, the winch is now hangared at the Pincher Creek airport, so there may be opportunities for winter and early spring launches at Pincher Creek, Claresholm, or Cowley.

On 22 December, Conrad Lamoureux and I installed the ASC display at the Alberta Sports Hall of Fame and Museum in Red Deer. Rafal Dzwonek's model gliders and towplane, Brian Murray's video setup and Arel Welgan's Livingstone Range photo re-created as a 14' x 9' banner made a stunning visual presentation. Most of the organizing was done by Val Deschamps. The display was in place until July, so many museum visitors are now more informed and hopefully inspired to look for a gliding club to join.

The 6 April ASC Spring Safety Seminar included a wide range of topics. Tony Burton spoke on cross-country flying. Henry Wyatt reviewed the challenges and benefits of ESC's safety management system. Brian Murray updated us on new soaring-related apps he is working on. Dr. Pavan Kumar and Dr. Jason Acker shared a presentation on safety issues related to the physiology of oxygen use by soaring pilots. A presentation on pilot disorientation by Dr. Geoffrey Melvill-Jones (see <http://www.columbiavalleypioneer.com/?p=12590>) certainly opened our eyes to some of the body's responses to arial maneuvering. His research and the illustrations he used to bring it to life for us will long be remembered.

The Cowley airfield and facility continues to need work. Fertilizer was again applied to the airfield at a cost of about \$1500 and the results were greener and thicker grass. On 15 July Ed Kalau, Keith Foster, Ron Janzen and Bruce Aleman from Lethbridge started replacing the shingles on the cook shack while I flattened gopher hills with the tractor. By noon two of us were done in by the heat. Ed, Keith and I nailed the last shingles, going home at 1130 pm for supper and rest. A big thanks to LSC for taking the initiative to get the job done.

The finances of ASC have been significantly affected by an 18% reduction in provincial grants since 2009. Two income sources outside grant funding that allow ASC to meet its obligations and set aside funds are the net income or expense related to PCK, our ASC towplane and the Cowley camps. PCK expenses are approximately \$15,000 → 23

# ASCent

the 2014 season



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editing and layout  
proof reading

Tony Burton  
Ursula Wiese

## **ASCent is the annual journal of the Alberta Soaring Council**

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

Executive Director, Phil Stade  
Box 13, Black Diamond, T0L 0H0  
(403) 813-6658, <[asc@stade.ca](mailto:asc@stade.ca)>

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**[www.soaring.ab.ca](http://www.soaring.ab.ca)**

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### **Cover**

Darren Clark and Al Wood enjoy a flight over the south end of the Porcupine Hills in the Cu Nim DG-1000 at the Fall Cowley wave camp.

photo: Darren Clark



**T**HE COWLEY CAMPS, our premier events, surprised me again. Several clubs had been experiencing challenges on several fronts and I anticipated pilots might be focusing on club-level needs rather than attending. That expectation turned out to be real but other factors boosted the camp results in ways that give me great hope for the future.

At the top of the list is the maturing of the Lethbridge Soaring Club. Although they only got started last year they represented a significant portion of the attendance and activity. All their members participated in the camps to some degree! They have been attacking the many challenges of getting a new club going with patience and persistence. Those challenges include buying an aircraft and getting it into flyable condition, finding a suitable location to fly, and mastering the use of the ASC winch. Congratulations LSC on your enthusiasm and participation.

Another factor is the number of new pilots and students who are pushing ahead to get more experience in an environment that offers challenges not present in the club setting. That translated into more flights of an experience/instruction nature which stretched their skills and comfort zones. It was very rewarding to fly with less experienced pilots in difficult conditions and then see them successfully exercising their new found confidence and skill on their own. That alone makes the Cowley Camp experience worthwhile. Perhaps that's Cowley's most valuable product.

The last encouraging factor was the on-the-spot decision to move operations to the Sparwood/Elk Valley airport on the

Thursday of the Fall Camp. For years we have talked about the possibility of making that choice but the personalities, weather, aircraft and 'spunk' needed to do it only came together this year for the first time. While the driving portion of the move took longer than necessary (I got lost), the flying and facilities point to superb future possibilities. Between the mid-afternoon start after rigging and the light wind and a bit of cirrus, it wasn't classic ridge soaring by any means, even with 4000 tows to the ridge top to the east, but potential for some beautiful soaring is there. Keep posted for new flying opportunities. Our 2015 camps may include a number of days at that site.

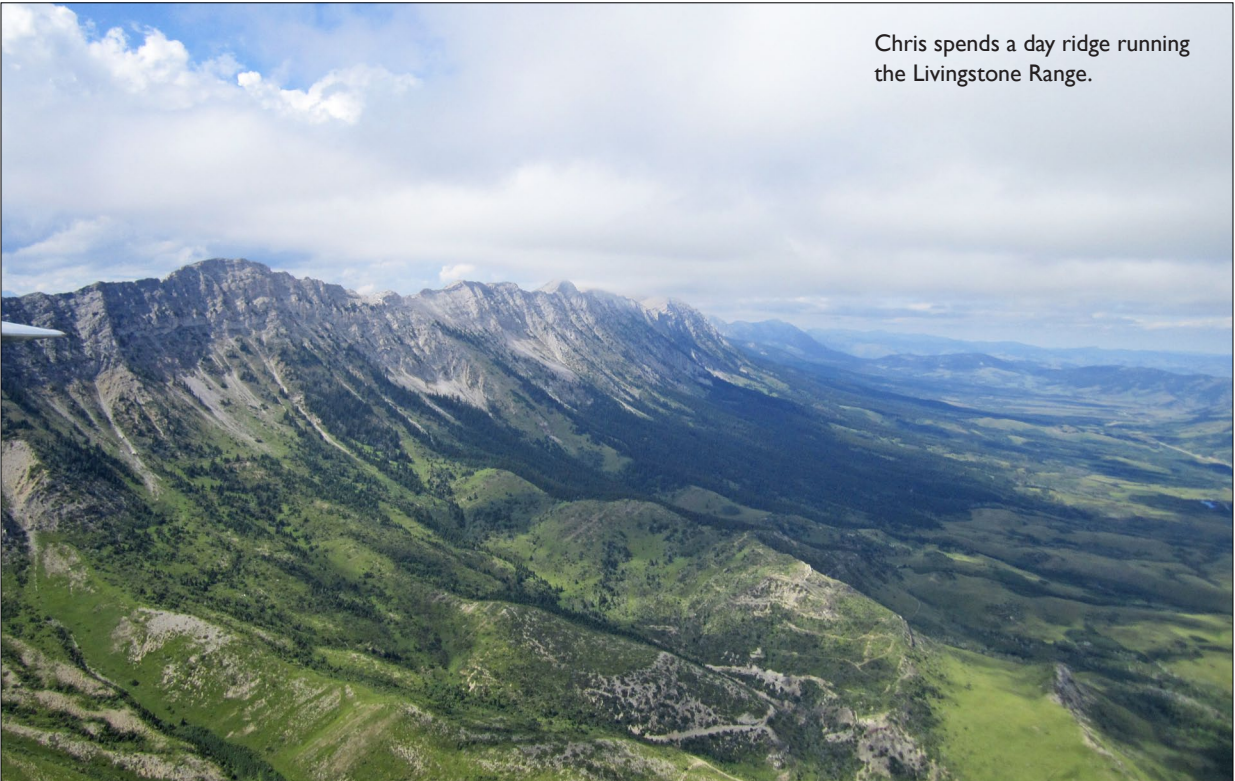
Summer Cowley had 43 registered participants but they didn't get much wave flying this year.

- Saturday got off to a slow start with only nine flights, there were a couple of longer ones by Tony Burton at 3:25 and 243 km and John Gruber at 6:07 and 309 km. Denise Vanderkooi and I found a good field for the camp's only land-out just east of the Hutterite colony after a miscalculation of the lift possibilities near Highway 22.
- Sunday's twenty launches included a notable 2:35 by Al Poldas in Cu Nim's DG-303.
- It was good to see the winch more active on Monday with nine launches of the K-21 and 2-22. The longest flights that day were under one hour but the total of thirty meant most pilots got in the air.
- Tuesday was better and six flights exceeded two hours. Bruce Friesen and John Gruber posted 3:54 and 3:47. Struan Vaughn had a 3:53 flight in his DG-400 that got him down to Waterton. Record keeping failed a bit, there may be others.



The best wave in Canada?  
"X" marks the spot.

Tony Burton



Chris spends a day ridge running  
the Livingstone Range.

Chris Gough

- Of the nine flights on Wednesday there were five over two hours. Pat Pelletier was in the air close to four hours for an OLC distance of 307 km. Jean Claude and Roger Dainton soared the DG-1000 for 4:27, the day's long flight.

- Thursday's poorer conditions resulted in only a few flights with the best being about 30 minutes.

- Any time a day fills over three flight log sheets, as they did on Friday with 45 flights, you know the pilots and conditions are active. Many of the flights exceeded an hour but Chris Gough in the ESC ASW-15 was up for almost 4 hours during which he flew the

length of the Livingstone Range eleven times below ridge height (photo on previous page). It was scenic for sure!

- On Saturday and Sunday pilots posted a total of 63 flights with only a few over one hour. On Sunday Peter Cromer had a 1:44 flight in the DG-303. Kerry Stevenson and Alex Jurkoc were right behind him at 1:38 in the DG-1000.

Fall Cowley was different, and the weather was really pleasant most days – no whiteout this year! This camp's first launch resulted in a Diamond Altitude climb for Patrick to 27,217 feet. See his YouTube video, 'Cowley Fall Wave Camp 2014', it's a wonderful way to share in the experience.

There was lots of wave flying and the camp's 103 flights averaged a very respectable 71 minutes each. For most of the week there was a strong northerly component to the upper winds so access to the wave was often quite turbulent and sink could be dramatic. On Monday afternoon after towing Jean and Tony Podachin to the south end of the ridge, tow pilot Neil Siemens noted over 2000 ft/min sink at 2100 rpm in the Scout. For their part, Jean and Tony also noted very soon after release that they would be landing out! A safe landing on the west side of the North Burmis Road led to a late evening meal in Pincher Creek for the retrieve crew and others who were anxious to hear the story.

There were numerous flights in the 14,000' to 18,000' range particularly since Cu Nim's DG-1000 and DG-303 were limited to 18,000' due to concern about possible gel coat cracking from rapid temperature change. Arel Welgan (25,300') and Tony (24,300') were two of the pilots who climbed to higher altitudes during the week. All of the pilots had opportunity to experience turbulent conditions far beyond



Ab Fotheringham

*A late day tow to the wave. Photo taken at about 7500 feet in PCK as it headed west to the release area.*



### Cowley towpilot debriefing

what they regularly face, especially on the Friday. Cowley, the great teacher taught and we all learned! A big thanks to our towpilots Jean Claude, Ab Fotheringham, Neil Siemens and Ted Sorensen.

Plan to join in next year. Mark the Cowley camps on your calendars now – 25 July to 3 August and 3-12 October. ☐

the  
annotated

**“HIGH FLIGHT”**

*Oh, I have slipped the surly bonds<sup>1</sup> of earth  
and danced<sup>2</sup> the skies on laughter-silvered wings.  
Sunward I've climbed,<sup>3</sup> and joined the tumbling  
mirth<sup>4</sup> of sun-split<sup>5</sup> clouds, and done a hundred  
things you have not dreamed of<sup>6</sup>— wheeled  
and soared and swung<sup>7</sup> high in the sunlight silence.  
Hov'ring there,<sup>8</sup> I've chased the shouting wind<sup>9</sup> along,  
and flung my eager craft<sup>10</sup> through footless halls of air.  
Up, up the long, delirious, burning blue,<sup>11</sup>  
I've topped the windswept heights<sup>12</sup> with easy grace  
where never lark, or even eagle flew.<sup>13</sup>  
And, while with silent, lifting mind I've trod  
the high untrampled sanctity of space,<sup>14</sup>  
put out my hand,<sup>15</sup> and touched the face of God.*

*apologies to John Gillespie Magee, Jr.*

**FLIGHT RESTRICTIONS and notes**

- 1 Flight crew must insure that all surly bonds have been slipped entirely before interacting with the travelling public, as any detectable trace of an on-board surly bond slip may be grounds for document action.
- 2 During periods of sky dancing, the “Fasten Seatbelt” sign must be illuminated.
- 3 Use of proper environmental clothing is strongly indicated for those who climb sunward often.
- 4 Joining the tumbling mirth is prohibited to on-duty flight crew as this action wholly constitutes “bringing the airline company into disrepute.”
- 5 Pilots must not exceed 30 degrees of bank while flying in clouds forecast to be sun-split, as doing so will result in flight attendant uniform splits as well.
- 6 “Things not dreamed of” are, by definition, not included in the Flight Operations Manual, hence are forbidden. Doing a hundred of them is beyond belief for any responsible pilot-in-command.
- 7 Wheeling, soaring, and swinging will not be accomplished simultaneously except by pilots in a flight simulator and only after having completed an approved course of training in recovery from unusual attitudes.
- 8 “Hov'ring there” constitutes a reliable indication that the flight envelope has been exceeded and an unusual attitude is imminent.
- 9 Flight attendant procedures state that although chasing of the “Shouting Wind” is allowed, chasing shouting children is not.
- 10 Craft-flinging is a leading cause of flight crew and passenger injury and is forbidden.
- 11 Should any flight crew or passenger experience delirium while in the burning blue, submit a medical irregularity report upon landing.
- 12 Minimum Enroute Altitude margins must be observed when topping windswept heights.
- 13 The position of any larks or eagles which may be seen must be NOTAMed immediately as a potential bird strike hazard area.
- 14 Pilot-in-Command must possess a licence endorsement to trod the high untrampled sanctity of space.
- 15 Air Regulations state that cabin pressure cannot be compromised by opening windows in order to touch God's face.

# The ladies go gliding

Val Deschamps, CAGC

the Women Soaring Pilots Association

**T**HIS JULY marked the 37th Women Soaring Pilots Association (WSPA) Seminar, which was hosted by York Soaring. I had the pleasure of attending the seminar this year; another memorable life experience.

The WSPA chooses seminar hosts from clubs from all around the world where their members fly. The purpose of these annual seminars is to provide women with new and varied soaring experiences in a condensed time frame while simultaneously promoting a spirit of friendship. WSPA organizers accomplish this by offering classes twice per day in various topics (basic soaring skills, cross-country mentoring, meteorology, aerobatic manoeuvres, etc). The organizers also invite keynote speakers for various related presentations.

The seminar usually attracts 20 to 40 female pilots; this year there were 23 registrants. The largest attendance to date was in 2010 at Air Sailing, near Reno NV, where there were 40 registrants who attended with several more on the waiting list. The ladies range in experience from students to long-time CFIs, recreational pilots to airline captains, ranging in age from 14 to 85. Women who attend any of the seminars come away with renewed confidence in their capabilities, enhanced skills, and new friends. WSPA currently has over 225 members from all over the world, the majority of whom are women. Several scholarships are available annually; some offer ladies of all ages the opportunity to pursue the sport of soaring at the local club level while a few others offer licensed women glider pilots the opportunity to enhance their existing skills.

York Soaring hosted the 2014 event on 19-25 July. They offered WSPA members' access to aerobatic training, and many experienced pilots signed up for this exciting opportunity. York CFI Eva Dillon, instructor Tracey Brake, along with the support of many club members, undertook the enormous task of hosting the five-day flying event.

Mid-summer has always been a busy time for soaring activities so my plans to attend began two years ago when the locale was first announced. How could I miss it being the first time held in Canada!

As the date drew nearer the organizers asked if I would do a short presentation on my experiences with the two *Chics Take Flight* events that I had helped organize. Then:

- Registration fees were paid. This fee not only included access to York Soaring's fleet of gliders and instructors but also covered costs for our meals and provided healthy snacks.
- Additional insurance was arranged which insured me for flying in any private glider.
- On-site accommodation arrangements were made; I was sharing a cabin with three others.
- Airline tickets purchased. Local transportation was confirmed, and my ride to and from the Kitchener/Waterloo Airport would be provided by Paul Chalifour. Paul was previously from Alberta so many of you will know of him.
- I applied for the WSPA *Flying Montagues Scholarship* that awarded the selected applicant a bursary to be used to offset the costs of attending the seminar, registration, and flights.

I was honoured to be this year's recipient, awarded in part in recognition of the time and efforts made while being involved with both of the *Chics Take Flight* events but additionally due to continually promoting the sport of soaring.

Then Murphy's Law struck – one week before the seminar was set to start I came down with the flu. With my flight leaving Saturday afternoon, even on Friday morning I was unsure that I would attend. Feeling better, but still under the weather, I arrived on Saturday evening so that I could do some area site checks before flying started on Monday. The area around the York Soaring club reminded me a lot of our Innisfail terrain, a lovely surprise.

Sunday was filled with reacquainting with many friends that I had met during the seminar in Reno that both Carol Mulder and I had attended, and from the SSA Conference in 2012. Introductions to others continued throughout the week.

Early Monday morning the conference began. Safety briefings, DI's and staging gliders were done, after which we dispersed into smaller groups. I had signed up for aerobatic





training so I sat in on those classes, but by the end of the morning my head was hurting and I realized that my current physical wellness was certainly not up to the requirements for aerobatics. I decided to concentrate more on spin training and cross-country mentoring flights for the remainder of the week.

“Aerobatic experience” flights were being offered so I jumped at the opportunity to fly with Manfred Radius. Manfred has flown his Salto in glider aerobatic performances for years at most North American airshows, even one time at the Cowley summer camp where he held an unusual attitudes course. During my flight he demonstrated several maneuvers, a couple of which I was given the opportunity to try; according to Manfred I performed them well. Several spin training flights were taken but it wasn’t until the third flight that things finally came together, the steps became familiar, and I knew that I could handle a spin if it ever happened to me inadvertently.

Flights in a vintage Slingsby T-21 were available so I signed up – I should have worn a jacket though because it was cool and windy sitting in that side-by-side open cockpit glider. Note to others: a loose-fitting blouse is not the best choice, but the pilot did mention he enjoyed the flight more than usual. Maybe that’s why I got to go up a second time. A cross-country mentoring flight in the DG-500 taught me a lot about the many things you have to keep in mind, how higher performance gliders can do so much more than anything I had flown, and about the importance of having adequate seat cushions. We both suffered from ‘numb bum’.

Evenings were filled with speakers: York Soaring’s own Charles Peterson who spoke about the *Freedom Wings* disabled flying program; Loretta Lewison, assistant coordinator for the Kitchener/Waterloo Airshow, who spoke about her experiences and the future of airshows; and me with a short

presentation on *Chics Take Flight*. WSPA also used the gathering to hold their AGM.

Every year a limerick contest is held and the winner is announced at the Friday evening banquet. The winner is awarded ‘The Flying Goddess’, a wood statue that a member had acquired while visiting the Hawaiian Islands. The statue has been shipped to recipients all over the world. Since spare time was hard to find all week I quickly penned my entry while I was sitting in the flight line cabin recording flights and submitted it just minutes before the deadline. Imagine my surprise when my name was announced. One of the ladies jokingly said, “Not only were you a Cover Girl (my photo had been on the front cover of a local magazine the previous year) but now you’re a Flying Goddess!” The statue will remain with me until the next recipient is chosen. My simple limerick is printable:

There was a young lady near Arthur,  
When gliding, flew farther and farther,  
So on Acro she trained  
Except when it rained,  
And now can do loops, rolls and hammers.

Friday and Saturday saw most participants returning home. What did I take away from this experience? New/enhanced skills, renewed enthusiasm, even more friends and the acceptance of the request to sit on the WSPA Board of Directors for the next two years. My sincere thank you goes out to all who organized and participated in the 2014 seminar to make it so memorable for so many.

Our friends at Minden, Nevada are hosting the 2015 Seminar the third week of June but CAGC is hosting the Canadian Nationals the two weeks prior to it. Then in 2016 the event is planned to be held near Turin in northern Italy. Plans are already underway for that one. Who wants to join us to fly the Alps? Another memorable life experience to come. □

# Milestones

Erin Doerffer, Cu Nim

## am I a Real Pilot yet?

**A** FEW DAYS AGO, someone on an online aviation forum I visit asked, “*when did it really occur to you that you are a pilot?*” The responses spanned all parts of pilots’ careers: “It hit me when I first solo’ed.” “I was on a long cross-country...because I wanted to go somewhere with friends, to a new location I’d never been, for a flight I’d planned solely for fun.” “Starting the engine on a Regional Jet after pushback”, etc. Almost all the responses shared the theme of doing something for the first time. It got me thinking about my own firsts. I’ve reached several milestones in the last 12 months or so, from first solo in September 2013 to first passenger in October 2014. But did any of them make me feel like a *real* pilot?

**First solo** I knew I was close to being able to solo, but no date had been set. That morning, I went to the field as usual for instruction and did an early flight with the CFI. He challenged me and tried to influence my decision-making. Evidently I handled the situation appropriately – after landing, during the walk back to the flight line, we agreed that the conditions were suitable for a first solo.

The CFI helped me secure the now-empty rear cockpit and acted as my wing-runner. To calm my nerves, I ran through my pre-flight checks aloud, just as if he were in the glider with me. I gave the thumbs up for wings level, and then there was no more time to be anxious – I had to fly it! I had been warned that it would take off much more easily without two on board, but I was still surprised by its lightness, and I ballooned a little before getting the pitch back under control. As I climbed behind the towplane, I ran through my options: if the rope broke now, which field would be best? How about now? – it would have to be a right circuit, abbreviated. There is plenty to think about during those first minutes of tow. But once I reached a 1000 feet, I could easily make a standard circuit... and suddenly there was nothing more to do but wait and climb.

With a lower workload now, I remembered I was alone in the glider, I had to make all the decisions myself, and there would be no one to save me if I fouled up the landing... I quickly stomped down the rising sense of panic, telling myself I had done this many times; it would be fine. And it was! It felt incredible to know that I could handle it all myself. But I definitely didn’t feel like a real pilot; there were so many more skills to learn.

**First time flying from the back seat** It was spring 2014, and I was approaching the last few of my 20 minimum takeoffs and landings. I had done four solo flights in a row, and club policy requires that every fifth is flown with an instructor. To add a little extra challenge, the instructor of the day suggested I try flying from the back! That was unexpected, but since my goal for the 2014 season was to license and obtain my passenger-carrying endorsement, I agreed.

I had never thought of any of my instructors as having big heads, but there he was, filling my field of view. All I could see of the towplane was two green wingtips, seemingly sprouting from his ears. Turns suddenly became the easiest part of the tow, as I could actually see most of the towplane’s fuselage. I became so busy, mentally, trying to figure out how to line up the glider with something I could barely see that I lost the rest of my situational awareness and had to ask the instructor to call out altitudes for me.

Flying was a little simpler once off tow, but I had to get used to a completely different sight picture for the speed I wanted to fly, the yaw string and the instruments were in weird places, and worst of all, the push-to-talk button for the radio was on the instrument panel instead of the control stick! This last change became quite a challenge during circuit and landing, because I couldn’t use spoilers and radio at the same time. It fit the definition of a “great” landing (that is, one after which not only do the occupants walk away, but you can also use the airplane again), but I certainly wasn’t a real pilot yet! I couldn’t have done that flight without a more experienced person in the glider with me!

**Licence checkflight** The big one. I had done practice checkflights with other instructors in the week leading up to my real checkflight with the CFI, and they hadn’t gone well. I was out of practice with maneuvers on tow, and I botched my spin recovery. This was not entirely unexpected, as I’ve struggled with spins throughout my training, but it was disheartening. I tried to convince myself that the checkflight was just another dual flight, just another chance to work on things I found difficult. If I failed, it just meant I would have more opportunities to practise.

The morning arrived in early August 2014. While waiting for the mini-ground school discussion that kicks off every training day, one of the other students asked me about spins, as



Sara is Erin's first intro.

Steve Hogg

she was planning to work on them that morning, but she was nervous. I reassured her that they weren't really that bad – they just seem scary. The recovery procedure was straightforward, from the top of our airspace she would not lose enough altitude to be in danger even if she botched the recovery, and the physical sensations are actually not too intense – they just change quickly. I shared with her some of the things that I had learned: say your recovery steps out loud, remember to centre the rudder, look up at the horizon.

And then I went and did my checkflight – starting with spins. I'm certain that my discussion with the other student calmed me and allowed me to succeed. "Okay, there's the nose drop... and...we're rotating. Full opposite rudder! Ease forward on the stick! We're flying again, pull out of the dive!" The CFI wondered what I'd done with the other Erin, the one who was afraid of spins, because I'd executed it so calmly. (What he didn't realize is that my heart was still pounding!) He had me go through a few other emergencies and unusual attitudes, and then at about 2500 feet agl, told me I'd passed. I actually disagreed, saying, "there is still lots of time for me to screw this up!"

Of course I didn't, finishing the flight and landing the glider without issue. The CFI signed my paperwork, and there it was: I had a Pilot Licence – Glider (temporary privileges for 90 days). It seemed surreal. Nothing had changed, but everything had changed. This was a childhood dream fulfilled, but I felt just the same way I had the day before, that I'm learning to be a pilot.

**First non-pilot passenger** Recently, I had my favourite milestone yet – my first passenger. I hesitate to refer to her as a non-pilot, because my friend Sara went through Air Cadets, obtained her private pilot licence, and completed her instrument, multi-engine, and commercial checkflights

well before I even began flying lessons. But life got in the way, as it sometimes does, and she hadn't been around airplanes for years when I invited her out to Cu Nim. Needless to say she was pretty excited, and I was pretty nervous! Would she be comfortable with my flying skills? Would she critique my takeoff or landing? I was really about to be responsible for another soul on board. Would the weather hold, it being late October, after all?

The day finally arrived, and as it didn't look good for soaring, we decided to share the cost of a 4000 foot tow. Sara enjoys aerobatics, so I did all the fun things that my stomach could handle – a series of short dives and climbs with a reduced-G pushover at the top, sharp

turns, a slip, and a stall. (She found the ASK-21's stall characteristics quite boring.) We admired the view of the mountains, looked at the river floodplain, and actually did a little soaring in some 2-3 knot lift. We were up for 41 minutes, almost making ourselves late for an obligation we both had in Calgary that afternoon!

I was calm throughout, and was able to carry on a conversation about what I was doing during various stages of the flight. Still, upon reflection later, there were lots of areas for improvement – I should have checked in with her more often while thermalling, for example, and my steep turns could have been better coordinated.

So, while I'm legally a real pilot with the piece of paper to prove it, and I believe it a little more each time I exercise the privileges I've earned, part of me is still not convinced. Real pilots are people like Chesley Sullenberger, or Maryse Carmichael, or basically anyone who flew for the ATA in WWII...aren't they? Even if the scope is limited to current Alberta soaring pilots, the standards are high: "Jedi" Ted Sorensen, Tony and Ursula, and Selena Boyle immediately spring to mind. Of course it's not fair to compare myself to these folks – even if I won the lottery, quit my job tomorrow, and flew every day of the week till I'm 90, I couldn't build the kind of hours some of them have.

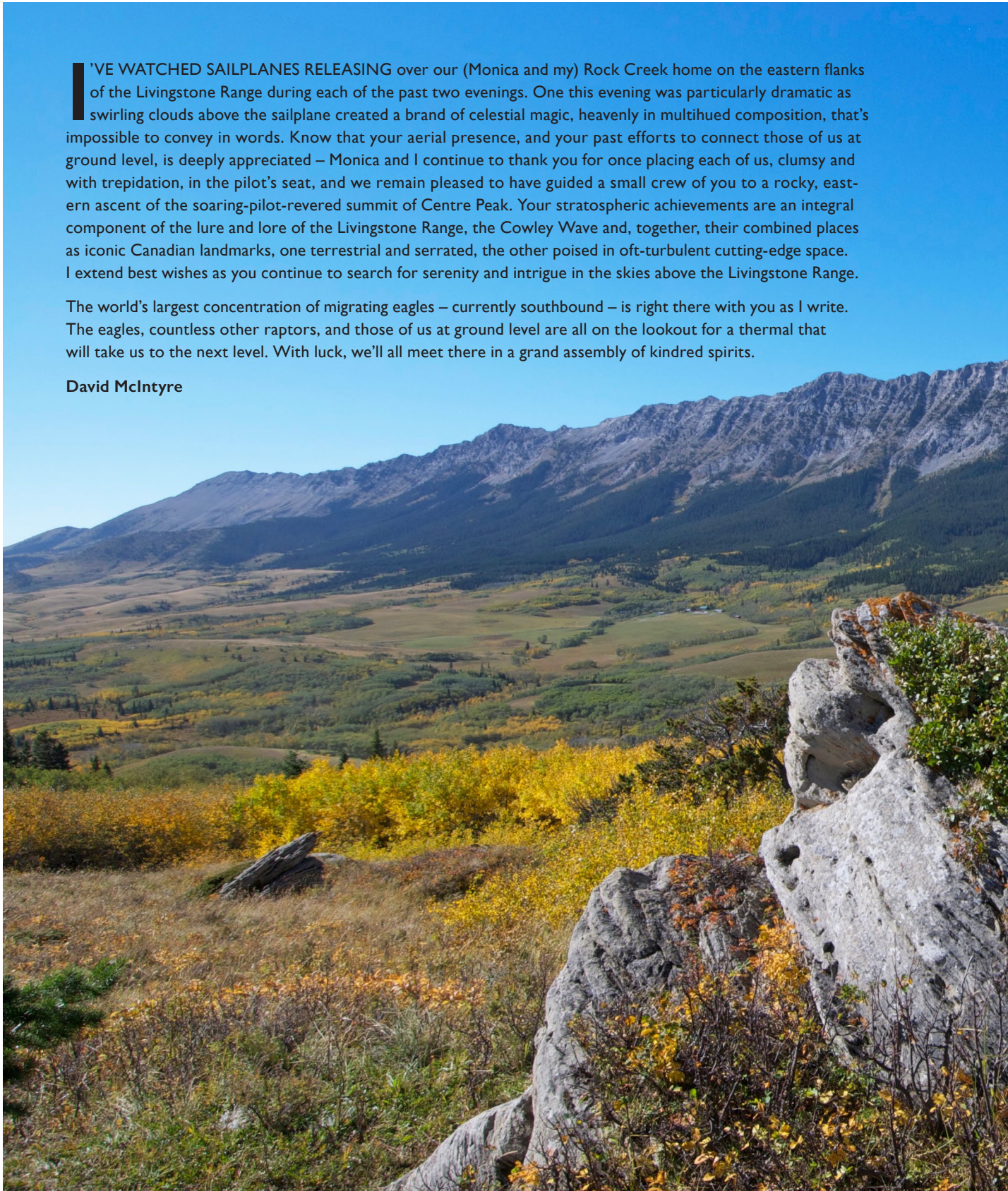
What would make me feel like I'm a real pilot? I don't know; maybe when my *Aviation Document Booklet* comes in the mail, but I doubt it. I'm beginning to think being a real pilot is more of a process; growing and developing and evolving, rather than a single milestone. There have been so many times just this fall when I've come up against my limits and realized how much more I still have to learn.

When I ever become a real pilot I'll write another article to let you in on the secret. □

I'VE WATCHED SAILPLANES RELEASING over our (Monica and my) Rock Creek home on the eastern flanks of the Livingstone Range during each of the past two evenings. One this evening was particularly dramatic as swirling clouds above the sailplane created a brand of celestial magic, heavenly in multihued composition, that's impossible to convey in words. Know that your aerial presence, and your past efforts to connect those of us at ground level, is deeply appreciated – Monica and I continue to thank you for once placing each of us, clumsy and with trepidation, in the pilot's seat, and we remain pleased to have guided a small crew of you to a rocky, eastern ascent of the soaring-pilot-revered summit of Centre Peak. Your stratospheric achievements are an integral component of the lure and lore of the Livingstone Range, the Cowley Wave and, together, their combined places as iconic Canadian landmarks, one terrestrial and serrated, the other poised in oft-turbulent cutting-edge space. I extend best wishes as you continue to search for serenity and intrigue in the skies above the Livingstone Range.

The world's largest concentration of migrating eagles – currently southbound – is right there with you as I write. The eagles, countless other raptors, and those of us at ground level are all on the lookout for a thermal that will take us to the next level. With luck, we'll all meet there in a grand assembly of kindred spirits.

**David McIntyre**





David McIntyre

# while visiting Lasham ...

Tony Burton, Cu Nim

**L**ASHAM IS A HUGE multi-club gliding site about an hour's drive southwest of London; it is arguably the world's largest, although Oerlinghausen in Germany might disagree in any given year. I had the opportunity to drop in for an hour or two towards the end of a two-week trip to England that Ursula and I enjoyed ...

But that was the last of four gliding-centric things that we experienced. The first was a visit with Ross Macintyre who lives near Cambridge and is my "boss" as the chairman of the IGC Sporting Code committee. I have been working with him since 1998 when I joined the committee and became the sort of editor of the Code, which defines the rules of gliding. It was pleasant to visit with the gent whom I had seen in person only twice. He lives close to Duxford airfield, site of the Imperial War Museum's aircraft collection, which is in a long line of hangars holding about one of every military aircraft that flew in all the big wars. A Spitfire was flying overhead for fun while we were there – wow!

Five days later we were in Sheffield, now visiting my cousin. He had e-mailed that there was a gliding club nearby that I might want to visit. It was the Derbyshire and Lancashire Gliding Club, operating since 1935, and is mostly famous for hosting the 1954 World Gliding Championship. One day we had been hiking in the Peak District countryside, and on the drive afterwards I saw a glider in the air so we "followed" it for an impromptu visit to the hilltop site.

The airfield was formed from the fields of Camphill Farm and the clubhouse was once the farmhouse – it is now a listed (historic) building. It has a large meeting room, offices, lounge, a simulator room, kitchen, a dormitory upstairs and, of course, a bar (all European gliding clubs have bars). In early days Camphill was noted as a good site for soaring in hill lift, later becoming equally well known for thermal soaring and for lee wave triggered by the Pennine Hills. The site is famous in the history of gliding. It was one of only a handful of centres for early gliding in the UK. Most of England's gliding pioneers were members of or flew at Camphill.

The airfield has a large dip in the middle like a giant saucer. A bit of mid-week training was going on, with a couple of K-13s being winched off the rim of the saucer towards the middle. The final for a landing was quite a downslope run, with the glider stopping near the centre of the field where it got hauled back up with a small tractor. One of the members

said that recently the club was inspected by the National Coach of the British Gliding Association (BGA) as a possible venue for an instructor course, but after seeing the peculiarities of the site, it was turned down as being far too non-standard a field to teach new instructors!

A couple of days later, I arrived at the home of Mike Bird in London on his standing invitation to dinner and a stay-over if I ever got to the UK. The original plan was to meet at Lasham to avoid my having to drive into the city, especially on the wrong side of the road, but we did meet at his home (praise the Lord for my borrowed car GPS).

You likely haven't heard of Mike, but if you ever read the BGA's *Sailplane & Gliding* up until just a few years ago, you would know him by his pseudonym, "Platypus".



He was a very entertaining contributor to the world of gliding for over fifty years. We had e-mailed in the past on the articles I reprinted from him for Free Flight. You can read a few of them if you download my compilation of gliding humour from Free Flight, "*I thought it was funny*" (on the SAC website). His own compilation, a book I recommend heartily, is "*The Platypus Papers*", available on Amazon.com.

When I phoned Mike the day before to confirm our arrival, he mentioned that Derek Piggott lived close by and he had been invited to join us for dinner also. Derek Piggott!

This is the opening paragraph of his Wikipedia entry: *Alan Derek Piggott, MBE, (born 27 December 1922), is one of Britain's best known glider pilots and instructors. He has over 5000 hours on over 153 types of powered aircraft and over 5000 hours on over 184 types of glider. He has been honoured for his work on the instruction and safety of glider pilots. In 1961 he became the first person to make an officially authenticated take-off and flight in a man-powered aircraft. He has also worked as a stunt pilot in several feature films ...*

Ursula and I had a great evening with them. Derek is a sharp 91 and stills drives. Mike is my elder at 80 – he stays healthy



Ursula Wiese

**People** Derek (left) and Mike (right) being shown the glories of Cowley.



Tony Burton

**Places** The Lasham clubhouse bar – with appropriate ceiling beams – I propose an addition to the club at Cu Nim.



Tony Burton

**Things** At the Lasham launchpoint. Note the enormous size of the field. Half the K-13 training fleet is lined up here.

just navigating his four-level house (I think all row houses in London are narrow and four stories high). He plays a grand piano very well up on the third floor. My contribution was to bring along a Calgary sectional and all my Cowley photos on the laptop. Both gents were suitably impressed; I felt I was in hallowed company.

The next day I did find the Lasham Gliding Society (LGS) on my way south on the second last day of our travels. Mike had called ahead to the office on our behalf and we were met by a member who gave us a bit of history of the place, which originally began in 1942 as an RAF base, the home of nine different squadrons between 1943 and 44. It became a gliding site in the early 1950s. The club had been trying to gain ownership of the land ever since then, finally achieving that a few years ago.

How about some stats:

- 500 acres, 3 runways (main 5700' paved), much grass and not a gopher hole.
- 450+ gliders (85% of Canada's fleet!), including the seven other small clubs.
- 59,000+ aircraft movements/year
- LGS has 90+ instructors (CFI and 2 staff AMEs paid). Derek was their CFI for 36 years, from 1953 to 1989.
- the LGS fleet: 8 ASK-13, 3 Grob 102, an ASK-21, a DG-1000, Duo Discus, and a SF-25 motor Falke.
- 5 towplanes and 2 winches.
- a vintage restoration group continuously at work, with a "graveyard" of old gliders in trailers patiently waiting their turn.

On the far side of the airfield is a maintenance facility for Boeing aircraft, so pilots have to watch out for occasional big jet traffic. On the clubhouse side of the field I was struck by the almost endless line of glider trailers. Our host drove me out to the launch point where six of their K-13 fleet were being winched, and I enjoyed chatting with the pilots there. I learned that England has a complicated airspace, especially in the south, and Lasham has to deal with more than its share. We are lucky to be free of that in our part of Canada.

So, while I didn't get to actually fly a glider anywhere on our trip, the visits were a great pleasure nonetheless. □

# ESC Junior Development Camp

focusing on the cross-country basics

Jason Acker, Chris Gough, Gary Hill

**E**XCELLENT AUGUST WEATHER during the fourth annual Junior Pilot Development Camp in Chipman this year allowed young pilots to truly experience the wonders of prairie soaring! The Edmonton Soaring Club hosted seven pilots from Alberta and Saskatchewan for a full week of advanced soaring and skills development.

As with previous camps, all of the junior pilots attending this year had received their ab initio training with the Royal Canadian Air Cadet program, with four of them only receiving their licences just the week before the camp. This gave us the opportunity to build on the solid base that they developed with the Air Cadets and introduce and reinforce pilot decision making, thermaling, and cross-country skills development.

The official kick-off to the camp started on the Friday afternoon with the camp director (Chris Gough) welcoming the junior pilots and introducing them to the camp rules and safety procedures. He then jumped into a discussion on the basics of thermaling – which turned out to be timely given that all the pilots found themselves in many thermals throughout the week!

For the first few days, flights mostly consisted of covered instrument exercises, spins, stalls, spirals and boxing the wake. The instructors kept the students thinking and practising SOAR as they “talked” them into locations that required them to execute abbreviated or right-hand circuits. One of the early seminars by Gary covered meteorology with a session covering that “thermally thing”, the tephigram sounding interpretation.

As the conditions improved, we were able to put to practise the thermal lessons from the first day and it became frequent to see two or three gliders circling together. Safety was emphasized and the junior pilots were able to practise entering and exiting thermals safely. They quickly picked up on the rule – if you hit lift – use it, and with the Skew T/Log P information they began picking the time of day that they

needed to be in the air to find lift which led to later starts and more productive tows. When possible the instructors were also able to fit in final glide exercises, with the camp participants practising 10 to 20 km glides from Lamont and Bruderheim along cloudstreets – a good exercise to reinforce the mental math and demonstrate the improved performance of the club gliders compared to the cadets’ 2-33s.

If you are going to go cross-country you will likely experience a landout, so every year we have the cadets experience a true landout in an adjacent field to our strip. It just so happens that this time of the year it

was covered with those huge round hay bales that make the field look very crowded from the air. Earlier in the week Gary laid out a few tracks in the bales and it was only a matter of time before most of the juniors found themselves among the bales and calling for a tow!

Overall it was a great week for the junior pilots. By Day 3 of the course, they had all soloed in the two-seaters and many

had been type converted to the single seaters – with three of the junior pilots transitioning to the ASW-15 by week’s end, allowing them to really stretch their wings.

With the excellent conditions, the pilots were encouraged to develop their thermaling skills. This allowed us to introduce them to the FAI badge program which has been promoted at the club this year, and it resulted in us being able to award all seven pilots with their B badge and six of them qualified for their C badge. Two of the junior pilots were able to complete 2-hour flights and a number of the requirements for their Bronze badge. The longest solo flight of the camp was 3:46 hours.

The week allowed the pilots to really develop their skills in a supportive environment. One of the Juniors, having experience with winch flying with the Air Cadet program, was comfortable releasing at 1100 feet. He picked up a thermal and went up another 4000. Another did three spot landings in the landing zone on his way to knocking off many of his

*"The week that I spent at Chipman as a junior glider pilot with ESC was the most amazing week of my entire life. During the time I was there I learned an immense amount about soaring and techniques that I use today in the cadet gliding program, especially when it comes to thermaling, and the safety that goes with it. I hope that I get the chance to participate again next year as I would like to excel and learn even more. The best part is that I now proudly wear my C badge on my flight suit and others have asked about it at the Netook Air Cadet gliding site where I spend every week keeping my skills sharp that I learned."*

Grayden Kruk



Bronze badge requirements. The club PW-5 and Blanik L-33 were very popular once we released the pilots from the formal program. As they demonstrated their competence, we transitioned them into our single seat gliders to help them experience how different airframes perform. They progressed very quickly, and we were keen to move them through the fleet.

As each pilot came to the camp with different goals, we worked with them to make sure that they were able to achieve them. One pilot was interested in pursuing instruction, so we worked with him to get a back-seat checkout; another was interested in flying their friends and family, so we worked with them to develop their passenger-carrying competencies.

Over the course of the week, the junior pilots flew 155 flights and accumulated over 56 hours of solo time and almost 18 hours of instruction time on 332,500 feet of tows. Each participant averaged over 8 hours of solo time and 2.5 hour of instructional time for the week, with most flights averaging 30 minutes.

The camp was almost scrubbed due to damage sustained to the canopy of our Puchacz (MJS), which left us with only one two-seater L-23 for the camp. Thankfully, the kind folks at the Central Alberta Gliding Club allowed us to borrow their Puchacz (CTE) which we put to good use during the week

(51 flights). We very much appreciate the generosity and support from CAGC to help make our junior camp a success.

Due to the hard work of the club towpilots, instructors and members, we were able to put on another successful junior development program. We look forward to running the camp next year and would be interested in talking with the other Alberta clubs who might consider offering their own program or partnering with us. Coaching and mentoring new members to our sport, particularly the youth, is essential in keeping our clubs vibrant and financially viable. □



Rachel's successful simulated off-field landing in the L-23.



Standing, from the left: Grayden Kruk, Chris Aikens, Nicole Boyle, Rachel Stefaniuk, Chris Gough (Camp Director), Dylan Mckenzie, Bennett Foster. Kneeling: Gary Hill (instructor), Janet Ross, Jason Acker (instructor).

## 2015 Canadian Nationals planning

June 8-9 practice, June 10-19 contest  
Air Cadet Gliding Centre, Olds/Netook airport

**John Mulder**

**T**HE AIR CADET LEAGUE OF ALBERTA has allowed us access to their field and facilities for the 2015 Canadian Nationals Gliding Competition. They have a long wide grass runway, a hangar, classroom, cook shack, and bathroom facilities. There will be ample room to tie gliders and trailers down along one side of the runway while we launch from the opposite side.

A lot of planning needs to be done on logistics, sponsorship and facilities. We are also looking for towplanes and I am hoping we will have the ASC Scout and CAGC Citabria, along with an L-19 from the Innisfail area (or two), a Pawnee from ESC and a Scout from Cu Nim. I haven't made any official requests as of yet but maybe this can be used to open discussion at the clubs and ASC.

I am hoping to have some ground vehicles available for glider retrieves. Like Cowley, the ACLA is sensitive to vehicles all over the field. It depends a lot on how wet the spring is and the resultant firmness of the grass. Spare golf carts and quads will definitely be beneficial.

I hope to have camping available on the airport, but will also be soliciting support from some local campgrounds. The bathroom facilities are adequate, but some Porta Potties would be appropriate to supplement with the number of people expected. Speaking of numbers, I am hoping we see at least 36 gliders competing.

This contest will have its contingent of serious pilots vying for a spot on the National team, but it will also provide a fun environment for first time competitors and club two-seaters to compete. Even if you haven't flown a contest before, if you have some cross-country experience, consider giving this a try. Often you fly on days when in a club environment you wouldn't even rig. It shows what can be accomplished in less than perfect conditions.

We will need lots of volunteers to help with planning prior to the event and CAGC, as the host club, will try and fill as many of the duties as we can. However, if you can help or have a contact, skill or experience that would help with the planning for the event, please let me know. I will be looking for input from all of the clubs as we put the event together. We will also need people during the contest to

help with launches, flying towplanes, running ropes and hookups, standing by the landout phone in case needed, and retrieve crew for those pilots who don't have any with them. Please consider spending some vacation time with us. The launches are exciting, the finishes as well, and there's nothing like a good retrieve story to tell your grandchildren or fellow gliders pilots for years to come. There will be lots of time to socialize and enjoy the company of your fellow gliding enthusiasts as well.

We could have the ASC winch there for launches after the contest launch is complete and for non-flying days so there would be opportunities for students to get some flying in as well.

There are a few immediate projects that require some work by a knowledgeable individual or two. First on my list is the creation and hosting of a website where the contest information can be placed. It also needs to include a sign-up area for pilots to register and volunteers to sign up. If you can help with this, please let me know!

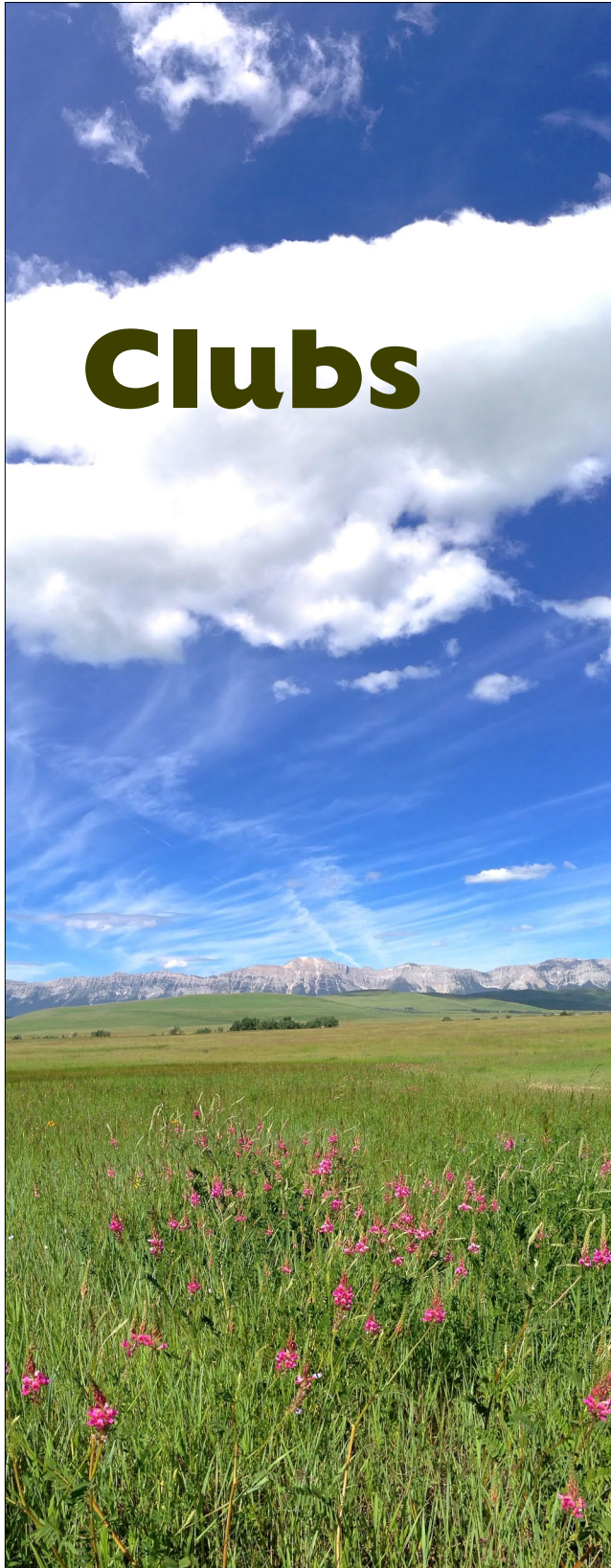
I also want to begin conversations with the local municipalities and businesses and any media that may be interested in promoting our competition. Since the contest is early in the season, you may be able to use the event to promote your club and attract new members.

I have accepted the position of Contest Manager and have found a treasurer and scorer. I will be looking for a Contest Director, meteorologist, chief towpilot, safety officer, grid manager, contest desk and landout phone coordinator, social planner, facilities manager, and public relations coordinator. Some of these positions can get to work now, and some are required during the contest. If you can't commit to the full two weeks, the positions can be split among a few people to ensure coverage for the contest. Let me know if I can put your name next to one of these positions.

Things to do now – design a logo, design a website and host it. And going forward – Get T-shirts and promo materials, book Porta Potties, talk to Olds and Bowden people for sponsorship and support, find a bathroom/shower trailer, find a water truck. □



# Clubs



## Lethbridge

This was LSC's first year in flying operation after spending a few seasons to acquire and restore a Schweizer 2-22. Now with a glider, much more club preparation needed to be done and the LSC members rose to the occasion. Last season a number of us went to CAGC to witness the smooth operation of a club flight line. Over the last winter many of our members trained extensively on the SAC simulator which has proven itself very valuable for a winch launch club that has very limited flight training time in the air.

Then this year we were the first club to fly in Alberta – PCK was ferried to Claresholm on a windy day in April and with the help of Dale and John from CAGC, we had both towing and test flights for our restored bird followed by the first flights for our club members. From there we went on to design and build our own automobile launch pulley and rope winder from scratch. We then took our 2-22 to CAGC for the first winch flights. The well-proven 2-22 now could be used on our auto launch system which we did at Claresholm and managed our first independent launching day as a club.

This season continued to be very busy as two of our members went to ESC's soaring weeks and trained with great focus which led to our first flight-tested new pilot Geoff Minors. Then Geoff, with his past experience in gliders years ago, went on to attend the instructor course held at Cu Nim and successfully became our second instructor! Shortly after he bought his own glider, an ASW-19, and brought it to the Cowley fall camp where he aerotowed *and* winch launched his ship for the first time. A fantastic accomplishment for one season of flying!

LSC members had participated in the Cowley summer camp and learned to use the ASC winch. We completed several days of winch launches and are comfortable running a winch operation, auto tow, and visiting other clubs for aerotows.

We have a couple of students approaching solo skill level; one pilot was licensed and given passenger carrying privileges and, as mentioned before, one pilot was licensed this season and trained as an instructor. What a fantastic year.

We now hope to base our operations in Cowley or Claresholm, come up with some means of shelter for our glider (so we don't need to rig & de-rig each day), and potentially find an affordable glass dual glider for further training and solo for our members. We will simulator train over the winter and are keen to be the first club to operate next spring.

Thank you to all those members of ASC who have helped us get started in operations, learn how to run and operate a club, and helped us be safe. They have shown by example how to be friendly, positive, supportive and enthusiastic about our loved sport. We look forward to flying with you all next season!

**Pavan Kumar**

## **Cu Nim**

**T**HIS IS THE FOURTH YEAR I have had the pleasure to be the president of the Cu Nim Gliding Club. I must say that it has been a great and an enriching experience.

Looking back at 2014, I must say that it was a pretty good year. The DG-1000, K-21, Jantar, and DG-303 Elan had 1242 flights this year totalling 673 hours. The club is slowly growing and the financials are looking quite nice. Our recently purchased Elan is the sexy girl that everyone wants to fly. Psst... don't tell anyone, if one day I buy a glider, I hope it's one of these. It is so easy to fall in love with such a beauty!

Although the club this year went through several successful events such as fly-in breakfasts, hosting a wonderful instructor course led by Dan Cook with our senior instructors Al Wood (CFI) and Phil Stade, and having a bunch of new students joining, I don't want to bore you with the details now. Let's move on. This time I want to discuss club management. The big question that I ask myself every time I drive to the club is what is the business model we have to follow to make this club successful? I have thought about this for four years, and I still don't have an exact conclusion, but there are some key elements I'm convinced about.

We are definitely in the business of satisfying people. We need to fulfill needs and expectations of everyone since gliding is not a necessity, but a leisure activity. If you think about it, sometimes you spend hours at the club and fly just twenty minutes. So I hope those twenty minutes are so good that they are worth not just the money, but the time you invested. This is key.

So how do we make the flying experience a good one – so good that you want to keep coming back? The solution is listening. Look at the membership and recognize the individual needs. Everyone is different and has different needs and different triggering points. We cannot completely satisfy everyone, but when people feel they are understood, we develop a sense of belonging to an organization that is worth millions. No other incentive is more powerful than feeling part of something you care for. As such, the executive has the mission of directing the club to fulfill the needs of members, all of them and hopefully their families. We need to strive to have inclusive clubs where our families and friends feel welcome and can have a space while you fly!

Now, more practically speaking, we have three sets of clients to satisfy, with three very different needs and expectations. They are our current members who we need to retain in order to keep our numbers sort of constant, we need to attract new members in order to increase our membership, and finally, there are the ones in the public that will never be a member, but they want to try an introductory flight.

This last group may be seen as the easiest to satisfy since they are so happy and thrilled by the experience. But let's not fool ourselves – how is our overall customer service? Do we answer e-mails on time? Is our flight booking system working well? Are we flexible and accept different payment methods, etc. In essence, are we up to the standards expected from any other service provider, because this is who we will be compared with. In the end, this is the first threshold someone crosses in becoming involved in the club.

Now, the new member who is learning and becomes a student has different needs. They want to learn. And of course they want to do it in an efficient and well organized way these days. Do our students feel they get their bang for their buck? How are our training facilities? Are our instructors current and make their students feel understood and guide them through the learning process to fulfill their expectations? This is the second threshold to getting fully involved in the club. At that point, members now have a whole new set of expectations.

Members want to fly good machines, a well-kept fleet which allows them to do what they love to do... fly. But, what type of flying? This is the key in keeping members. Clubs need to offer the possibility of developing members in the different activities they want to achieve. This does not mean that everyone has to be a world cross-country champion, but everyone has to find the sweet spot they like to be on, whether floating above the club on a nice summer evening or doing a world class cross-country flight.

Now, this is not everything. Topping of all of this, we have instructors and towpilots, those guys and girls that devote endless time to teach and make the development of flying skills possible. Clubs need to think about how to make their instructors and towpilots happy. This group keeps clubs running and we have to devote special attention to them. Find out what drives them, perhaps flying a nice aircraft, perhaps educational aspects and student development, whatever it may be, we should try our best to fulfill it. All of this may sound like a lot, and it surely is. However I emphasize that the key is listening and getting to know your members to build a strong sense of community that is dynamic and adaptable to the changes in time and outside market pressures.

See you all next year. Have a happy winter!

**Pablo Wainstein**



## Central Alberta

**T**HE 2013 FLYING SEASON had ended with the usual AGM and discussion of how the year progressed and what were our goals for 2014. The hottest topic was the purchase of the hangar at Innisfail airport. Elections were held and owing to my previous involvement with the negotiations on the hangar deal I accepted role of president. What could go wrong? Under the unusually heavy snow load that we experienced in the first week of January, a 25-foot section of the hangar roof collapsed directly above four gliders resulted in crushing the wings on three and the tail of a fourth. First sight of the damage left club members nearly silent with the realization that in a single event we have lost most all of our assets. Where do we go from here?

Members gathered at the site and with the help of the ESC and Innisfail Flying Club members, we managed to remove the snow accumulation and retrieve the gliders out from under the roof wreckage. The only good news is the Bergfalke and the I-26 have damage to one wing only. An assessment of the building failure by the manufacturer determines that the tree line to the south of the building was the cause of the snow accumulation and subsequent collapse. A quote \$120,000 for building repair was secured.

Now the tough questions have to be asked. What does the club as a whole want to do? We have no flying 2-place ships and no hangar! Essentially we have become a start-up operation with 25 years experience. That answer is swift, let's rebuild and be better for it! Committees were put in place to move forward. John Mulder heads a committee to look for new gliders and to facilitate a member-funding program to finance purchases. Three possible gliders are identified: an L-23 from Edmonton, a Puchacz from SOSA, and a K7 from a local owner. We agree on the Puchacz and the L-23.

With only limited funds in an established glider replacement account, the club does not have the funds to purchase even one of these gliders. Members are polled to invest in the club using the gliders as security. The request is fully subscribed in three days! We now have gliders but no trailers to move them. ESC to the rescue – their custom trailer designed to accommodate both types is happily loaned for the easy Edmonton to Innisfail L-23 trip and the not so easy cross-Canada Puchacz trek. Special thanks to Derek, Leo and Val Deschamps' son-in-law, for his volunteer effort to make the long journey to Ontario to get the Puchacz, and in record time I might add. Shane Cockriell finds the only Berfalke III in North America abandoned on a farm in Camrose. Jerry Mulder secures a smoking deal from the owner to purchase it – the wing fits, and the Berfalke flies again! The club is now flying again.

Hangar negotiations proceed slowly as expected. Insurance options are explored to repair the hangar, to no avail. In the

end, contractual obligations between DND and the county are finally determined, and nobody except CAGC wants the hangar in its current state. The hangar is signed over to CAGC for transfer fees only, and we now own a hangar with a big hole in it. Treasurer Carol Mulder reminds the Executive that we are spending money like rock stars! We need cash to fix it, so with the help of WestJet and Choice Audio, a raffle is set up. Tickets sell out to the aviation community, securing some funds for the repair. Options are explored, but in the end a structure that appears to be of the correct dimensions is found on Kijiji. The price is right and Jerry Mulder manages that project. The building arrives on two transport trucks.

A bucket truck is loaned to the club and the first task is to demo the damaged structure. Make no mistake, this work is not for the faint of heart. Days of cutting away large sections of bent and partially collapsed sheet metal prove to be a challenge even for the best of the mechanically inclined members. Some 150 cutting discs later we have a 37-foot hole in the middle of the 67 x 120 zipperlock building.

Erecting the new structure begins. Pilings are set with the help of Mark Saxton's Bobcat. A local rig welder volunteers to cap out the piles in his spare time. Mark paints the rusty trusses. Jerry and Mark spearhead the building erection. Dale Brown welds the trusses to the pile caps. The building is up but we have another problem. The width is spot on but the height is off by about six feet. The gap is assessed by a local girl who is skilled in such work and develops a plan to fabricate two skirts to fill the gaps. She also volunteers to sew the skirt if we provide the material ... and this is where we are currently with the hangar project.

Flying in earnest began slowly this year with spring checkout flights on the two new glider types. Pilots are grateful to have Gary Hill volunteer to come down to Innisfail from Chipman to get us going. In the end our membership numbers and flight hours closely match recent years with the exception of little cross-country flying done. Contest flying this year was limited to John Mulder's trip to Ephrata for the Region 8 event.

The other activities going on within the club prove to be a great distraction but line boss Val keeps flying operations organized and running smoothly. There is the usual shift of membership with a few pilots and students finding life commitments too great and not renewing membership. Two old members come back again and five new members join. With a relatively fresh crop of students, the club had no new licences to issue or any new solo pilots to report.

At the end of the flying season we all look back and realize that the challenges we faced in 2014 could not have been met without the support of dedicated members, community support, and our fellow ASC clubs. There is not enough space

to acknowledge everyone who so greatly contributed to this year's success but their kindness will be recalled for many years to come at our campfires.

**Drew Hammond**

## Edmonton

The past year brought some exciting changes for ESC, and a wide range of positive, sometimes challenging experiences and developments. The 2014 board saw a good mix of new and experienced members who worked together well to tackle some important issues.

The club fleet saw some significant changes. We were pretty sure that this year we would actually take possession of our brand new SZD-54-2 Perkoz (C-GPKZ), which had been on order for several years. And yes, it finally arrived in the fall – too late to fly this season, but it will be ready to get into the air in 2015!

Buying the Perkoz required the sale of one of our Blanik L-23s. When the Central Alberta Gliding Club (CAGC) experienced the loss of much of its club fleet because of the collapse of its hangar from an excessive snow load, they expressed interest in acquiring one of our Blaniks. We were happy to help out and, after some healthy debate among our members, sold C-GISP to CAGC. I believe we struck a great compromise between preserving the asset base of the ESC and being good citizens of the Alberta soaring community. We hope that CAGC will enjoy many hours of good use from this glider.

We decided to equip all the club aircraft, as well as the privately owned ones upon request by their owners, with Power FLARMs. All the club FLARMs have been installed, including our towplanes. This will contribute much to safe flying operations for everyone in our club.

Last year our L-33 Solo was damaged in a ground loop while landing out. We were successful in having the damage in the tail cone area repaired, where in similar cases the aircraft was written off. Needless to say, we were glad to have C-GLET back as part of our club fleet this season.

Unfortunately, in mid-season the Puchacz had to be grounded after the canopy suddenly opened during a side-slip exercise at altitude. The crew were able to close the canopy and land the aircraft safely; however, the violent opening of the canopy resulted in a canopy cross brace being damaged. Note that in January 2014 SAC re-issued a 2004 safety alert regarding "side-slipping modern gliders", which addresses the risks of canopies opening during this exercise: [www.sac.ca/website/index.php/en/documents/safety-and-training/accident-prevention/439-safety-alert-apr-2004-v1/file](http://www.sac.ca/website/index.php/en/documents/safety-and-training/accident-prevention/439-safety-alert-apr-2004-v1/file).

We had some interesting flying adventures this past season. In early June, Guy Blood, our CFI, had scheduled a cross-country flying day. The task was to fly from Chipman to Two Hills and, if necessary, land there, and be launched for the flight back to Chipman by one of our towplanes. The day started with Chris Gough providing an excellent overview of how to prepare for a cross-country flight, and Gary Hill gave a detailed weather briefing.

When the four gliders participating in the event were ready to go, we noticed that the towplane's tail wheel was flat! We finally launched an hour later, following a team effort on the repairing, but by then soaring conditions had deteriorated somewhat and all four gliders eventually landed out, a club record by all accounts!

Steve Chihrin in the Solo made it to Two Hills and almost all the way back to Chipman, but fell a few miles short. Jason Acker took the ASW-15 all the way to Two Hills, but on his way back had to land at Vegreville airport, providing the easiest retrieve from a paved runway. Ray Troppmann and Chris Gough flew our L-23 and had to land out a few miles from Chipman in a muddy field. It was rolled back to Chipman on country roads without derigging! Trevor Finney and I almost made it to Two Hills in the Puchacz, but despite Trevor's valiant efforts to find any lift possible, we had to land in a farmer's field. The soil was soft and the terrain went slightly uphill – I couldn't believe how quickly a big glider like the Puchacz can come to a stop!

It was great to see how the club came together to make the day a success. Despite none of the gliders making it home, all of the pilots gained some valuable experience in landing out, choosing fields, and derigging planes in inhospitable conditions. I hope we will do another cross-country day next year, in fact it's being proposed to hold one during each of our three flying weeks!

At the beginning of August we held another successful Junior Camp. Chris Gough took on the responsibility of organizing the camp, with the assistance of previous organizers Jason Acker and John Broomhall, and several ESC instructors and towpilots. We had seven participants, all of whom earned B badges, and six fulfilled the requirements for their C badges. Congratulations to all the participants, and a big thank you to the ESC members who make these camps possible. There is more about the camp in this issue.

Speaking of Chris, he achieved this year's most remarkable flying achievement among the ESC members. On 11 May Chris launched RXQ, the club's ASW-15, on what turned out to be a 670 km triangle, with the turnpoints being Marsden SK, and (how apt!) Gough Lake in Alberta. It was a 7-hour flight which exceeded each of the Canadian Open, 15m, and Club class free triangle records!

## 2014 Alberta pilot achievements

### Solo

Bruce Aleman (LSC) – re-solo from cadets  
 Dawson Hogg (Cu Nim)  
 Mark Janzen (Cu Nim)  
 Rafal Krzysztow (Cu Nim)

### Badges & Badge legs

Jason Acker (ESC) – Bronze, Silver height & distance  
 Mark Bowman (Cu Nim) – Bronze  
 Peter Cromer (Cu Nim) – Bronze  
 Rick Martin (ESC) – C badge  
 Steve Hogg (Cu Nim) – Silver badge, Diamond goal  
 & Diamond distance  
 Conrad Lamoureux – Silver & Gold badges,  
 Diamond goal & distance  
 Joe St-Arnaud (ESC) – C badge

### Canadian records

Chris Gough (ESC) – free triangle distance for  
 Open, 15m, Club classes, 672.4 km

### Licence

Erin Doerffer (Cu Nim)  
 Gary Van Overloop (Cu Nim)

### Instructor

Jean Claude (Cu Nim) – class 2  
 Mike DiPasquale (ESC) class 3  
 Chester Fitchett (Cu Nim) – class 3  
 Ab Fotheringham (Cu Nim) – class 2  
 Steve Hogg (Cu Nim) – class 2  
 Geoff Minor (LSC) – class 3  
 Pablo Wainstein (Cu Nim) – class 3  
 Arel Welgan (ESC) – class 3

### OLC – club results

|                 |           |               |
|-----------------|-----------|---------------|
| Cu Nim          | 12,621 km | 92 flights    |
|                 | 12 pilots | 13,546 points |
| Edmonton        | 6708 km   | 34 flights    |
|                 | 6 pilots  | 8017 points   |
| Central Alberta | 2829 km   | 38 flights    |
|                 | 3 pilots  | 2455 points   |

### OLC top 10 – best 6 flights

(out-of-province flights included)

|                        |             |
|------------------------|-------------|
| Tony Burton, Cu Nim    | 2963 points |
| Chris Gough, ESC       | 2951 points |
| Gerald Ince, Cu Nim    | 1900 points |
| John Gruber, Cu Nim    | 1872 points |
| Struan Vaughan, Cu Nim | 1653 points |
| John Mulder, CAGC      | 1433 points |
| Bruce Friesen, ESC     | 1429 points |
| Allan Wood, Cu Nim     | 1027 points |
| George Haeh, Cu Nim    | 858 points  |
| Steve Hogg, Cu Nim     | 737 points  |

*Congratulations to all on these steps  
 along the way.*

*What's your personal goal for 2015 – it's  
 hard to improve without having one.*

In June, current and previous members, families and friends gathered at the ESC clubhouse to dedicate a bronze memorial plaque carrying the names of fellow ESC members who have gone before us. It was a great afternoon that reunited many members and a great time was had by all sharing stories, memories, food and drink! The plaque was financed through many individual donations; a big thank you goes out to Neil Bell, Garnet Thomas, and John Broomhall for seeing through the creation of this wonderful memorial!

Finally, we added Steve to the ranks of the ESC towpilots and we welcomed two new instructors, Arel Welgan and Mike DiPasquale.

Another great season now lies behind us, and we're already looking forward to 2015!

**Thorsten Duebel**

### Notes from Phil

from p2

per year plus engine replacement costs of about \$2000 to \$3000 per year. Those expenses are offset by an average annual income of about \$14,000. The recent increase in tow ticket price garners about \$1500 per year and some \$500 will be raised through an increase in the PCK rental to \$90/hr. Funds set aside to meet future major engine overhauls will ensure ASC stays financially sound. Tow ticket sales are a large source of funding that grosses about \$14,000, or \$8000 after PCK fuel and ferry costs. That's nearly 60% of it's annual revenue, so it's clear that the success of Cowley camps is a major factor in ASC's long term success. 2014 has been good for both PCK and the camps and it appears the year-end numbers will be stronger than the previous few.

I wish you all a good 2015 soaring season.



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

