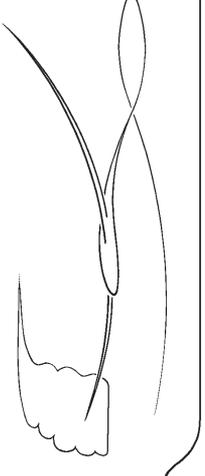


AScent

the journal of the Alberta Soaring Council



2022 Season

ASC president's report

Jason Acker

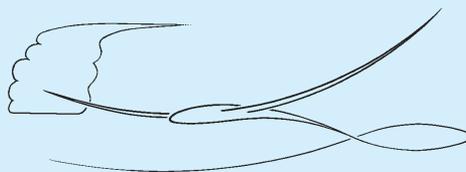
WHAT A DIFFERENCE A YEAR CAN MAKE! After two years of reduced / limited operations, all of our clubs returned to "normal" operations in 2022 which resulted in a significant increase in our soaring activity across the province. I am happy to see that our membership numbers have slightly rebounded to 148 club members at the end of 2022.

As safety is our #1 priority, we need to reflect on all that we do to continue to making our sport safe. Our commitment to fostering and growing our safety culture is reflected in our collective participation in the many club, provincial and national safety initiatives that were available to us in 2022. I want to thank the SAC Flight Training & Safety program for their continued expansion of their on-line training programs (ground school, instructor development), safety grant subsidies and supports that they provide our club Safety Officers and Chief Flying Instructors.

This year we saw interest in expanding the FLARM ground stations at a number of sites in the province; I'd encourage members and clubs to continue to support this important initiative to make our activities visible to the lay public and to other air traffic. While we await the release of the annual national safety report, this is a great time of the year for all of us to reflect on what we did well in 2022 as individuals and as a club to improve safety. I would ask that we all commit to open dialog and reporting of safety moments with your local Safety Officers / Safety Committees so that as a community we can turn our accidents / incidents into "lessons learned" that will benefit us all.

There are a number of events which are worth reporting on this year. The 2022 Canadian National Soaring Championships were hosted by the Edmonton Soaring Club in late May and was an enormous success. The full story starts on the opposite page. Beautiful soaring weather allowed for 25 competitors to race across the prairies over seven full competition days. In the end, Joerg Stieber (6859 pts) edged out Chris Gough (6797 pts) to claim the National FAI class title and David Cole (6509 pts) to best Marian Rakusan (6432 pts) for the National Club class title. Congratulations to all of the competitors. A special thank you to Bruce Friesen (Contest Director), Chris Gough (Contest Manager), Steve Chihrin (Scoring), Kelvin Cole (Safety), Gary Hill (Weather), John Broomhall (Blogger) and all of the other volunteers who made the 2022 Canadian Nationals an enormous success. The event attracted significant local and national media attention which translated into some renewed interest in soaring in Alberta! We hope we will see this event return to Alberta in the near future. → 20

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Whoopie! The contest grid at the 2022 Canadian Nationals at Chipman. Perfect timing on the weather that featured the best soaring conditions ever for a Nats. It rained the day after the contest and stayed damp most of June.

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

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2022 NATIONALS - best ever!

John Broomhall, ESC edited from his Nats daily blog

Chipman Nats, Day 1

The weather forecast for the day was iffy: the forecast was for overdevelopment with thundershowers forecast for later afternoon. There were two separate assigned area tasks prepared for the day for the Club and FAI classes. A total of 25 gliders were launched. For the Club class, the turn areas were 40 km, the nominal distance was 274 km, with a minimum distance of 144 km and maximum distance of 415 km. The FAI class had turn areas of 50 km, with nominal, min, max distances of 350 / 185 / 529 km.

By the time the gliders were gridded, cu was developing well, and launching started (three towplanes) about 12:10 and was finished by 13:15. We had one landout shortly after tow, and they made it back for a relight. Over the rest of the afternoon, there were five more landouts. The day did overdevelop, but without the thundershowers. The day started out not too badly, but by the time the field had worked their way past the first turnpoint to the east the overdevelopment had taken hold, and after the second turnpoint the trip home was described by a few as "survival mode".

Here's Kerry Stevenson's landout and retrieve story:

After finding his location (with the help of the tow/search plane), Kerry's car and trailer and another vehicle with a crew for derigging left Chipman to retrieve him. I think about five people in all (the DuoDiscus is a big beast). The crew found Kerry on the highway trying to hitch-hike his way back to Chipman. He said it wasn't going that well, having only seen two vehicles pass in the previous hour. As we suspected yesterday, his phone had died.

After landing in one of a number of suitable fields in the area, he set off looking for a neighbour's phone to use. The first place he tried had a big dog in the yard that looked neither friendly nor approachable. After quite a bit more walking, he found the property owner, who told stories of two generations of his family finding gliders in their fields. The farmer had no problem with the retrieve, but did make a request that would be valid for all retrieves: that was, when entering and exiting the field with vehicles and trailers, to use different tracks in and out so as not to compress the soil too much.

Day 2

The weather forecast for the day was representing the effects of the cold front that passed through last night with the associated rain showers. The day would be similar to yesterday, with the scattered cu starting a little later, with

a chance of overdevelopment again later in the afternoon. The task assigned was another Assigned Area task, the same task for both Club and FAI classes. The turnpoints were (area radius in brackets) Westlock (40 km), Vilna (30 km), and Vegreville (35 km). The task time would be 3:30 for Club, and 3:00 for FAI. The nominal, minimum, maximum distances would be 317 / 148 / 500 km. The Club class launched first and early on found finding lift difficult at times until the cu had matured a bit more. Rather than overdeveloping in the afternoon, it actually blueed-out for a bit before recycling. No overdevelopment or showers were encountered.

That evening we had a scheduled hamburger BBQ for supper followed by an "open mike" event that attracted some of our embedded talent.

A rest day – 27 May

The weather forecast wasn't looking good for today, so it was decided yesterday that today would be a rest day with no contest flying. It may have only been two days into the competition, but several pilots had been making very long flights on the two practice days and a few before that. Joerg Stieber recalled that he saw the first Top Gun movie while attending the Canadian Nationals at Chipman in 1987 (Tony Burton and our Contest Director, Bruce Friesen, also competed in the Chipman Nats in 1987). So, a gang of pilots took advantage of the day off and drove in to Edmonton to catch the current Top Gun movie on Imax.

The sun was hidden behind a high overcast most of the day, shutting down most of the convection. Some local radio-control pilots came to the field and put on a demonstration of their flying skills, including (lack of skill?) a spin into the ground and a totalled model.

The highlight of the day was piñata whacking, where everyone lined up to get their whack. Our contest director, showing his engineering skills, arranged his turn at the exact moment of failure. The contents included the usually expected candies, as well as various pilot-oriented goodies. Yaw strings, tie-down ropes. Strangely, the most popular items turned out to be the condom catheters, which quickly (and anonymously!) disappeared.

Day 3

By the start of the 10 am morning pilot meeting there was already a good line of cumulus north of us along the Saskatchewan River valley. The forecast for the day was to have scattered cu by the predicted launch time of noon. Cloudbase would start around 6-7K and climb to 9K or

Pilot data

Name	Club	Glider	Hdcp
Jay Allardyce	Winnipeg	ASW-19	103.1
Tony Burton	Cu Nim	AC-4C	85.5
Bill Cole	Toronto Soaring	Mosquito	106.4
Dave Cole	Toronto Soaring	ASW-20	109.5
Cook / Visscher	Vancouver	Stemme S10VT	112.9
Roy Eichendorf	Prince Albert	Cirrus 18m	102.0
Rob Frith	Port Alberni	PIK 20E	105.3
Chris Gough	Cu Nim	Ventus b 16.6m	113.3
George Haeh	Lethbridge	ASW-27	113.9
Gary Hill	ESC	ASW-20	109.5
Al Hoar & friends	Cu Nim	DG1000S	111.9
Ben Hornett	Cu Nim	LS6b	111.2
Derek Jones	Cu Nim	Discus CS	107.5
Patrick McMahon	Cu Nim	LS-4	105.3
Frank Pilz	Vancouver	DG800 18m	118.6
T Paradis / K Cole	ESC	Jantar Std 2	101.0
Marian Rakusan	Cu Nim	ASW-20	109.5
Team PKZ	ESC	Perkoz	104.1
Team WRT	ESC/VSA	DG1000 20m	111.9
Sergey Skobkarev	Vancouver	ASW-20	109.5
Kerry Stevenson	Cu Nim	Duo Discus	112.4
Joerg Stieber	SOSA	ASG 29E 18m	120.9
Bryan Swansburg	Port Alberni	Ventus c 17m	117.0
Ryan Wood	Saskatoon	L-33 Solo	84.7
Dragan Zubivic	Vancouver	ASW-19	103.1

more within a short time. The variable amounts of moisture on the ground may affect the base differently over the course. The winds were expected to start off strongly, with gusts to 35 kts from the northwest.

The launch crew is becoming a well-oiled machine and had the whole fleet off the ground in 47 minutes, starting shortly after noon.

Today's task was perhaps a bit generous because with the scheduled pig roast for supper we wanted everyone home, and that's what we got, everyone did.

Two separate tasks were prepared for Club and FAI classes, both were in the shape of a square, with three turnpoints each. Club turnpoints were Innisfree (80 km, 35 km radius), Sedgewick (68 km, 30 km radius), Bawlf (59 km, 25 km radius), then return to Chipman (89 km, 2 km radius). The overall distances were minimum of 189 km, maximum of 419 km, and a nominal distance of 296 km. Min time: 3:00.

FAI turnpoints were Myrnam (93 km, 40 km radius), Hardisty (113 km, 40 km radius), Bawlf (83 km, 30 km radius), then return to Chipman (89 km, 2 km radius). The distances were minimum of 234 km, maximum of 540 km, and a nominal distance of 379 km. Min time: 3:30.

The charcoal-fired pig roast got underway at 9 am with a planned slow-roast for the entire day. While the pig was

roasting, the events team prepared all of the side dishes including caesar salad, potato salad, home-made baked beans, and a number of vegetarian options. A careful watch was made of the incoming flight data to time the completion of the roast and other preparations with the fall of fibreglass from the sky. Timing was perfect, the pig and all the food was terrific! Denise Vanderkooi and her team did an outstanding job!

Sometime in the afternoon, a ream of paper was cracked open, and people started the construction of paper airplanes. After supper we all retired to the towplane hangar for a distance (and fashion) show. Prizes were awarded for random classes determined by the ad-hoc judging committee, with the grand prize being a 4000 foot tow ticket for Cowley.

Rumour has it that the next four days heading to the contest end should be good!

Day cancelled, May 29

The bad news for this morning was that the beer fridge was not keeping the beer cold. Crisis!

Our day started early today with a pancake/sausages/eggs, etc. breakfast in the clubhouse. The skies had cleared overnight, but by breakfast time, there were clouds visibly building to the west. Not vertically, just flat things, spreading out, covering the ground. The clouds hadn't yet arrived by grid time (11:30), so the fleet lined up for a planned noon start. The weather forecast had predicted a mix of sun and cloud with winds from the northwest at 30 gusting to 50. The day was forecast to be over early, so a short task was planned, heading upwind towards the cloud for the first leg, and hoping to beat the overcast with the downwind and return leg. It was not to be. A sniffer flight launched around noon and reported back weak thermals, low overcast to the west moving our way, and no sun getting through to the ground under that deck.

So, the day was scrubbed. A few people hung around and took a tow to see what they could make of it; which was not much. The clouds did roll in, the wind persisted. A good day for something else, nevertheless, but two pilots did manage to fly the task under the unstable overcast.

Leftovers from the pig roast last night were laid out for a help-yourself supper, which attracted a fair number, and gave us all an opportunity to sit around and talk (talking about it is the next best thing to doing it, right?)

Tomorrow morning, there will be a pancake breakfast, and a bit of a memorial for a long-time (chief) towpilot, Neil Siemens, who died last week at age 86.

Day cancelled, May 30

The wind was blowing from the north when we awoke this morning, and the sky was full of broken clouds – almost

2022 CANADIAN NATIONAL GLIDING CHAMPIONSHIPS

Day 1 (25 May) Day 2 (26 May) Day 3 (28 May) Day 4 (31 May) Day 5 (1 June) Day 6 (2 June) Day 7 (3 June)

CLUB CLASS	2.5 hour AAT			3.5 hour AAT			3 hour AAT			4.5 hour AAT			3 hour AAT			3.5 hour AAT			3 hour AAT			3.5 hour AAT			total										
	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pos	kph	km	pts	pts
1 Dave Cole	1	99.2	270.9	893	1	96.8	342.1	1000	4	95.3	302.5	916	2	104.5	470.3	996	4	101.4	322.9	889	2	118.0	446.0	943	6	114.5	343.4	872	6509						
2 Marian Rakusan	2	94.2	269.8	833	2	92.0	328.7	921	1	100.2	303.4	1000	6	90.9	409.1	792	5	100.5	372.2	876	1	122.0	433.2	1000	1	125.8	379.2	1000	6422						
3 Jay Allardyce	5	79.7	267.3	719	4	83.2	294.8	860	6	88.6	325.2	894	5	94.5	485.4	934	6	90.8	312.0	819	5	108.4	395.4	901	3	114.0	342.1	947	6074						
4 Patrick McMahon	12	-	223.4	371	6	78.2	279.2	744	5	90.7	300.1	899	1	100.8	453.4	1000	3	99.2	300.1	914	3	113.4	399.1	941	5	111.4	349.3	888	5757						
5 Sergey Skobkarev	3	91.7	244.1	803	3	88.7	335.2	866	8	89.2	292.1	810	3	103.7	519.4	984	11	-	406.5	487	4	117.2	430.0	932	7	110.9	348.3	830	5712						
6 Bill Cole	11	-	229.8	378	5	83.6	296.5	822	7	89.7	344.1	863	4	98.1	450.4	942	2	101.2	328.5	927	6	107.0	388.4	831	4	115.5	347.2	921	5684						
7 Ryan Wood	4	67.7	198.9	753	8	64.0	232.4	600	3	73.9	221.8	920	8	69.3	311.7	771	12	-	211.7	328	7	84.5	309.4	818	2	94.8	284.5	964	5154						
8 Tony Burton	8	68.4	242.4	687	13	64.5	286.0	a 330	2	75.8	309.2	945	10	63.9	480.1	656	1	85.3	285.5	1000	14	-	98.3	c 119	11	90.1	290.8	s 511	4248						
9 Roy Eichendorf	7	77.1	235.9	696	11	55.2	193.2	467	9	81.4	253.2	778	7	84.6	444.1	791	9	79.3	290.4	660	9	95.9	357.7	728	13	-	0.0	dnf 0	4120						
10 Dragan Zubovic	9	79.8	276.9	f 638	9	74.2	283.0	f 585	12	79.4	314.3	f 505	14	-	255.5	s 67	7	88.3	277.9	782	8	99.5	369.7	767	8	95.3	316.6	721	4065						
11 Team PKZ	10	72.1	208.9	613	7	74.8	279.6	701	11	72.6	223.6	587	9	78.5	353.5	668	14	-	0.0	dnf 0	13	79.5	310.8	454	10	75.6	312.4	524	3547						
12 Derek Jones	13	-	148.0	241	12	70.7	247.5	f 457	10	84.4	253.1	753	13	-	466.2	368	14	-	0.0	dnf 0	11	97.9	418.8	683	10	81.6	244.6	524	3026						
13 K Cole/T Paradis	15	-	0.0	s 0	11	48.7	170.5	467	13	67.8	216.1	s 402	11	70.9	332.9	581	8	79.0	319.2	667	12	82.2	287.6	532	12	-	182.5	273	2922						
14 Gary Hill	6	83.0	274.8	698	14	-	36.8	47	14	-	172.3	184	15	-	0.0	dnf 0	13	-	177.5	s 67	10	100.0	351.8	687	9	91.2	273.5	607	2290						
15 Rob Frith	14	-	69.2	115	10	67.1	236.7	554	15	-	53.6	59	12	55.3	286.8	c 426	10	78.5	266.0	610	15	-	64.0	f 0	10	72.1	216.3	524	2288						
FAI CLASS	3 hour AAT			3 hour AAT			3.5 hour AAT			4 hour AAT			3.5 hour AAT			3 hour AAT			3.5 hour AAT			3 hour AAT			3.5 hour AAT			total							
1 Joerg Stieber	2	121.3	363.8	996	1	119.8	368.7	1000	3	119.6	449.1	934	1	139.0	566.9	1000	1	130.1	469.9	1000	2	139.7	433.8	929	2	148.6	526.0	1000	6859						
2 Chris Gough	1	114.2	342.5	1000	2	109.8	346.6	981	1	118.3	424.3	1000	3	121.9	487.6	936	2	117.5	450.5	957	1	137.5	412.5	1000	3	130.4	456.2	923	6797						
3 Team WRT	3	99.5	315.4	f 853	3	104.6	346.6	f 920	2	116.4	442.8	f 943	4	118.3	473.3	919	5	92.3	398.6	720	3	125.6	395.1	f 880	2	129.3	462.8	928	6163						
4 Ben Hornett	5	67.9	268.0	704	4	75.6	228.1	721	4	90.2	316.9	721	2	120.0	479.8	938	4	97.9	412.8	e 782	4	111.0	350.6	734	4	118.9	416.9	843	5443						
5 Bryan Swansburg	4	86.5	339.1	764	5	55.5	218.9	704	6	78.3	378.3	583	5	94.9	515.0	705	3	104.1	389.7	793	5	116.4	440.0	730	5	117.1	412.6	777	5056						
6 Al Hoar & friends	9	-	0.0	s 0	5	61.4	235.2	704	5	78.1	288.2	586	6	83.2	397.5	667	7	68.8	312.9	600	7	85.0	263.6	500	7	83.4	291.9	600	3657						
7 Frank Pilz	7	-	237.1	465	5	66.9	254.2	704	6	78.1	337.1	583	9	-	0.0	s 0	6	90.4	329.9	650	8	-	0.0	s 0	7	75.5	264.1	600	3002						
8 Kerry Stevenson	7	45.0	157.8	607	6	-	176.9	358	8	-	0.0	dnf 0	7	79.4	427.4	f 516	8	-	173.9	s 192	6	95.2	444.9	546	6	103.3	421.1	697	2916						
9 D Cook/D Visscher	5	67.7	203.1	704	7	-	176.5	355	7	-	60.4	79	8	-	0.0	s 0	7	65.1	304.4	600	8	-	0.0	dnf 0	9	82.0	286.9	s 572	2310						
10 George Haeh	9	-	0.0	dnf 0	8	-	0.0	dnf 0	9	-	0.0	dnf 0	6	64.5	258.1	667	9	-	0.0	s 0	8	-	0.0	-100	7	89.4	312.9	600	1167						

Penalty codes: t = < min time s = start error f = finish error a = airspace c = TP cylinder missed dnf = did not fly

looked like we were heading for rapid overdevelopment. What was really happening was a high pressure area moving across northern Alberta, and there was nothing but blue heading our way. The task committee decided it was not the safest day for a contest, with infrequent thermals, a narrow lift band, and strong northerly winds.

After breaking the bad news about the weather at the pilot meeting this morning, we had discussions led by Branko Stojkovic about safe flying in contests, particularly when close to the ground (applicable to all flying, not just contests). There was some club flying during the day, but the crosswind did not tempt much activity.

This evening we had a pub night at the Chipman Hotel. It put on a great spread for us with numerous types of salads, chili, hamburgers, and deserts. We are lucky at the ESC to have this place close by, they always do a good job of keeping us fed and watered. After the supper we were entertained again by some of our talented pilots: Chris Gough and his guitar accompanied by partner Denise; Ben Hornett with his guitar and harmonica, and Ray Troppmann with his violin.

Day 4

Under the influence of high pressure, we woke up to blue skies this morning. The forecast was looking good, well-developed cu, tops near 10,000, good lift forecast, winds

from the northwest 20 km/h or so. There was a buzz – talk of an earlier start even, a great day was anticipated.

The task committee came up with a two-turn triangle area task (same task for both Club and FAI classes; 4:00 and 4:30 respectively), turnpoints Paradise Valley (170 km, 80 km radius), Stettler (185 km, 90 km radius), then return to Chipman (155 km, 2 km finish radius). Distances: minimum 230, maximum 818, nominal 510. After the pilot meeting proper, there was a clinic on how to do an FAI badge flight, with a Diamond distance up for grabs today.

Your earnest reporter was called away on a retrieve, down by Wainwright, and didn't get back to the field until 9 pm, so missing the stories on how things went on task today. I did hear that there were some awesome thermals, with strengths up to 15 knots!, but that there were also a few landouts beyond the one I was involved with.

I noticed that Joerg Stieber and Chris have been duking it out for first place in the FAI class so far. Joerg was the Standard class winner at the Chipman Nationals in 1987, 35 years ago! Can he make it a clean sweep at the Chipman Nationals this year? It appears that Joerg may have flown the longest and fastest flight ever at a contest in Canada – **567 km at 139 km/h**. (His Day 5 task speed went up a notch to 139.75 km/h.) Patrick McMahon had an impressive flight in Club class as well: 453 km at 101 km/h.



Tony Burton

8:42 pm on the 27 May rest day. Rain had been forecast so most gliders were in their trailers. However there was only a little during the day and that night. The evening saw this big cu nim develop to the east that just sat there a long time being lit up by the approaching sunset. Note the smooth pileus cloud on top being formed by the rapid growth of the cb underneath.



Tony had a remarkable flight in his Russia, flying 538 km and staying aloft for over 8 hours. His final leg evening struggle home was closely watched via the OGN and a waving crowd lined the runway as he landed at 8:15. Tony's comment afterwards was, "It was a great day until it wasn't". See his "howidunnit" on the next page and go to the 31 May OLC to see his track.

Tyler Paradis said he was with the Coles having dinner and chatting by their tent trailer in the campground, with "by the min-ute" updates being announced while Tony was 60-70 km out. It wasn't until he got within actual gliding distance that we got up and wandered over to the runway, only to find other people were doing the same. About 15 of us all converged and kind of stared at each other in disbelief. We all gave a collective "hurrah!" as he dropped his wheel overhead the field and circled for a landing.

It was a delightful end to a wonderful contest day!

Day 5

The day started similar to yesterday, blue. The forecast was similar, but perhaps without as much cloud. Cloudbase was forecast to be quite high, around 10K. The tasks were set a little less ambitious than yesterday:

FAI Task (area) was 4 turnpoints and return: Kinsella (106 km, 20 km radius); Alliance (65 km, 35 km radius); Bashaw (81 km, 30 km radius); Holden (90 km, 25 km radius); return to Chipman (58 km, 2 km radius). Distances were minimum of 281 km, maximum of 553 km, and the nominal distance was 401 km. Minimum task duration: 3:30.

Club class task (area) was three turnpoints and return: Kinsella (106 km, 25 km radius); Donalda (85 km, 40 km radius); Holden (75 km, 25 km radius); and return to Chipman (58 km, 2 km radius). Distances were minimum of 218 km, maximum of 467 km, and the optimal distance was 325 km. Minimum task duration 3:00

Tony, flying his Russia, took the Club class with a distance of 285 km at an average speed of 85 km/h. He said his speed was about 10 km/h faster than he would normally expect on a similar day, and was often flying at the glider's maneuvering speed of 85 kts (157 km/h). Well done!

David Cole has maintained his overall lead through all five contest days so far, with Marian Rakusan staying firmly in second place overall, again through all five contest days so far. Joerg turned in another blistering result with a distance of 470 km at a speed of 130 km/h. Joerg remains in first place overall with only a 56 point lead between him and Chris, in second place after five contest days.

For this evening social, we enjoyed a delicious pulled pork dinner and some wonderful evening weather playing lawn games and just plain enjoying ourselves. The events crew has gone above and beyond in the last couple weeks to

create a fantastic experience for our competitors, ground crew, club members, and even a few visitors!

Day 6

The weather has been, well, wonderfully familiar. Starting blue, scattered cumulus forming around noon, bases 9-12K. Light winds forecast for today. Forecast was for a good day, and a good task was planned – same one for both Club (3:30) and FAI (3:00) classes: Minimum distance of 250 km, max distance of 743, with a nominal distance of 482 km. Turnpoints were Newbrook (66 km, 40 km radius), Barrhead (100 km, 50 km radius), Duvernay (184 km, 30 km radius), Holden (72 km, 30 km radius) and back to Chipman (58 km, 2 km radius). Comments were that it was a strong day. One competitor spoke of taking only ten thermals in a 5-hour flight. A lot of time flying straight and level and just pulling up into thermals and pushing on.

In FAI class, Chris took the day averaging 137 km/h over 412 km, Joerg came second with 140(!) km/h over 433 km. Chris now sits in the lead of the FAI class with 5874 points, but only a slim lead of 15 points ahead of Joerg going into tomorrow's final day.

In Club class, Marian took the day averaging 122 km/h over 433 km, with David Cole in second place averaging 118 km/h over 445 km. David retains the overall Club class lead with 5637 points, 215 points ahead of Marian.

Day 7

Final day, and it looked like it would be a great one (and it was). The weather was forecast to be like the previous few days. The pilots returning all raved about the strength and prevalence of the thermals. The daily winners today were:

Club Class

Marian Rakusan, 126 km/h over 379 km for 1000 points
 Ryan Wood, 95 km/h over 284 km for 964 points
 Jay Allardyce, 114 km/h over 342 km for 947 points

FAI Class

Joerg Stieber, 149 km/h over 526 km for 1000 points
 Team WRT (Branko Stojkovic, Pavan Kumar), 129 km/h over 462 km for 928 points
 Chris Gough, 130 km/h over 456 km for 923 points

The close contest between Joerg and Chris was resolved today, with Joerg regaining the lead, and beating Chris by only 62 points!

Third place overall in the FAI class was "Team WRT", flying the Edmonton Soaring Club's DGI000. With Branko as the lead, the second pilot was a combination of Ray and Pavan.

This our last contest day, Joerg scored the ninth best flight on the OLC, followed by Branko/Pavan in 15th, and Chris at 16th. Chipman Airport ranks the highest in Canada now (by a factor of over 3) for the number of points flown, and rates the third highest in N. America as of the contest end.

I have no doubt all participants would rank this contest as a great one – from the facilities, the support team, the meals provided, and of course the weather which cooperated to give what was some of the best contest flying ever seen in Canada. The contest date timing was impeccable – the next day it rained, while all June was pretty unsoarable as well.

The quality of the contest can be seen in the numbers, the top three in each class all scored over 6000 points; in the FAI class, it was high-6000s.

This is how good the soaring was: 50% of all completed FAI class flights were over 100 km/h, and 46% of the Club class flights were over 90 km/h!

Our awards banquet was put on by the local “Ukrainian Village”. The Chipman area in west-central Alberta was settled by many Ukrainian immigrants from the late 1800s until the mid-1900s. Their heritage and culture still runs strong in the area, and we were provided with a great meal of traditional dishes. ❖

Tony’s “Howidunnit”

The task was a 2TP AAT, Paradise Valley/Stettler area distance with circles giving 230 / 508 / 818 km, and a minimum time of 4.5 hours. It was somewhat windy from the north-west. First leg was downwind with conditions stronger later in the afternoon as usual.

It was another great day with the usual 8+ kt thermals and 9500 bases on the first leg, going to 11,000 later. It was a very fast downwind leg, and E2’s GPS groundspeed while flying around its maneuvering speed of 85 kts was well over 200 km/h at times! The question about how far to go down-

wind on the first leg was, do I turn south on the west or east side of the Camp Wainwright airspace? I took the east side and knew I was going to be way overtime getting back into the wind. A bit after the first TP it was blue on track so I went south for a while to pick up another field of cumulus.

I kept going south to clear the airspace on the southeast corner, getting to Provost before continuing into the second TP cylinder. By now I knew that getting home would take at least 6.5 hours. I turned home about 4:15. It was pretty good for a while jumping streets, but finding lift then got difficult under an area of ratty-looking cu about half way up the last leg.

I got low there and worked anything for a while with no gain and had a landing area chosen. In desperation, I turned back downwind a few kilometres to the last decent-looking cu around and finally got my save. I pushed west again to more good looking cu about 6:15 and worked whatever I could use as the day was dying and the wind drifting me eastwards. Angling westward, I worked wisps as they formed while slowly heading towards an actual far away cloud over Tofield, 40 km south of Chipman.

The last bits of lift were about 7:45 and I got high and had a careful final glide home, landing at 8:15, an 8:05 hour flight.

Evening had arrived during that last hour, and I had been calling contest ground that I was still flying as I expected that Chipman would be concerned. No one responded but it turned out that the radio wasn’t necessary as people were following my progress from about 80 km out on OGN, watching every bit of my homeward progress.

As I landed I saw that cheering crowd lining the runway! So yes, a very memorable flight, and I told my spectators that I would invoice them for the entertainment. ❖

Contest Manager’s notes – Chris Gough

The 2022 Canadian National Soaring Championships turned out even better than I could have imagined. The ESC members put in a massive effort to convert the club into a first class competition venue. The work on their runway during the pandemic provided the contest with a perfect field to grid, launch and tie down. A shower/toilet block and water tank was brought in to alleviate the demand on the club’s well water.

The whole grid was launched in under an hour on every day of the contest thanks to the use of ESC’s two Pawnees and CAGC’s Scout, the towpilots, and a very efficient launch crew. For the first time at a Canadian Nationals, we used the *SoaringSpot* software for

instant scoring. The social committee put on a bunch of evening meals and events including Denise Vanderkooi’s famous pig roast, Ukrainian banquet, paper airplane competition, open mike night and gliding themed piñata.

And of course the soaring weather was spectacular! The highest contest speed and distances we have ever seen in Canada are thanks to the excellent work from our contest director, task committee and meteorologist. There were no accidents and all incidents were well managed by the pilots and safety officer.

Thank you to all the pilots and volunteers who made the 2022 Nationals the best contest ever flown in Canada!



A rookie at the Nats

Tyler Paradis, ESC

Melanie Paradis

FOR ME, Nationals 2022 was a busy and exciting time. I really had no idea what I had got myself into but knew that everyone else at the Edmonton Soaring Club was in the same boat. I had volunteered to be the Chief Tow Pilot, and my first question to contest manager Chris Gough was, “can I still compete in a glider”? With his usual supportive style, “I don’t see why not.” was the answer.

I had flown one cross-country flight before. It was a booming day in Black Diamond in 2021 and I had set off on my third attempt for my Silver 50 km badge leg to Nanton, AB and back. It quickly escalated to “Triangle 3” of the Cu Nim Proving Grounds, and the most memorable soaring flight in my logbook thus far.

Fast forward to the Nationals first practice day on 23 May 2022. Gridding of most competition gliders and a practice task for the day led to a successful mass launch using three towplanes and the rookie team of towpilots – job well done.

The conditions looked outstanding, and all day while helping to get the gliders gridded and then towing my share, I had it in the back of my mind to try my second cross-country flight, now that we had launched all the hot-shot competition pilots and they had left on task. There were just me and the club Jantar left at the field. I could get towed up by my friends, and set off into the gorgeous, scattered cu without causing too much of a fuss, after all I figured I should at least see if I can fly to a short-notice waypoint and find my way home again like a real contest pilot.

A Gold distance 300 km badge leg would be cool, and a flight to Stettler and back would satisfy that. “Not a chance that a novice like me could pull it off”, was all I thought, so

without a declaration and with my competition teammate Kelvin Cole assuring me that he would come and retrieve me, I started getting ready.

The conditions were indeed outstanding, as I launched around 3 pm and headed south. 8-10 knot thermals to 12,500 feet were plentiful! As I wandered south, I could hear Ben Hornett and Jay Allardyce on the radio excitedly making their way around the task (and it turned out to be a 700 km day for them!).

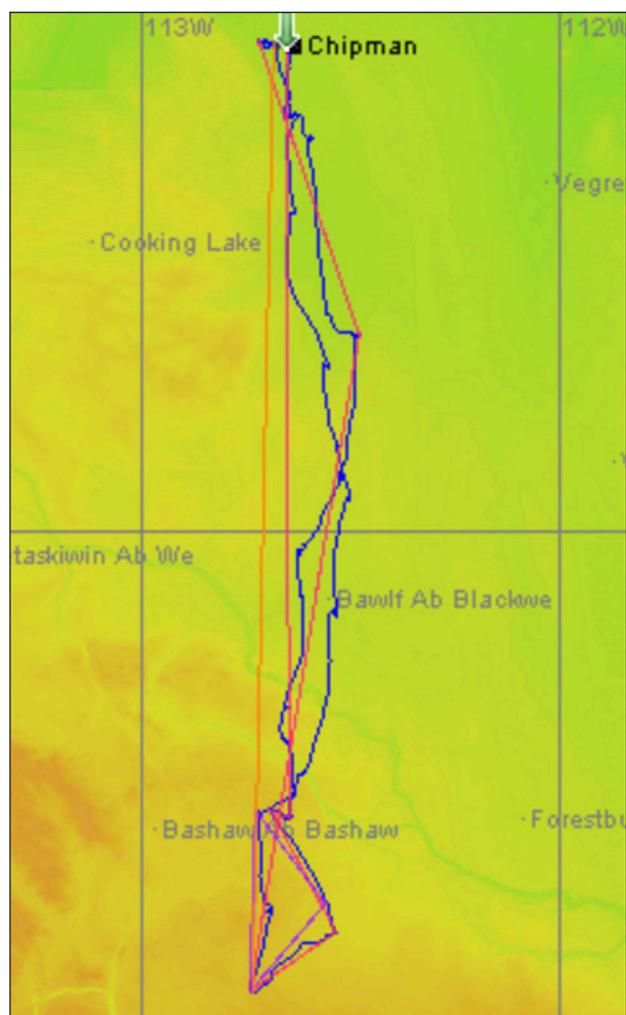
Halfway to Stettler, I thought about turning around as it was getting closer to 4 pm and I figured the lift would quit around 7 pm – better to be safe than sorry. Then, I heard those two on the radio near Stettler! I called out to them, and they answered that the conditions were fantastic around Stettler and they were south of there and south-bound! Okay, rookie – deep breath, let’s go do this! With the Jantar pointed south under endless clouds, I made it to Stettler and then turned north towards home. Nifty – 160 km under my belt, 160 km to go.

The clouds were getting a little sparser, but still quite impressive. Around 6 pm Jay and Ben passed me around Bawlf and encouraged me to keep going! As I approached Beaverhill Lake south of Chipman I was faced with my first real decision – fairly good-looking clouds to the east that would require probably 30 km of course deviation, or straight north on the west side of the lake across the blue, but good-looking clouds past the hole. I’ve heard cross-country pilots talk about encountering blue holes before, but I had never faced a decision about one myself. Looking at my watch, I figured I should just take the shortest path through the blue and connect with the good-looking clouds on the other side. Can you guess what happened next?

As I set off at less than cloudbase at 10,000 and 80 km from Chipman, I started my glide northbound. XC Soar said I needed another 2000 feet of climb (MC3) to get back to Chipman – no problem I thought, look at those clouds in the distance! The long, smooth glide northbound past 6:30 had completely disconnected me from the working band! There would be no 8-10 knot thermals and climbs to cloudbase for me that evening as I learned my most valuable cross-country lesson for the upcoming competition – get high, stay high, under cloud!

It was a beautiful, sunny, smooth, arrow-straight glide up the highway between the Yellowhead and the club – a highway I’ve driven every time I go to Chipman. All those fields that I had analyzed from my truck were now under the microscope from 3000 feet agl! Slight course deviations over the darkest fields led to some zero sink, but the safety glide bar still needed another 300 feet to get home.

About five miles south of the club, I started doing what someone had told me long ago – when faced with an awkward decision in an airplane, try to pre-write the incident report. “Daring rookie competition pilot scrapes it into field on



marginal glide”, or “Rookie pilot makes a safe outlanding.” The choice was easy.

I could see the best field right in front of me, a field I’ve noted 100 times, including that morning. A full section of cultivated, planted, well drained dirt. I ended up flying a straight-in base leg and used spoilers to get on a good glide path to an uneventful outlanding – 1.5 km from the home field. The retrieve involved using the club Kubota to pull the glider back to the runway, but not before the obligatory photo in my field with the high cumulus in the background.

In hindsight, I should have chosen a field (there were so many to choose from) that would have allowed me time to do a full overflight and analysis of the field, to have a dry run of the full procedures for a landout in an unfamiliar area. Having time to think about this flight afterwards, and before the competition, really allowed me to get into the mindset of cross-country flying.

The next nine days of competition were a bit of a blur, with so many highlights it would require another full story or two. To summarize a few memorable points though:

- Launching 27 gliders in just over an hour with three tow-planes and a very good hook-up team on the grid.
- Tony returning to the field after an epic 8-hour flight.
- Coring a 10 knot thermal opposite Marian and climbing “like a corkscrew”.
- Learning from Branko’s morning safety briefing points.

For all you rookies out there, tuck in behind an experienced pilot both on the ground and in the air – there are so many things to learn, and while you could go and learn them all by yourself, it is far easier watching and learning from those who are a few steps ahead, and a competition is a short course in all things cross-country.

As the sunset on the 2022 soaring season is now upon us, think about getting involved in the Condor Soaring Simulator community. The hours I spent over the 21-22 winter in my kitchen on my laptop, with a basic “flight stick” and my actual Samsung Tablet that I use in the glider (Condor can link right to it directly), paid dividends in the 2022 soaring season. I was able to learn how to use XC Soar in real time, with my device attached to my RAM mount at the table, while not being overly concerned if my Condor glider was in a full-rotation spin after being spit out of a thermal.

The best part of flying the Condor simulator is the multi-player option. There are weekly “contest” flights held by organizers around the world, but the one I enjoy and participate in is the Proving Grounds weekly contest. Meeting up and chatting over Discord while soaring – this is where the real learning happens. “What McCready are you using?”, “What is an area task?” Any questions you could have are welcomed and answered. ❖

A great season of soaring

Chris Gough, Cu Nim

A GREAT SEASON OF SOARING needs: the time off to travel, favourable weather, and an understanding spouse. I had all of those things this season and it made 2022 my best year of soaring so far. In addition to some intermittent OLC flying, I flew three contests: the Canadian Nationals at Chipman, Alberta, the US Region 8 at Ephrata, WA and the US Club Class Nationals at Moriarty, NM.

My first soaring flight of the season was on 1 April, a 200 km warm-up flight. The temperature at altitude was, in fact, well below zero, so “warm-up” is not the best way to describe it. Spring in Alberta always brings some excellent soaring although warm clothing is needed. I had three more soaring flights out of Cu Nim including a 650 km flight before I headed up north to Chipman for the Canadian National Soaring Championships. As the contest manager, I arrived on Friday evening, three days before the first official practice day, intending to get some organizational tasks out of the way. But the forecast enticed me to do some OLC distance, and I flew 640 km on Saturday and 700 km on Sunday. I must thank Bruce Friesen, the contest director, for taking care of a number of tasks for me on those two days.

Monday was the first practice day but I decided the forecast was too good for a competition task. I attempted a Canadian triangle distance record but ran into some virga and overdevelopment on the way to the first turnpoint and abandoned the task there. I still had an excellent flight of 734 km. What a start to the contest! I took the second practice day off to catch up on my contest manager duties.

The rest of the contest was fantastic and is covered elsewhere in this issue. I had a very close race with Joerg Stieber and ended in a close second. I finished under time on a number of tasks which I regretted. But it was a lesson learned and I swore I was not going to come under time again on any more contest days.

US Region 8 contest, EPHRATA, Washington

This was my third time flying at Ephrata and it has become a favourite. The landscape, facilities and organization are first class. The geology around Ephrata is absolutely fascinating and makes the soaring quite unique. Search for the geologist Nick Zentner on *YouTube* to find some lectures he has recorded about the area. I arrived for the first practice day and had a decent flight. But I was rusty on my US rules and did not stay under the maximum height in the start cylinder for 2 minutes before starting, and was scored from my last good start, adding 10 minutes to the flight. I'm lucky it was on a practice day.

Day 1 was also blue and pretty much the same weather as the practice day. I managed to win by a few mph. Most of the class flew under minimum time. The lessons learned from the Canadian Nats paid off as I made sure I was over time for the task. It made the difference that day.

Day 2 was challenging. The wind was a factor, shearing the thermals later in the day. Final glide was a challenge. I came in third but only lost 18 points on the winner.

On Day 3, the weather improved. The first leg was excellent with a high cloudbase and nicely lined streeting. I pushed the furthest into the turn area on the first leg which I found out was a good decision later. I think most of us were planning to fly along the mountainous terrain on the second leg but although the clouds looked good they were not working very well. The locals figured the wet spring and summer created too much vegetation in the hills which suppressed thermal strength. Most of us headed to the flatland on the south side of the Columbia River. There were large areas of blue along the rest of the task but because of my longer first leg, I could minimize the task a bit more and stick to the better weather. I had the best unhandicapped speed of anyone the day including the 18m class gliders.

Day 4 forecast the best weather of the contest and we were given a 4 hour Assigned Area Task (AAT) that brought us into the mountains at two of the turnpoints. The first turnpoint was on the western side of the Columbia near Waterville. I decided to push at least to the middle of this turnpoint as I was worried about running into weaker



Chris Gough

The Region 8 trophy lights up!

weather later on. I got back to the flatlands low and had to search a bit for a decent climb. Then it was smooth sailing into the next turn and then north to the highest mountains on task. I was very wary of these mountains so I slowed down and tried to stay high. Leaving the turnpoint, there was a cloudstreet heading south, but off the southeast course line. I saw a number of competitors ahead of me take that line but I decided to head more on course and jump the blue gap. It was the right choice and I caught up with most of them when I reconnected with the clouds. The last turn area was mostly blue but did find a couple of decent climbs and eventually got final glide. I came first again giving me a 200 point lead going into the last day.

Day 5, the last day, was expertly called by the weatherman and task committee. High cloud was forecast as well as a number of squalls but there was a weather window we could fly in. The 18m and FAI classes launched but the Club class launch was stopped for a squall that moved over the airport. The plateau to the west of Ephrata acted as a block for that weather and we had very nice conditions on task. It was short but resulted in my best speed for the contest and a first for the day and overall for the contest. It was another fun contest at Ephrata and I will be going back there every time I can.

MORIARTY, New Mexico

I was going to base my decision on attending the US Club Class Nationals on how I placed and how much I enjoyed the previous two contests. Both went very well so the decision to go to Moriarty was easy. I ended my night shift at work on the Thursday morning with a goal to finish the two-day drive to New Mexico by Saturday morning and get a flight in before the practice days. I ended up arriving around 2 am on Saturday morning and I did fly that day but kept it short. The weather was just mediocre for New Mexico but I did fly west to Sandia Peak which gives a nice view of Albuquerque below.

The practice days certainly humbled my expectations for the contest. The first day sent us north to the edge of the Sangre de Cristo mountains in lower blue conditions, and the second day took us to the edge of an active squall line with many lightning strikes. It was an indicator of what was to come during the official contest flying.

During the Day 1 pilot meeting our weatherman, Gary Osaba, presented a tough day with a lot of question marks. There was a good convergence line going down the Monzono range but also a high probability of overdevelopment and an easterly wind. When we launched, cloudbase was a relatively low 11,000 feet. That may sound high but the Moriarty airport is at 6199 feet asl and there are very few outlanding spots in the task area.

Our first leg brought us to the town of Monzono with a 6 km radius on the turnpoint. The journey down was excellent but when we all turned northward for the next turnpoint, the area had overdeveloped and rain started coming from the nice cloudstreets we had used. I tried following a line of clouds over the ridge but the overdevelopment had killed the lift. I saw a few pilots head to the east side of the storm but I couldn't get high enough to make that jump. Surprisingly, I saw a few gliders circling on the west side of the ridge where I expected the downwash of the ridge to be. I joined them and got almost 8 knots to 12,500 feet, the highest I had been all day. I had to push back east to the other side of the ridge to avoid the Albuquerque airspace and it had not quite started raining in that area yet. Along that leg a number of gliders started announcing they were outlanding. The overdevelopment was really killing the lift but I joined a gaggle of gliders. One of the gliders was ridge soaring Sandia Peak and eventually bailed to Albuquerque International. Another of the gliders outlanded shortly after we split up, but I was lucky enough to get back to cloudbase. To the east was blue from the rain that we had fought to go around. I started out on course when I saw some



The grid at Moriarty – a nice day for XC indeed.

building clouds further south. It was a bit of a deviation but I preferred taking the path that had the highest chance of producing lift. After the turnpoint, the path brought me back over Moriarty. I was seeing fewer competitors in the sky and on the FLARM. When I passed by the airport and saw the weather on course and what was coming to the airport, I decided I didn't want to go through what happened on the first leg again and landed back to Moriarty. Only two pilots made it around the course. To my surprise, I came third on the day, partially because there were air-space penalties assigned to many of the competitors including one of the competitors who completed the task.

On Day 2, with a lower cloudbase forecast and the aftermath of a wild first day, the task committee created a more modest task. A triangle with assigned areas repeated twice was called to keep us closer to the field and to landable fields. There was one hiccup as the eastern turnpoint, Encino on the higher ground actually had a declining cloudbase. My strategy was to maximize the western turn and try to fly along the cloudstreets as much as possible by making straight lines along the turn areas. It was reasonably successful as I came a close third on the day and propelled myself into second overall.

A good forecast to the north on Day 3 gave us our first task to the Sangre de Cristo mountains. The easterly wind and overdevelopment made the mountain flying much more challenging than usual, so we were told. During a westerly, when clouds develop over the main range, the wind pushes the clouds to the east allowing the sun to still hit the west side of the mountain and create a strong energy line. With the east wind, the clouds were blown to the west causing shadowing over the main range. This forced us to head to the east side of the range which did not work quite as well because the wind and sun were on opposite sides of the peaks. I was happy with my run north into the first turn in the mountains and the run back south. But as I was leaving the mountains and the associated overdevelopment I was expecting to get some stronger climbs and did not find them. I then limped into the second turn area and it took most of the rest of the flight to recover. My start kept me from really dropping places. I came 5th on the day and stayed in second overall.

On Day 4, showers were forecast for Moriarty around 4 pm so the task committee created a short task that would keep us to the south of the showers and give everyone a chance to get home before they hit the airport. It was a good call as everyone made it around and had fun.

Because of expected blue conditions, an assigned task was called on Day 5. Unfortunately for me and many others, just

as the start gate opened, the weather cycled and most of us struggled to climb to a decent height to start. The handful of pilots who started early seemed to get better conditions on the first leg and made it to the northern part of the task. Many pilots turned back home on the first leg because of the low lift base and lack of landing fields. After starting late and struggling to find a climb initially, I went off track into the hills and got high. The next leg was pretty good flying along a convergence line up the Manzano range. I got low crossing the valley and never really recovered. After a failed attempt to connect with the convergence line on the next leg I decided to head back to the airport to avoid a landout. This was my lowest day placing during the contest and my overall placing dropped to third.



An AAT was called for Day 6 with the first turn using a small task radius. This proved to be challenging for most as the leg to the first turn was low, blue and weak. I lucked out a bit as just after I started, a cu formed a fair bit off track but with the blue conditions on course, I thought it would be worth a try. The thermal took me to 14,500 ft and made the run in and out of the first turnpoint easy. It took a while to connect with the convergence line that led us to the second turn area, but when I did, the conditions strengthened considerably. The rest of the task was relatively easy but there was some challenging overdevelopment. In hindsight, I started a bit too early as the winner waited until a convergence line built over the first leg and barely thermalled the whole flight.

A classic blue day and an Assigned Task characterized Day 7. I had no patience with the start gaggle and likely started too early. I was at the front of the pack for most of the day. The last leg was north to Ortiz Mine and most of us who got there early struggled. Late starters got high at the previous turnpoint and had an easy glide around Ortiz Mine.

Day 8. The last day of the contest gave us more classic conditions that we were promised from Moriarty. The first leg took us deep into the mountains and cloudbases as high as 17,500 ft made the trek relatively straightforward. A convergence line built right overhead the start cylinder pointing directly into the edge of the first turn area and then into the second turn area. No one went very deep into the first area to keep on the cloudstreet but that limited the highest speed possible for the rest of the task. The winner was five minutes under time because of this. Perhaps the task could have been bigger but maybe we could have pushed a bit more into the first turn. It didn't really matter to me as I got stuck in the second turn deep in the mountains. It was over a large airport which made it less daunting. → 18

Cowley misc.

Ray Troppmann, camp manager

SUMMER

Registration was slow, on 20 July we had only 14 pilots signed up, but by 23 July we had 39. The first day started off slowly with eight winch flights.

The camp started with one towplane, ESC's Pawnee. The weather in general was quite hot and somewhat stable, somewhat blue – often pilots waited until mid-afternoon for a launch. The conditions required a lot of 3000 and 4000 foot tows. The sixth day in, this incurred long waits at the grid. Chief Tow Pilot Dale Brown was able to acquire a second towplane for the remainder of the camp, Cu Nim's Pawnee. In all, we had 155 tows at the camp for a total of 411,000 vertical feet, the average tow being 2650 feet.

On the third day the ceiling was only about 8000 feet so we winched once again for another nine flights. The unusually low cloudbase drew a lot of striking sunset photos.

Although the turnout at the Cowley camp was modest, there were 52 instructional flights, 89 solo flights and 31 dual flights.

41 flights were registered to the OLC for a total of 7427.4 points. The top three flights were all on Saturday, 30 July. Patrick Pelletier (Peanut) passed us the weather report from his home in Cold Lake via Slack and he predicted that it would be the strongest day of the camp. That got Bruce to rereg his Austria, as he was intending to leave that day (see p16).

466.6 OLC	337.9 km	Bruce Friesen, ESC
360.4	375.8	Ben Hornett, Cu Nim
330.8	271.9	Roy Eichendorf, Prince Albert

FALL

After the talk of the 2021 fall camp and the wave being present everyday we had many out-of-province guests attend the 2022 camp for the wave. Unfortunately, we were "blessed" with a week of beautifully warm afternoons and light winds. The high pressure suppressed convection so lift didn't often start until mid-afternoon, so there were a lot of 4000 foot tows onto the ridge to look for lift, and one day did get busy there. Only 3 Oct had decent cu which produced 4 of the 5 best flights. 34 flights were uploaded to OLC for a total of 4127.23 points. The top five were:

3 Oct	265.17	Tony Burton
3 Oct	239.61	Patrick McMahon
3 Oct	232.97	Pavan Kumar
3 Oct	213.31	Patrick Pelletier
2 Oct	195.63	Patrick Pelletier

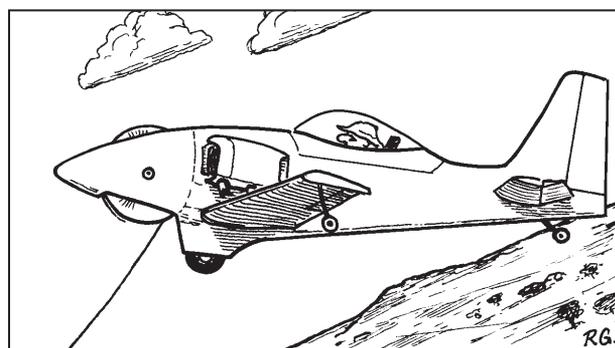
Here's more camp stats. There were 125 tows for a total of 393,000 vertical feet and 21 winch launches. We had 138:06 hours of logged flight time in 146 flights of which 39 were instructional, logging 17:15 hours.

A number of pilots experienced their first flight to the ridge in the two-seaters and some in the singles during the camp, with lots of smiles and excitement after the flights. Peanut gave his wave predictions at the morning meetings and said it wouldn't look good until, maybe, the last day.

The wave *did* arrive on the very last day, unfortunately after many pilots had left. The wind started around 5 am and kept getting stronger as the morning went on. At the 8 am meeting we decided that the conditions were flyable and three pilots would take tows to try and connect with the wave. The airspace NOTAM was opened and as Ethan and Dale proceeded to get PCK ready, Kerry Stevenson suggested that we have another safety meeting with the new wave pilots to review high wind landings, O₂ systems use and explaining what to expect with the wave/rotor.

Kerry was the wave sniffer and took to flight at around 10 am. Shortly after his release, he reported back that he was in the wave and the excitement on the ground grew immensely. It was then that I mentioned to Sheldon that we should ready the now-hangared LSC Grob, NUO, and he seized the opportunity and made some calls. (The other club two-seaters had been derigged.) That's when the team to launch was put into action. Joe Bowering set up the ESC O₂ systems for flight, George Haeh topped off the O₂, Sheldon started the DI, and I was getting the flight computer ready. There were four flights and they all got into the wave. Limited in O₂, NUO only went to 20,000 ft. Two have badge claims: a Diamond by our SOSA visitor, Predrag Kopcevic, and a Gold by Kerry, both awaiting validation.

It was a perfect way to wrap up the fall camp. Thanks to the volunteers who stayed back to help with the operations that day and with the glider derigging in the high wind. ❖



George transitioned to motorgliding after many years of winch launching.
from Australian Gliding



July 26, sunset at Cowley with Centre Peak propping up the sky.

Tony Burton



David McIntyre

The Livingstone Range in all its October glory. David McIntyre and his wife Monica live in the late day shadow of the pictured landscape and, well versed in its cultural and natural history, are always searching for new discoveries amid the land's rich diversity. David promotes the area's aesthetic and ecological virtues, and uses his photography as a selling point. In 1997, Monica (here in the photo) was the manager of the Frank Slide Interpretive Centre and arranged for Ursula and Tony to select a boulder from the 1903 Frank slide to replicate, at Cowley, the cairn on Centre Peak. The Alberta highway maintenance provider, *Volker Stevin*, volunteered the heavy equipment to move the commemorative boulder to the airfield.

blue & scarlet

Bruce Friesen, ESC

SUNDAY, 31 July. Heading into the last full day of flying, Cowley Summer Camp 2022 had already been a success for many pilots, myself included. After a layoff of three years, two newly-refinished wings gleaming in the sun, the Scarlet Lady, Standard Austria C-FPDM, had flown on four days of the camp. A four-hour flight on the Wednesday verified she could still fly and – equally important – she was indeed a pleasure to fly. My camp objectives had been met.

Pilot meeting. A hot, blue day loomed ahead. The glider was in her box, derigged on Friday evening out of an abundance of caution with storm cells in the area, and left there through a hot, blue, mediocre-soaring Saturday. Rigging and derigging for one iffy day of flying did not appeal. Our Camp Director, Ray Troppmann, was reading the weather forecast submitted remotely by the equally esteemed Cowley expert, Patrick “Peanut” Pelletier. “Early start,” he says. “Good high lift just about everywhere,” he says. “Best day of the camp,” he says. (Thank you, Peanut!)

Dadgummit, guess I ought to rig. Sure does help to have a willing crew. Thank you, Mary Ann!

An early launch. If you’re gonna go, ya gotta go. Off at 12:45, I was one of the first singles to venture a launch. My towpilot found me a thermal just north of the field. Thank you, Dale. A steady two knot climb to 8000 felt like a good start. *Aaakk!* two rows of the Porkies hills now lay between me and the field; I had drifted downwind about five kilometres during the ten minute climb.

Although pretty sure lift would be better over the Porkies than the valley, I chose to head west, to get upwind of the field and also to place a southern option to close my triangle. Hmmm, not much there. Hmmm, nothing here! Time to head back. In fact, past time. I announced my marginal return to the airfield, and was most gratified to have the towpilot both acknowledge and to cede the sky to me. What’s that? Under my right wing? Bending into the lift, assessing the options, I concluded one turn was safe. Drifting towards the runway, and 50 feet higher, another turn, yes.

Back at 7700 feet, adjust a bit, up to 12,000. With one low save under my belt, there was no further debate. Upwind it was. To the west. But! All camp long there had been talk of going to Waterton Park. How beautiful it was at Waterton Park. I so did want to go to Waterton Park. I veered southwards. Nah. Too much east in it, given the strong west wind. Veer back westerly, tagging the mountains, and a patch of clouds, at Gladstone Mountain.

At that point, I was kind of lined up for a run north along the Livingstone Range. I don’t have much experience flying along mountain ridges, but I bumbled along doing my best to do what I thought I ought to be doing. Just north of the Gap, aware still of the early low save, and mindful the ranchers had not yet started cutting the hay, I turned again. Only 75 km/h for the leg, and a second leg of only 64 km. Turning when I did, ending the second leg capped my maximum triangle for the day at only 230 km. Oh well.

I turned southwest, staying within gliding distance of the airfield, heading towards a few clouds over the Porkies. Some days, soaring pilots return grumbling about lying clouds. On this flight, the clouds were not lying, they just weren’t talking very much about anything and weren’t telling me anything useful. Saying that, a patch of cloud pretty much conveys convection so that’s where I headed.

Past the main heights of the Porkies, however, even that re-assurance petered out to a few scraggly wisps. Switching to the surface for clues to lift, I headed towards a large farmstead and feed lot. Now, it is an interesting fact that we never actually know – or rarely can truly know – whether we hit that thermal through good judgment or just good luck. Strong lift was about half a mile earlier than I expected, but, presently back up to 12,300 feet, there was only satisfaction.

Pressing on east, in the blue, I turned back about 10 km short of Fort Macleod. Hindsight is clear. That was too early! I found myself flying along a line of energy, presumably some form of convergence. I tried to imagine where the flows of air would be, coming out of the Crowsnest Pass, and over the Porkies and draining the Cowley valley and so forth. Regardless of ‘why’, the ‘what’ was a comparatively fast into-wind leg, and completion of my fourth leg at 5:15 of the afternoon.

What happened next was just off the charts. Retracing our route along that line of lift, the old Scarlet Lady flew a 66 km leg at 129 km/h. Again I turned back. It was only 5:42, and I had used up my fifth OLC leg! Granted, it was my choice to end that leg when the computer told me I was venturing beyond gliding range. I flew the sixth leg back to Frank Slide, then headed back in for a landing at 6:30 pm.

Patrick’s forecast was right. A good strong day. I flew 5:45 hours. Ryan Wood was up two hours beyond my landing. With my 466 OLC score, I no doubt left a couple of hundred points on the table. Blue day, mountain terrain, wind and a wood glider. Live and learn. That is our sport! ❖

This is something new!

Andrew Wang, Cu Nim

HIGHWAY 7 is a familiar road for me, I had been to Cu Nim and the Big Rock a couple of times in the last decade. I had an intro flight about 10 years ago, and 7 years ago brought my dad to the club to show him what gliders look like – he was way more excited to see them than me.

At first I was a stranger in front of the hangar, now I'm a friend with the sky. Following a towplane, my training started on 9 April last year.

All the early lessons were so not related to the flying itself – it was how to be safe, how to identify the ground objects, what, why, and how ... bit by bit it sunk in. One instructor said many times, "take-off will be consequence, not action". It took my and all the instructors' patience to see turns become correct. It took a long time to adapt to situations well, to control the glider, and to plan the circuit and landing. Exercise, exercise, more exercise.

Patience became my friend as well the sky above. As soon as I got frustrated, a thermal kicked in to my delight. Cowley, a wild/fantastic place to be – a new field and new scope for learning, I am pleased I did not stop!



Ben Hornett

152(!) flights to solo, but it feels like it just happened yesterday, and the Cu Nim community helped me make it through. Now I am in the PW5, and flying is for life! My background voices are all from the instructors and the Cu Nim members! WEEC – welcome, educate, encourage, challenge. Thank you all! ❖



Patrick Pelletier

Hello. My name is Dmitry

I'm a student from the Central Alberta Gliding Club. The Summer camp at Cowley was a lot of fun! There was a lot of flying, lots of drinking cold water while farmer-tanning in the sun, and socializing with easy going like-minded people after beer o'clock in the evening. It did have some ups and downs just like everything always does.

It was a good experience for me as a novice pilot who started flying any sort of winged contraptions just this year. Flying in an unfamiliar environment helps with developing better decision-making skills. In the beginning it can be quite nerve wracking. Especially when learning to tow. But in the end it is absolutely worth it. I am certain that I came

back a better pilot from Cowley camp. On a less serious note, one thing that I wish we had there is a public internet access point. It became especially apparent since this time Cowley camp organizers were using *Take Up Slack* to track glider launches. However since we were pretty much camped out in the middle of nowhere and some people, myself included, had no data on their phones, it led to bugging other people to hot-spot their phones.

I'd like to say more, but my words won't do justice in explaining what flying is really like, as you more experienced pilots already know. How cool it is when you are thermalling with a hawk or two next to your glider. So, will I go to Cowley again next year? I'm pretty sure I will. ❖



Tony Burton

A great season of soaring

from page 13

I definitely could have flown that portion better. I came ninth on the day but it still kept me in third overall.

A task was set on the last flying day but it was cancelled when the weather didn't get going until around 3 pm. Moments later, clouds started to form to the west of the airport and we got strong climbs to 15,000. I think the call to cancel was not wrong as the length of task we would have flown would have made the day scores inconsequential.

I only got to see brief moments of the spectacular weather that Moriarty can provide. The middle of the summer would give more consistently strong weather. I would cer-

tainly go back for a contest or for some free flying. Almost every day the *Skysight* convergence forecast had very strong and obvious lines, usually over the hills or the transitions between the lower and higher ground. You must keep the sparse outlanding options within glide range and the pressure of contest flying made that more difficult. The drive down there, although long, was stunning and worth it. So it was an excellent season. I was very lucky to fly three contests where the weather was so good. I flew 20 of a 24 scheduled contest days this season plus four practice days. That resulted in 92 of my 172 hours so far this year. I also came second in the OLC Plus Champion and Speed-OLC Canada this year. I learned a lot of lessons this season and I hope it results in even better flying in 2023. The more I improve my skills, the more enjoyment I get out of it. ❖

The frozen tow pilot

(apologies to the Weavers "Frozen Logger")

As I sat down one morning in the old airport cafe,
A 40-year old waitress to me these words did say ...
Sir, I see that you're a pilot, and not just a common bum,
Because no one but a pilot stirs his coffee with his thumb.

My lover was a tow pilot, not like any you'd find today,
If you put two wings upon it, he would fly a bale of hay.
He never used a razor to shave his horny hide,
He just drove them in with a hammer and bit them off inside.

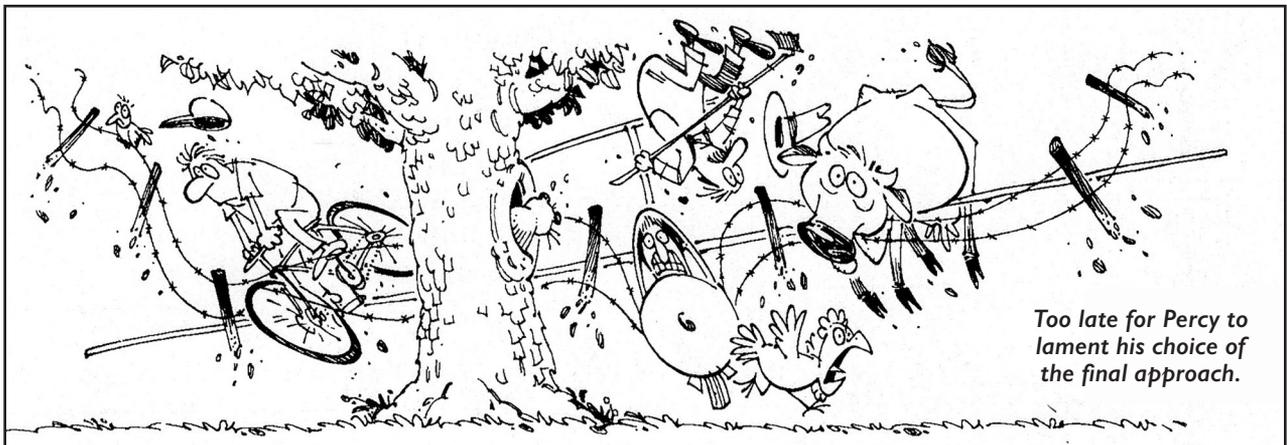
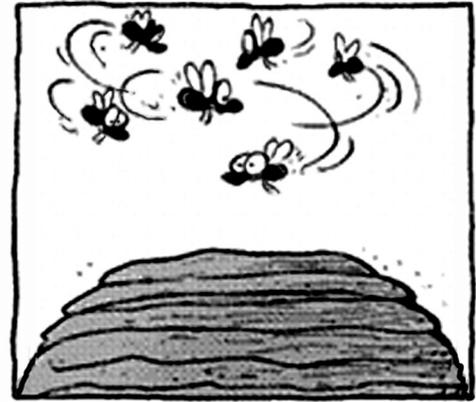
He never used the primer, no matter how cold the weather,
He'd just blow his whisky'd breathe deep into the carburetor.
He gave me a ride at Cowley, t'was on a windy day,
He flew me through a rotor cloud that wrenched my vertebrae.

Well, he kissed me ere he departed so hard it broke my jaw,
And I could not speak to tell him he'd forgot his mackinaw.
I saw my lover take off, and climb through the blowing snow,
Setting his heading homeward at forty-eight below.

Well, the weather it tried to freeze him, it tried its level best,
At a 100 degrees below freezing, why he buttoned up his vest.
It froze clear through to China, then it froze to the stars above,
And at a 1000 degrees below zero it froze my pilot love.

Vain efforts were made to thaw him, and if you believe it sir,
They made him into prop blades, to cut the flyer's air.
So I lost my tow pilot lover, and to this cafe I now come,
To be a lonely waitress 'til someone stirs coffee with his thumb.

Tony Burton, inspired by Doug Scott



Too late for Percy to lament his choice of the final approach.

ASC Treasurer's update, Trevor Finney

The ASC finances for 2022 up to mid-October seem to be stable. Thanks go to Jason, Ray, Gerald and Sheldon for all the time they have spent tracking the finances. They have ensured that the funds can be accurately accounted for and that we can explain how we have arrived at the final balances.

We have managed fairly well without the past funding that had come from the *Alberta Sport Connection* program as it has been replaced with the revenue from our AGLC casino licence. We also had two successful Cowley camps. Neither would have been possible without the volunteers at Cowley, at the casino, and by those who have tracked the finances so thoroughly.

Our Cowley camps were well supported. We had 41 at the Summer camp and 34 attended the Fall camp, with a total of 320 flights. The income and expenses are still awaiting the costs of fuel and towplane rentals.

For this year, so far, our biggest expense has been the repairs to PCK. We are planning to recoup some of those costs by claiming on insurance. Luckily she finally managed to take to the air and tow at the Fall Cowley camp. Our biggest source of income has been the casino. We thank those who gave up their time to participate in the two-day casino operation in May. These funds will be used judiciously to benefit from them in the most constructive way.

In summary, our cash and investments total as of mid-October is \$53,135.74 (this includes \$32,031.87 from our capital account which we are re-investing through ATB), with an additional \$88,098.89 in our casino account.

We are looking forward to all that might be available for 2023. With the possibility of a Provincial Gliding Competition, Summer and Fall Cowley camps, and also a Valemont Camp in the offering, next year sounds like it could be fun with lots of air time. ❖

ASC President's report

from page 2

The Summer and Fall Cowley camps were well attended and provided pilots an excellent opportunity to explore the Porcupine Hills, Livingstone Range, and the Cowley Wave. Summer Cowley saw 41 registered pilots complete more than 200 flights over the 10 day camp. The warm "summer-like" weather at Fall Cowley disappointed those looking for the high altitude wave flights, but did provide weather conditions for 35 pilots to explore the "rocks" and valleys around Cowley. Thanks go to Sheldon Steinke, George Haeh and Ray Troppmann for stepping up and organizing both camps. We are now looking for Camp Directors for 2023, so please reach out if you are interested in helping to make next year's events a success.

New this year for the Cowley camps was using *TakeUpSlack* (www.takeupslack.com) as our member management and flight recording platform. This new software, which replaced our historic use of tow tickets, allowed us to streamline registration, fee collection and flight recording. As a reminder, you have until the end of 2023 to redeem any unused tow tickets and "wimpies" that you've accumulated over the years for flight credit. That alone should be reason enough to plan to be in Cowley for 2023!

For 2022, we signed an agreement with the Edmonton Soaring Club for the exclusive access to one of their towplanes for use at ASC-sponsored events. Having this additional resource to support our competitions, training camps, youth program activities, and as a backup in the case of loss of use of our provincial towplane (as occurred in 2022) is an enormous benefit to our community. We look forward to engaging with the other clubs to negotiate

similar agreements to have the equipment and resources to expand operations at our events!

Other major initiatives completed this year include the re-activation and update of the Alberta Soaring Council website (www.soaring.ab.ca). Thanks to Tony Burton for sourcing, scanning, and reformatting into pdf files many of the old typed copies of ASCent going back to 1982. They are now on the ASC website. We also were successful in updating our bylaws to bring them into compliance with changes to Alberta law and to reflect changes to our governance and operations ... not a small task!

Financially, 2022 saw some major improvements to Alberta Soaring Council. We were fortunate to have secured a Casino licence from AGLC in 2019, but due to COVID-19 were not able to get slotted for a casino until May of this year. I am happy to report that the proceeds from this event were \$88,094.05! Thanks to the 22 volunteers who covered the 260 hours of shifts that we needed to fill. That volunteer time equates to about \$340 for each hour you gave. These funds will help support our youth, senior, and disabled pilot training programs, and the critical infrastructure that we can provide the soaring community in Alberta (ie. our towplane). Securing these funds is one of the core pieces of us rolling out a long-term financial sustainability model for ASC. We will be eligible for another casino in spring 2024. More details on the financial state of ASC can be found in Trevor Finney's treasurer report above.

Overall this has been a very successful year for the Alberta Soaring Council and for soaring in Alberta! Stay safe ... I look forward to seeing you all at one of our ASC events in 2023! ❖



Clubs

Cu Nim

THE 2022 soaring season was another momentum building one for the members of the Cu Nim Gliding Club. We continue to set and exceed collective and individual goals. From our airfield outside of Black Diamond, Cu Nim executed the most glider launches than any member can recall in recent times, and played host to a growing base of members – nearly breaching 70!

Most substantially at home, Cu Nim implemented a modern safety system including an updated safety manual, completed a safety audit, and formed a committee to score hazards and risks. We've seen an uptick in incident report submissions guided by our goal of "more incident reports, fewer incidents". Our Chief Safety Officer, Mike Busuttill was recognized by SAC with the *Hank Janzen Award* for "outstanding contributions to safety" based on the work that went into this new framework.

While the club exceeded our goal for overall OLC club performance (target fourth, achieved third), most of the scoring flights took place away from Cu Nim and fewer members posted flights in 2022 vs 2021 (17 vs 27) – something to improve in 2023. That said, the most remarkable flight in Canada was when Chester Fitchett covered 1601 km (OLC) in the Chinook wave system in October 2021 (the story is in last year's *ASCent*). This year, his 1224 km flight on 30 October moved him past Chris Gough into top spot in the 2022 Alberta best 6 flights list.

At home our instructors were very busy! We welcomed back students from previous seasons and 10 new students using the OOT package. This strategy was adopted primarily to address retention of new student pilots. 2022 was Cu Nim's third season using this recruitment strategy and we can start to test if the retention goal is being realized. Including 2022, Cu Nim has welcomed 25 students through OOT, seven have obtained their GPL, five others are working through solos and 71% of our first class of students remain members in their third year. A standout performance from this season was the progress of Daniel Nazarko. A 14 year-old who only after celebrating a direct path to solo in our ASK-21B did anyone think to count his training flights, finding a mere 25 before his first solo!

We enjoyed a "restriction free" season, and even attempted some member barbeques and morning pancake breakfasts that were led by second year member Michael Dineen. We'll work to entrench regular club BBQs into the social calendar in years to come!

We welcomed over 100 members of the public for their first soaring flights, nearly 2.5 times as many as in 2021 with eager members anxious to share their passion for the sport in their first season as intro pilots. This activity has a meaningful impact on the club's financial position which continues to improve. Late in the season, members participated in an exercise to think about Cu Nim of the future in an attempt to develop a strategic plan for the club in anticipation of success with a casino application.

Away from the field, Ben Hornett spent too many cold winter days in High River and Springbank implementing Cu Nim's new approach to glider maintenance and annuals. He oversaw the resolution of some snags, some repairs, and drove the re-wiring of our "new" LS4. Having stepped down as Cu Nim's president, he is finding new ways to leave his fingerprints on the bright future of the club. Thank you!

The soaring highlights of the season were mostly defined by participation in the Canadian National Soaring Championships hosted at ESC. The XC contingent that participated in the Nationals thoroughly enjoyed a fast and friendly competition. Our CFI Chris Gough did a fantastic job as contest manager and was in the thick of the competition in FAI class, finishing in second place by a narrow margin. Also finishing in second, Marian Rakusan took home the Silver in Club class – participating in his first Canadian National competition ever! Conditions and tasking were spectacular for the event, expertly executed by the gracious members of ESC. Of the 25 competitors, eight were from Cu Nim, including Al Hoar flying our DG-1000 as a coach!

Chris pushed even further afield pursuing soaring goals. He raced at and won the SSA Region 8 contest over Canada Day in Ephrata, Washington. Later in the summer he along with Marian traveled to Moriarty, New Mexico for the US Club Class Nationals where Chris finished with the third place trophy to cap off his spectacular racing season!

Our participation in Cowley was enjoyable for tenured and new pilots, and the Cu Nim operation was expertly coordinated by Chris Chiasson. Cu Nim members, gliders and even our beloved towplane helped make for two great camps. At the Fall camp (or Summer Cowley 2.0) we even welcomed two visiting pilots for some memorable flights from the storied site.

At the end of October, we are still coordinating days to fly as weather permits, and can look back on a generally safe season with clear indications that the club is pointing in the right direction and building momentum. To date, the club ships totalled 1018 flights at Cu Nim, 107 at Cowley and a few at the Nats.

Thank you to all of the Cu Nim members who contributed to a great season, and to all Alberta soaring pilots for supporting so many great events and our wider community.

Patrick McMahon

Edmonton

Wow, what a season!! might be the best way to open a President's report for ESC in 2022.

Our field renovations in 2020 once again paid dividends and got us an early start to the season. The very first weekend in May kicked off a whirlwind of activity at Chipman. Preparations began in earnest for what turned out to be possibly "the best nationals ever..." Admittedly there was a little help from Mother Nature and a LOT of help from countless volunteers and contest organizers, participants, and crews. The interclub cooperation and camaraderie clearly has become infectious and is gaining attention far afield.

From an ESC perspective the contest had a somewhat unexpected follow-on effect; we may have had the most media attention for the sport in recent memory. It started with Global News covering the Nationals, quickly followed by a general interest piece on the CBC, and culminated with ESC playing a starring role in an episode of a mini-series airing on CBC in the spring of 2023.

This attention resulted in an unprecedented interest in discovery flights, and we flew 165 of them – triple our 2021 total, and still have a substantial waiting list for next season. These flights are also having the desired effect of attracting new future pilots to the sport and our student waiting list also is filling rapidly. We wrapped the season with 53 members (45 flying, 8 social), five newly-licensed pilots making space for students as well as four to six new 2022 members ready to solo in 2023.

Fam flight demand, combined with the commitment to our dedicated cadre of students in Objective Oriented Training, meant a whole new level of time/resource management was required. Fortunately, along came Conrad, our newest and

returned member, who generously volunteered to take on the role of coordinating fam flights. Once he was recertified as an instructor, Conrad's commitment and drive also resulted in some of the earliest start days at ESC in many years. Near the end of the season, we were regularly on the line and ready to launch at an impressive 9 am. At the end of the season, we counted 75 flying days, two less than in 2021 but an impressive 768 flights, 94 more than 2021. Adding in 144 from the Nationals and 80 flights at Cowley, it is no wonder why the summer felt so busy.

Another exciting initiative was taken to assist the Air Cadet programs in Alberta. ESC worked with the Alberta Provincial Committee of the Air Cadet League of Canada to complete the training and licence requirements for Pierre Dawe. Pierre is a previous cadet with 878 Canmore Squadron and is working towards joining the Canadian Forces as a Cadet Instructor Cadre officer. In less than three weeks we were able to get Pierre through the solo and flight test requirements for his TC glider licence. Pierre went on to fly the Jantar at the Cowley Fall camp! Due to the success of this transition program, we will be working with at least two other cadet / ex-cadet student pilots in the spring to get their licence requirements completed. This is a very important opportunity for our civilian clubs to support our local cadet gliding programs.

Our fleet readiness was top notch all season due to the hard work of our Fleet Manager, Ray, who quarterbacked several major repairs in short order. We started the season with all aircraft annuals complete. We had two towplanes serviceable all summer which enabled Tyler, our Chief Tow Pilot, to spearhead the shared use of one of our Pawnees with ASC to support the Cowley camps – all reports are that the result was elimination of long lines of waiting gliders for the many pilots who visit from near and far. To cap the season, we are also very excited to welcome a new (to us) LS4 recently purchased from SOSA.

We did have some long-time members who had their "final glide" this year; Gordon Prest the first president of ESC, Neil Siemens our long serving Chief Tow Pilot, Doug Watt, Fred Wollrad and Andrew Jackson, they have "slipped the surly bonds of earth" and we wish them Godspeed.

We are super excited for 2023 and are already planning for more weekend Condor sessions and a spring ground school. See everyone next season or sooner!

Steve Godreau

Central Alberta

Like other clubs in Alberta, 2022 has seen an influx of students (thank you to Cu Nim who have sent a few our way) and requests for familiarization flights. We have a small cadre of instructors who are working hard with the students who include both youth and seniors. In talking to



a student and, at a later time, an individual going for a familiarization flight, they both expressed that after two years of the pandemic, there was a need and desire to get out and do what was always put on the “back burner”. It was “time”. We had one solo student, Dmitry Rodetsky who started this year. Congratulations Dmitry!

As a small club (ten active pilots), we wonder if what we do as a sport and passion makes an impact in the long run with people who come to our club. A lady contacted me this spring to tell me how CAGC made an impact on her daughter, Raelle, who is in Air Cadets 88 Lynx Squadron of Airdrie, Alberta. The cadet program had been “grounded” due to the pandemic. The family had come out to Innisfail and Raelle had a marvellous flight. Judy had her Blanik L33 Solo there and allowed her to sit in it and discuss her dreams. This year Raelle’s mother informed me that Raelle was selected into the Air Cadets Glider Pilots Training Course in Brandon, Manitoba. She received the highest mark in ground school and went through a 3-person interview process. In the interview, she spoke about her experience at CAGC. Her mother said that those few hours made a huge impact even though Raelle never joined our club. It’s very encouraging to get feedback like this!

Other interesting tidbits:

- At the Summer Cowley camp, it was apparent that our camp site was party central for the second year in a row now! Everyone had a wonderful time!
- John Mulder was in the Lethbridge Air Show over the August long weekend! A request came his way from the organizers for a towplane and towpilot so he was there with our Bellanca Scout towing glider aerobatic performer Manfred Radius! John reported that Manfred constantly referred to the Soaring Association of Canada and Central Alberta Gliding Club. Great PR!
- We had a 90-yr-old retired Air Force pilot, Peter Brown, who found our club just shortly after moving from Kelowna to Innisfail to be close to his son and daughter and family. “Brown Barron” (the nickname his family gave him) came every weekend for several weekends to go for a flight, preferably in the Puchacz. He was able to fly the glider by his second flight and by his third flight was able to manage take-offs and landings with minimal assistance. For his 90th birthday, his family had contacted a national television outlet to do a special interest story on Peter. The reporter and crew came to CAGC and interviewed Peter and John Mulder and took videos showcasing the sport and beautiful Central Alberta. Hopefully, this national attention will garner increased interest in soaring across Canada!

It’s now been 33 years since CAGC’s inception. John and Jerry Mulder are the only founding members who are currently active. We held our “30 plus 3” celebrations on 27 August at Big Bend Airport, with members from the Innisfail Flying Club, former CAGC members and Cu Nim members joining us.

Judy Soroka

Lethbridge

THE Lethbridge Soaring Club began our season quite late this year with first flights on 22 May. We flew this season with only one instructor, so our season count was down for total winch launches (77) and airtime in our two seat Grob (28 hours). Despite the lower times there were still achievements to mention.

Our members each have unique abilities and that shows in the care for the hangar with small improvements made every year. We have also initiated a repair and overhaul of the winch as several components have been inoperable for some time. We hope to complete the process next season, but the mice on the field find their way in.

Two LSC members worked hard to support the ASC summer and fall camps at Cowley. Sheldon Steinke in a logistics and support role, and George Haeh in safety. Sheldon completed his ground school program this season and was successful in his first try on the GLIDE exam.

LSC students made progress towards their individual goals. Unfortunately for some of them, the season goal was not met before we had to wrap up for the year, but we hope to meet those goals soon in the next flying season.

Our longest flight of the year was over three hours, with Matthew Line flying as a student with Pavan Kumar doing some guest instructing. Nothing says Cowley like thermals over the Porkies. Our shortest flight was one minute, achieved with cable break practice at 500 feet.

One major safety incident we experienced this season was the opening of the rear canopy in flight. The young passenger sitting rear seat was frightened but not injured when the canopy opened during the turn from downwind to base leg. In following the procedure for closing that canopy (not visible to the instructor from the front seat), it was determined that the latch was likely not fully engaged. The student closing the canopy checked engagement by pulling vertically on the latch. With no movement, he presumed it was fully engaged. It turns out the latch can prevent vertical motion without being fully engaged, but then becomes prone to opening in flight. A repair was possible for the canopy, and a visible latch engagement sticker has been applied to prevent future occurrences.

We look forward to next season with the usual hope for a great season, but also the reality that we are a small club, and currently have only one part time instructor. It would be great to sign up more members, but we are also unable to take on more students. Any instructors willing to enjoy the flying from Cowley would be welcome, even if it’s only for a day or two in the season. A big thank you to the ASC instructors who were willing to fly with LSC students at the Cowley camps this year! Clear skies.

Bruce Aleman

2022 pilot achievements

Another extraordinary year of self-improvement

What's your personal goal for 2023?

Solos

Gustavo Conte (Cu Nim)
Brian Holdaway (Cu Nim)
Daniel Nazarko (Cu Nim)
Mirecea Pereni (Cu Nim)
Dmitry Rodetsky (CAGC)

Badges & badge legs

Joe Bowering (ESC) – C badge, Silver altitude
Michael Carlson (ESC) – B badge
Kelvin Cole (ESC) – Gold distance, Gold badge, Diamond goal
Sophie Cole (ESC) – C badge
Taewoo Kim – (Cu Nim) – Bronze badge
Daniel Nazarko (Cu Nim) – C badge
Jordyn Nickerson (Cu Nim) – C badge
Tyler Paradis (ESC) – Gold distance, Gold badge
Elian Dupre Sarmiento (Cu Nim) – C badge
Kerry Stevenson (Cu Nim) – Duration, Silver badge, Gold dist
Gold height, Gold badge, Diamond goal
Ray Troppmann (ESC) – Gold dist, Gold badge, Diamond goal
Andrew Wang (Cu Nim) – C badge

Competitions

Chris Gough (Cu Nim) – 2nd place, Cdn Nationals FAI Class
winner Region 8 USA, FAI Class
3rd place, US Club Class Nationals
Marian Rakusan (Cu Nim) – 2nd place, Cdn Nationals Club Class

Licence

Sophie Cole (ESC)
Michael Carson (ESC)
Pierre Dawe (ESC)
Mathieu Petit (ESC)
Phillip Shen (ESC)
Andrew Wang (Cu Nim)

OLC – club results

Cu Nim	48,252 km	166 flights
	17 pilots	55,042 points
Edmonton	13,949 km	86 flights
	10 pilots	15,468 points
Central Alberta	714 km	4 flights
	1 pilot	833 points
Lethbridge	616 km	2 flights
	1 pilot	737 points

OLC best 6 flights (2000+ points listed)

Chris Gough, Cu Nim	4546 points
Chester Fitchett, Cu Nim	4524 points
Tony Burton, Cu Nim	3490 points
Marian Rakusan, Cu Nim	3459 points
Ben Hornett, Cu Nim	3306 points
Patrick McMahon, Cu Nim	3086 points
Struan Vaughan, Cu Nim	2989 points
Derek Jones, Cu Nim	2406 points
Pavan Kumar, ESC	2245 points
Gary Hill, ESC	2219 points
Kerry Stevenson, Cu Nim	2189 points

Best flight over 500 km

Chester Fitchett, Cu Nim	Arcus M	1224 km
Chris Gough, Cu Nim	Ventus	734 km
Ben Hornett, Cu Nim	LS-6	710 km
Marian Rakusan, Cu Nim	ASW-20	604 km
Struan Vaughan, Cu Nim	DG 400/17	539 km
Tony Burton, Cu Nim	Russia	538 km
Derek Jones, Cu Nim	Discus	536 km
Patrick McMahon, Cu Nim	LS-6	501 km

Note OLC data are for the
2022 calendar year.