



# Cloud Nine

## NEWSLETTER OF THE SASKATOON SOARING CLUB

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### What Happened to April?

The club flew on two days during April. Both were mainly for instructor seasonal check flights. The longest flight was 42 min. (Brian and Roy). By comparison, last year we started Apr 12, flew 6 day in April, flew all 3 gliders a total of 26 flights, and logged 17.5 hours. The difference has been the weather. Hopefully, May will be better!

### Weather Guidelines

When to go to Cudworth? When to stay home? On days scheduled for flying when the weather is good, there will be a crew available at the airport to fly. On days that are obviously unsuitable, flying will be cancelled and the answering machine updated. The problem comes on the "uncertain" days. If it is questionable, the instructors will discuss the day and try to make a decision as early as possible. We have no crystal ball – only the forecasts and a lot of experience. There are days when flying is cancelled that turn out to be flyable in the afternoon. Other times, it looks suitable but deteriorates.

Another item for consideration is the activity scheduled. Some days are not satisfactory for student training or intro flights, but may be fine for experienced, current pilots. On days when there is no soaring, the winch can be used for circuits and winch conversion training.

It is always a good idea to check the message machine before making the drive to Cudworth.

### Scheduling Flying Activity

Weekend afternoons are mainly for soaring at this time of year. Students ready for soaring instructional flights and member soaring gets first priority. Flight training is most effective in stable air conditions – mornings evenings, and afternoon if the air is stable.

Brian is the scheduled instructor for Wed evenings. Roy will be available Saturdays, and

John on Sundays. Clarence will fill in as required and work with members on winch launch conversions. So, pick an instructor, pick a time that works, come out for training. For morning and evening instruction, it helps to arrange with the instructor ahead of time. Give the instructor a call, or leave a message on the machine.

Soaring afternoons are generally on a "first come" basis. Flights may be limited to 1 hour if necessary to accommodate everyone wanting to fly. For cross country or badge attempts, an aircraft may be booked for a longer time.

The gliders are available weekdays for those qualified. Arrange for a towpilot, a crew if necessary, and fly during the week. There will usually be members out on Wednesday afternoons if the weather is suitable. Morris is often available afternoons but it is best to call him the day before to make arrangements. Clarence and John are often available weekdays to tow or help out, even on short notice.

### Tow Pilots and Duty Pilots

Brian has sent out a schedule of days for duty pilots. Generally, these are members available who are not assigned instructional or towing duties. The duty pilot is responsible for the time sheets, activity on the flight line, seeing that the log entries are done at the end of the day, equipment is put away, etc. If you can't make it that day, try to arrange your own replacement from the duty pilot list. If necessary, leave a message on the message manager.

We are still working to schedule tow pilots. It is still not certain who will be available, and a couple of new ones are being trained. In the meantime, Luc has agreed to tow Sundays, and we will arrange for Saturdays and evenings until a schedule is available.

### Member's Handbook

The revised edition of the *Member's Handbook of Policies and Standard Operating Procedures* was available at the spring Meeting. For those

who missed the meeting, copies will be available in the hanger at Cudworth, or arrange with John to get one. All members are required to have one and to be familiar with the contents.

### **SAC Membership Cards**

SAC cards have been sent out for this year based on membership from last year. If you were a member last year and have paid this year's SAC fee, your card is available from John. Cards for new members will be issued at a later date.

### **Missing Books**

I (John) am trying to track down my personal copies of *From the Ground Up* and *Stalking the Mountain Wave*. If you have one of them, you are welcome to use it, but please let me know.

### **Coming Events**

**May 22, 23, 24** long weekend – regular flying at Cudworth all 3 days weather permitting.

**June 4** - General Meeting 7:30 510 Cynthia St. (may need be changed if interferes with attendance at provincials).

**June 5, 6.** Provincial Competition at Regina. Anyone interested in attending or participating, arrange through Roy. Flying will continue at Cudworth with the towplane and at least 1 L-13.

**July 1 – 4** long weekend – tentative zone competition and cross country weekend at Cudworth airport. Dates to be confirmed at the June meeting.

Off-field Promotion – to be determined, Lee and Cas will investigate possible sites and dates.

### **Computer Needed**

With the club datalogger and computer software arriving soon, we need a computer at Cudworth. The logger can be programmed (name, task, etc) directly, but the task is quicker and easier if the logger is connected to a computer and entered from a keyboard. The data can then be transferred onto a disc for verification, analysis, submission for online contest, badges, etc. A used machine running windows 95 or higher is required – nothing new, nothing fancy, either desktop or laptop. There are lots of good used machines around. Keep an eye open for something suitable. Cheap is good. A donation is even better.

In the interim, the software can be loaded on a member's computer. A member inservice on the use of the logger and software will be arranged when it arrives and has been installed.

### **Saskatoon Airport 75<sup>th</sup> Anniversary**

This will be marked the week of June 1 – 6 in the terminal building. On display will be a rebuilt Champ from the 40's. Different aviation groups will be manning the displays and promoting their aviation interests. I have agreed to a half day morning or afternoon either the 3<sup>rd</sup> or the 4<sup>th</sup> on behalf of the Soaring Club. Exact day and time will be determined as needed. Anyone available and interested is welcome to join me (John).

### **Goals for the Season**

Have you set yours? They do not have to be elaborate. For a student, it may be to get solo or to get licensed within a certain time. It may be as simple as perfecting a crosswind landing, or keeping the yawstring straight. Is getting checked out on the L-33 a reasonable expectation? Licensed? How about the bronze badge and a start to cross-country flying, or registering for the online contest. Badges? More badges?

### **Boarding Passes**

Welcome aboard new members:

Neil Larsen – full member, commercial pilot

Jeff Apshkrum – tow pilot

### **Aviation Wisdom**

-Weather forecasts are horoscopes with numbers.

-To err is human; to forgive divine - neither of which is club policy.

-I give that landing a 9 . . . on the Richter scale.

-It's better to be on the ground wishing you were flying than to be flying and wishing you were on the ground.

-It's better to break ground and head off into the wind than to break wind and head off into the ground.