



Cloud Nine

SASKATOON SOARING CLUB NEWS

j.toles@sasktel.net

(306) 975 0844

Looking Back at 2007

2007 has been a successful season, but is quickly coming to an end. We have flown on more days with more flights than during the previous few years, so equipment has been well used. For those who like statistics, these numbers are for this season so far, with bracketed numbers representing the previous three years for comparison.

Club glider flights: 237 (209, 205, 165)

Club glider hours: 105 (87, 85, 86)

Total tows: 275 (209, 205, 165)

Days flown: 44 (37, 37, 35)

Total tows include launching the private gliders as well as the visitors who participated in the successful Western Competition last June.

Schuyler recently completed the written and flight test requirements, and is now our newest licensed glider pilot. Congratulations, Schuyler.

Three students, Ulrich, Al and Ian all made good progress this summer. The students and a handful of members did most of the flying this year. A number of regular members were not able to participate. Hopefully, next year.

Three commercial pilot students did the majority of the towing this season. Thanks to Peter, Derek, and Andy for their dedication. A special thanks to Morris as well, who was often available on short notice, including some long afternoons and late evenings.

Welcome Robert Foisy, a recent graduate of the air Cadet Program who joined late in the season and completed his check flights for the L-13, and to John Tosney who started flying on a "six pac" and plans to join next season.

Finishing the Season

We are planning to fly this weekend, (Oct 27 and/or 28) depending on demand and the weather.

When finished flying, KNG needs to be put in the trailer. As well, the fuselage of XDU has to be put on its trailer to be taken to Tisdale for an inspection. There is a mandatory AD (airworthiness directive) for all Blanik L-13 and L-23 models that must be complied with by mid November or before it can be flown next season. As well, the trusty tug is due for its annual

inspection in November. The plan is to trailer the fuselage for XDU (wings not required, they can stay in the hangar) to Tisdale Aviation the same day the tug is flown over so the pilot will have a ride back. When finished, we will repeat the process in the other direction to get everything back to Cudworth for the winter.

We need as many members as available to get the gliders ready, so plan to come out for a last weekend of flying and to help with the planes.

Fuel Supply

The new fuel tank has worked out well for us this year. With the half fill this fall there is enough for spring startup. We will get it filled next spring as soon as the ground is dry.

What Else Was New This Year?

Hank got his new Apis glider to Cudworth for some good late season flights. He completed his Bronze badge requirements in June, and is ready to provide some good cross country competition.

We got a new mower this summer. It is a 20 hp model with 42 inch cut and is dependable! It cuts faster than the old one. It is great for our property and can be used to cut the runways if required. We will sell the old one in the spring when demand is higher. It is also good for towing gliders, but is slower going to retrieve them. Members will be asked to make a decision on the Kawasaki trike for next year – keep it or sell it and use the tractor.

There was no ground school this fall. One is planned for next March – April in Saskatoon.

We missed Clarence this year. After many years of contributing to the club, he decided it was time to "retire" from flying.

The Winch

The winch has not been used the last couple of years and was deteriorating just sitting there. Dave Gillespie has taken it to his place for now. The plan is for him to clean it up and use it to launch his 1-26 from his strip until we have a demand for it.

Next AGM & Dinner- Sat. Jan 29, 2008