

SAC ANNUAL REPORTS FOR 1998

The following information is SAC's report on the activities of the Association for its members in 1998. Some reports have been edited slightly to fit the limited space. Additional paper copies, including the full financial report, are available from SAC upon request.

PRESIDENT

In 1998 the Board, assisted by many volunteers, concentrated on improving the effectiveness of SAC. The Association recorded a number of significant accomplishments, including:

Financial At the end of 1998, SAC's net worth (at market) exceeded \$600,000. In recent years we have worked hard to build the value of our trust funds with a view to reducing our dependence on membership fees. Our Association's net worth has more than doubled over the past four years.

Radio licence fees Working with COPA, we successfully lobbied government to eliminate the radio licence fee for aircraft and ground stations. Safety should be enhanced as a result and thousands of dollars saved by the recreational aviation community — not to speak of the contribution to the reduction in paperwork burden.

New Aero Club of Canada membership fee We relentlessly pursued a solution to this old problem. The Aero Club membership fee schedule has now been redesigned so it is based on objective criteria. We continue to feel that SAC's share remains too high relative to some other associations, but the new structure is a definite improvement over what had existed heretofore and will save us some money.

Air Cadet League On behalf of SAC we signed a Memorandum of Understanding with the Air Cadet League of Canada in June. The objective was to facilitate cooperation between our two organizations and to promote more flying by young glider pilots.

Exhibition category This is an exciting development for the soaring community. This new category facilitates and reduces the cost of importing a greater range of gliders, making soaring more accessible and interesting for Canadians. Two gliders are already flying in Canada under this category — a Janus CM and a Genesis — and two more are on their way.

Membership and recruiting These remain major concerns. The Canadian soaring community is a small one and must grow if we are to survive and prosper. While total membership has been largely trendless in recent years, the turnover rate is excessive and exceeds 25%. More than two thirds of departures are first year members, suggesting that enormous resources are being expended by clubs on training, but with a low payoff. More effective recruiting and improved retention are issues that we will need to address collectively.

Rapport du président pour 1998

En 1998, nous avons continué de mettre en place des mesures visant l'amélioration de l'efficacité de notre organisation. Voici quelques unes des réalisations notoires de cette année.

Le portefeuille de l'ACVV dépasse \$600,000 Nous devons réduire notre dépendance sur le membership comme seule source importante de revenu. Dans ce but nous avons adopté une stratégie agressive d'augmentation de nos fonds en fidéicommis. La valeur au livre de notre organisation a plus que doublée en quatre ans.

Radiation des frais de licence radio Nous avons, de concert avec la COPA, fait des représentations qui ont conduit à la radiation de ces frais, compte tenu que les frais de perception excédaient le revenu généré. Cette mesure sauvera des milliers de dollars aux vélivoles cette année et dans les années à venir.

Frais de membership à l'Aéro Club du Canada Depuis des années, nous exprimons notre insatisfaction vis à vis la structure financière de cette organisation. Cette situation faisait que l'ACVV supportait un fardeau financier nettement trop élevé. La nouvelle structure est basée sur une répartition logique des coûts.

Ligue des Cadets de l'Air du Canada Nous avons signé, en juin dernier, un memorandum de coopération qui permettra à nos deux organisations de travailler plus étroitement dans le but de permettre à plus de jeunes cadets vélivoles de continuer à voler.

Catégorie "démonstration" Suite à des représentation faites à Transport Canada, cette nouvelle catégorie permettra d'importer et de faire voler des appareils qui ne sont plus en production et qui n'ont pas été certifiés au Canada. Un Janus motorisé a été le premier à ce prévaloir de cette nouvelle ouverture de la réglementation.

Recrutement Le recrutement est la tâche la plus difficile sur laquelle les clubs et l'association canadienne doivent se pencher. Chaque année, nous perdons 300 membres et plus des deux tiers sont des membres qui ont pratiqué le sport un an à peine. Collectivement, nous devons stopper cette saignée afin d'assurer la croissance et la prospérité de notre sport dans les années à venir.

PACIFIC ZONE

The weather in '98 was good for sailplanes if one just liked to "fly around," but conditions were not strong enough often enough to fly record flights. While we do have to accept what Mother Nature has in store for us and work with what we get, the same cannot and should not be done when it comes to man-made "weather conditions" in the form of rules. We were successful — due in large part to our Executive Director's efforts — in keeping new and, in our case, largely detrimental regulations from being formulated, implemented, and modified. Thank you, Jim!

Alberni Valley Soaring Association had a busy season and trained three new pilots to licence standard. Almost all flights were winch launched, and the longest flight took just over two hours. Doug Moore informed me that his trusty Cessna 180 is up for sale because it was under-utilized. They are looking forward to another good season now that the new airport makes it more likely to have extended flights.

Advanced Soaring & Training Research Association ASTRA operated as last year with pilots flying at Pemberton and at Ephrata, WA for most of the season. Some pilots joined the VSA on outings such as at Valemont and Invermere.

Bulkley Valley Soaring Club at Smithers reports no activity this past season, however they are hopeful for 1999.

East Kootenay Soaring Club is flourishing at its new home of Invermere and they had a good season. They added two new licensed pilots to their list of members and 201 flights of over three hours duration. They plan to hold a soaring camp and seminar this year aimed at teaching mountain soaring techniques to accomplished pilots from flat areas of our country. They also had some maintenance to perform on their 2-33, replacing tubing in the rear fuselage which appeared to have been damaged by trapped moisture freezing in the tubing.

Pemberton Soaring Centre had an excellent year which had their 180 hp Citabria doing over 1000 tows. The proximity of Whistler and the resultant influx of tourists is a very much appreciated factor. Plans for the future may include the acquisition of a two-place motorglider, perhaps with towing capability.

Silverstar Soaring Association is pleased with their first year of operation at the Vernon airport. They also had a slight increase in membership and managed to train three towpilots. Four 3-hour flights helped create impressive statistics: 160 hours in 204 flights. May they continue to prosper.

Vancouver Soaring Association members had a good year: a long term lease, a new clubhouse right on the airport, an open house in conjunction with the official opening of the Hope Airpark, and successful "away-camps" all added to an upbeat atmosphere at season-close. The club didn't achieve its goal of "no damage – no claim" and narrowly escaped feeding the crocodiles, but the resolve to do better is being carried forward.

Harald Tilgner

ALBERTA ZONE

It was not a good year for Alberta clubs in terms of injuries and accidents, and there were few great soaring days in spring and early summer. On the plus side of the ledger, membership held its own and there was some thermal activity from midsummer to fall when muggy, stable air is usually the rule.

The Alberta Soaring Council has recovered rapidly from the shock of having had all its savings and operating money stolen a year and a half ago by its former treasurer, and the culprit pleaded guilty in court.

The first provincial event, ten days of spring mountain flying at Golden, BC, attracted 16 pilots and resulted in three 500 kilometre flights. The highlight of the Cowley summer camp was the provincial competition. Several students and novices participated, flying in the front seats of Blaniks. It proved to be an effective way to demonstrate how much fun competition can be. Although the Thanksgiving wave camp was dogged by bad weather, several flights were made in weak wave on the three flyable days.

Thanks largely to an enthusiastic group of volunteers at Central Alberta Soaring Club, ASC's Scout towplane is having its wings recovered. It will be ready for the first provincial event of 1999, a mountain flying week at Invermere, BC.

There were lots of high points, small and large, during the season. Central Alberta celebrated the first time it has licensed an ab initio pilot. Cu Nim added a Standard Cirrus to its fleet. Cold Lake initiated autotows as a standard procedure and somehow had a very active season despite a bewildering turnover rate due to transfers. Edmonton increased its membership and had twelve students flying during the summer. There was a fast shuffle of single seater ownership at Grande Prairie as partners found they were too small, too big or just right for the Tern or the HP-18.

A vigorous two-year-long campaign, quarterbacked by Cu Nim's Terry Southwood, to mitigate the effects of a 35 nautical mile Class C zone that placed a ceiling of 4000 feet agl above the airfield had no notable success to date, despite Terry's suggestions of specific options that could benefit all traffic in the area.

The Alberta clubs and ASC are already moving in concert with SAC to provide air cadet pilots and other youth in Alberta with more affordable flying than ever.

David McAsey

PRAIRIE ZONE

Prince Albert had a busy year (as usual). Membership has increased and while the total number of flights decreased, the number of hours flown increased. Since holding a cross country clinic last year, a number of attempts have been made at a Silver C distance flight. Five members have their Silver altitude

gain and the club issued two Bronze badges, six C badges and a B badge this summer. In addition, the club built a hangar for their two K7s.

Other than working very hard at the Nationals, the members of the **Westman Soaring Club** haven't done much flying this past season. They have arranged to use a Citabria from the Brandon Flying Club for towing and hope that next year they will have more activity.

This season was very busy for the **Winnipeg Gliding Club**. The season got off to a very early start at the ex-military base at Southport, with some very good soaring through the spring. Bad weather (rain, and lots of it) arrived just in time for the Nationals, and cleared off shortly after the Nationals ended. Thankfully, there were enough (barely) flying days to declare an official contest. Thanks are due to all the volunteers for their hard work, and the competitors for their good cheer in the face of some very difficult weather.

The **Saskatoon** club had a quiet year. Membership remained the same over the previous year. This is the second year of operation with their winch and they are still working out their procedures. Several members took the club Phoebe to Cowley. They have cleaned up their second Blanik and are pleased with it.

Swan Valley has had a quiet year. They have been flying their towplane more than their gliders.

Howard Loewen

ONTARIO ZONE

The 1998 season was one that I would wish to forget, as I was not able to participate. The season started with Toronto hosting the SAC AGM, which unfortunately was not as well attended as hoped. As a result of this — the workload involved, and the costs of running the present event format — the SAC Board has been giving consideration to suggesting alternative formats which might be less onerous to clubs in the future.

The main story of 1998 was the glorious weather which afforded many opportunities for gliding accomplishments across the province. It was particularly unfortunate that the contest pilots attending the National competition in Manitoba left the good weather behind. Some of the best flying days were experienced while the contest pilots were languishing in Brandon.

CAS hosted their annual cross-country clinic at Rockton and at the close there were some 500 kilometre flights. Unusually, the Provincials were held as a joint Ontario/Quebec contest as a trial run for the Champlain club to host a future national competition.

It was encouraging to see a small growth of membership in the Ontario clubs; however, as in previous years, it was mainly concentrated in the larger clubs, and there is a continuing concern that a number of the smaller clubs seem to be barely making headway.

The season ended with another weather story, when the roof of a barn in eastern Ontario, in which some gliders were being stored, collapsed following a heavy snowfall. This despite the fact that the roof had withstood the ice storm of the previous year.

Richard Longhurst

QUÉBEC & ATLANTIC ZONE

The accomplishment of the year in the zone goes to *Aéro Club des Outardes*. They relocated from Lanaudière, an area northeast of Montréal to Bromont airport in the Townships. They managed to keep most of their membership. They also acquired a brand new L33 Solo. Hats off to you guys.

Bluenose, operating out of Stanley airport in Nova Scotia, had a difficult but positive season. Membership increased significantly from 17 in the spring to 30. Dick Vine talks with passion about the reconstruction work that took place. From repainting the clubhouse to overhaul of the winch, everything got looked at.

Equipment Besides *Les Outardes'* new L33 Solo, *MSC* acquired a new single seat, a PW5. This is very positive as it is a significant step in the rejuvenation of the fleet. *Champlain* took delivery of the second 2-33 purchased from *MSC*.

Membership

Québec took a bold position by determining before the season how many ab-initio students they could handle while maintaining the quality of their training. Once that number was reached, they selected new members with flying experience, like power pilots. They finished the season slightly under 60. *Champlain* had the record year of its 33 year existence. Membership went up 40% to around 90. Remarkably, a number of new members were people who had left the sport and were coming back. This increase and good weather produced 2300 flights, almost 1000 over last year. *MSC's* membership went down, but Peter Trent tells me that plans are in place to reverse that situation.

Rapport 1998 zone Québec - Maritime

L'exploit de l'année va à l'*Aéro Club des Outardes* qui se sont payé le luxe d'un déménagement majeur. De St Esprit qui était leur nid depuis près d'une décennie, ils opèrent depuis mai à l'aéroport de Bromont. Comme pour prouver que l'avenir va aux audacieux, ils se sont portés acquéreur d'un monoplace L33 neuf. Bravo les gars.

Nos amis de la Nouvelle Écosse, *Bluenose* ont eu une année difficile mais positive au signe de la rénovation. Tout y est passé, de la peinture du clubhouse à la réfection des planeurs en passant par la réparation des treuils. De 17, le nombre de membres est passé à près de 30.

Équipement

En plus du L33 Solo *des Outardes*, un rutilant PW5 s'est ajouté à la flotte de *MSC*. Ces appareils contribuent à rajeunir notre

flotte. *Champlain* a mis en opération le deuxième 2-33 acheté précédemment à MSC.

Membership

Québec a pris une position courageuse et responsable en déterminant au départ le nombre de membres ab-initio qu'ils pouvaient accueillir tout en maintenant la qualité de la formation. Le reste des nouveaux membres est composé de pilotes d'avion qui transitent vers notre sport. Ils ont fini à presque 60 membres. *Champlain* a connu l'année record de sa courte histoire de 33 ans. Le membership a explosé avec près de 40% de plus de nouveaux membres. Remarquablement, de nombreux nouveaux membres sont d'anciens vélivoles qui se remettent à voler. Une bonne météo et 90 membres ont permis de faire 2300 vols, soit près de 1000 de plus que l'an dernier. *MSC* a vu le nombre de ses membres diminuer, mais Peter Trent m'assure que des plans sont élaborés pour contrer cette tendance.

TREASURER

SAC recorded its twelfth consecutive year in the black in 1998. At the end of the year the Association had a net worth of close to half a million dollars at book value, and some six hundred thousand using market values.

The General Fund

On a budgetary basis, a surplus of \$12,922 was recorded. Total revenue and expenditure were both lower than in the budget and in 1997. Total revenue amounted to \$145,227 compared to a budget figure of \$149,000 and \$148,690 the previous year. Compared to 1997, membership and investment income were up, while all other areas were down. Other income was temporarily boosted in 1997 by donations designed to help deal with airspace and other regulatory difficulties; in 1998 other income fell back to a more normal level.

The surplus on a budgetary basis was primarily due to a number of special and temporary factors which resulted in total expenditure coming in below the budget forecast and the previous year's figure. Salaries and professional fees, office expenditures, telephone, *free flight* expenses, expenses of the Flight Training & Safety committee, and meetings and travel were all well below budgeted amounts. The only item to come in noticeably above budget was FAI/Aero Club of Canada expenses.

Trust Funds

Despite some financial turbulence during 1998 the SAC trust funds continued to perform well, although this is not immediately obvious in the figures. This is because unless securities are sold, capital gains are not reflected in the financial statements. In 1997 the book value of the trust funds increased by \$126,398 while in 1998 it declined by \$3,643. At the end of 1998 however, the market value of the trust funds exceeded half a million dollars. Using market values, the Glynn fund stood at \$12,859 at the end of the year rather than \$9,914 at book; the Pioneer fund amounted to \$410,073 rather than \$316,151, while the Wolf Mix fund was \$70,832 rather than \$54,609. Had the entire

portfolio been rolled over at year's end, the trust funds would have recorded net income of close to \$109 thousand, rather than a deficit of \$3,653.

The 1999 Budget

The 1999 budget is very similar to the 1998 budget with revenue and expenditure items either remaining unchanged or being adjusted only slightly. The budget is balanced at \$147,000 or \$2,000 below last year's. Expenditure control remains a key financial objective and in constant dollar terms total expenditures by SAC have trended down in recent years, despite heavy and increasing demands on its resources.

1999 Membership Fees

Proposed membership fee adjustments for 1999 are limited to a \$1 increase in the rates for club affiliated (regular adult) and corporate members. All other fees remain unchanged and have not changed for two years. The fee adjustment, on a weighted average basis, amounts to somewhat less than inflation the previous year, although offsetting the impact of inflation on SAC's costs is its *raison d'être*. The fee schedule does not reflect a special Air Cadet program for 1999 (and perhaps 2000). As part of this program, SAC fees will be waived for air cadets who join SAC clubs. Taking this into account, on a weighted average basis, the projected change in fees is very close to zero, and would decline in constant dollar terms.

Jim McCollum

1999 BUDGET		
	1998	1999
<i>REVENUE</i>		
Membership	\$109,000	\$114,000
Flight Training & Safety	4,000	2,000
Sales	16,000	14,000
Free flight (ads/subscriptions)	3,000	2,500
Investment income	12,000	12,000
Other	5,000	2,500
total	\$149,000	\$147,000
<i>EXPENSES</i>		
Salaries & professional fees	\$40,000	\$40,000
Rent	10,500	10,500
Office expenses, printing	11,000	11,000
Telephone	4,500	4,000
Postage	5,000	5,000
Depreciation	3,000	3,000
Cost of sales	9,000	8,000
Free flight	28,000	27,000
FAI	7,500	6,500
Flight Training & Safety	6,500	7,000
Meetings and travel	20,000	20,000
Publicity	3,000	3,000
Other	1,000	2,000
total	\$149,000	\$147,000

SAC FINANCIAL STATEMENT FOR 1998

STATEMENT OF FINANCIAL ACTIVITIES – GENERAL FUND for the year ended December 31, 1998

	1997	1998 budget	1998
REVENUE			
Membership	\$113,568	\$109,000	\$115,547
Flight Training & Safety	2,140	4,000	1,350
Merchandise sales	12,626	16,000	11,865
Free Flight ads & subs	2,755	3,000	2,545
Investment income	9,276	12,000	10,631
Other	8,245	5,000	3,289
Total	148,610	\$149,000	\$145,227
EXPENDITURE			
Salaries & professional fees	36,255	40,000	35,782
Rent	9,720	10,500	9,720
Office	11,697	11,000	7,579
Telephone	3,107	4,500	2,254
Postage	5,468	5,000	5,470
Depreciation	2,153	3,000	3,240
Merchandise cost of sales	9,070	9,000	8,190
Free Flight	23,800	28,000	25,495
Affiliate memberships (ACC)	7,500	7,500	9,500
Flight Training & Safety	848	6,500	3,947
Meetings and travel	21,904	20,000	17,704
Publicity	2,222	3,000	2,160
Other	5,947	1,000	1,264
Total	139,691	149,000	132,305
EXCESS OF REVENUE OVER EXPENSE			
	\$8,909		\$12,922
Members' equity, 1 Jan 98	74,347		81,705
Contribution to Funds	(1,551)		
Members' equity, 31 Dec 98	\$81,705		\$94,627

BALANCE SHEET – as at December 31, 1998

	1997	1998
ASSETS		
GENERAL FUND		
CURRENT ASSETS		
Cash	\$10,445	\$5,627
Term deposits	104,871	175,860
Accounts receivable	9,314	9,826
Pre-paid expense	867	867
Inventory	15,105	15,190
Sub-total	140,602	207,370
CAPITAL ASSETS	\$6,847	\$6,325
TRUST FUNDS		
Cash	\$9,298	\$43,532
Term deposits	36,315	-
Investments	346,915	345,343
Sub-total	392,528	388,875
WORLD CONTEST FUND		
Cash	\$300	\$550
Total	\$540,277	\$603,120
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable	\$65,744	\$99,066
Deferred revenue	-	20,002
	\$65,744	\$119,068
MEMBERS' EQUITY		
General funds	81,705	94,627
Trust funds	392,528	388,875
World Contest fund	300	550
Sub-total	474,533	484,052
Total	\$540,277	\$603,120

NOTES TO FINANCIAL STATEMENT

- Significant accounting policies**
Contributions and donations – recorded as received, the restricted fund method is used.
Inventory – stated at the lower of cost and net realizable value.
Depreciation – provided on a straight line basis over five years.
- Fixed assets** Fixed assets are office and computer equipment. Their book value for 1998 is \$6,325 after depreciation.
- Investments**

	1997	1998
• equity funds	\$346,915	\$345,343
(market value)	\$391,945	\$459,500
- Trust Funds**

• Glynn	\$10,000	\$9,914
• Peter Corley	\$5,280	\$8,201
• Wolf Mix	\$52,408	\$54,609
• Pioneer Trust	\$324,840	\$316,151
total	\$392,528	\$388,875

While this report is substantively complete, some details have been omitted for brevity. A copy of the full financial report is available from the SAC office.

1999 MEMBERSHIP FEES

	1/2 yr (new memb)	
Club affiliated member	\$101	\$51
Individual member	101	51
Corporate member	101	51
Junior member	50	25
Spousal member	50	25
Air Cadet affiliated member (waived if cadet joins a SAC club)	50	25
Associate member	50	25

COMMITTEE REPORTS

AIRSPACE

The main order of business for the Airspace committee in 1998 was the continued protection of our transponder-exempt status. Ian Grant and Jim McCollum attended several meetings to present SAC's position in support of maintaining the current exemption. The meetings included a CARAC session and a face-to-face meeting with senior Transport Canada staff. The net result is that our exempt status appears secure for the time being, although some of the fallout from the meetings required additional discussions with Flight Training Standards and NavCanada regarding operational issues.

We continued to work towards establishing international contacts. Our last annual report was sent to US & European airspace contacts, and Ian Grant has subscribed to an FAI IGC email list on airspace issues. Our participation in the list will allow more timely responses to international issues than has been the case up to now. Airspace was also on the agenda of an IGC meeting early last year, but the airspace committee defers to our IGC representative to report on this.

The Calgary Terminal Control Area Aeronautical Study (ANS) was conducted last spring. SAC was represented by members from Cu Nim (primarily Terry Southwood), with the Airspace committee serving as an advisory body. Very little changed as a result of the ANS, the final Calgary TCA being almost identical to the initial TCA proposal. As happened in Ottawa, NavCanada relied mainly on Class F areas to give recreational users access to limited areas of the Calgary TCA.

After almost a full year of study and work, the Ottawa TCA was finalized in 1998. The TCA structure appears to be good enough that Pendleton and Kars have adapted and operated successfully in 1998. Two reports of conflict over Pendleton between gliders and transport category aircraft have been filed since the final TCA was instituted. All pilots must work to avoid such occurrences as even a small number of incidents are very harmful to our credibility when arguing for continued access to Class D and Class C airspace.

At the end of the year, a final flurry of excitement arose when Transport Canada appeared ready to change ELT requirements, and COPA started to rally support to fight the proposed changes. The Airspace committee was involved to confirm the ELT-exempt status of gliders and most towplanes. We decided that SAC would take no action beyond moral support for COPA, as our protests would be ineffectual and might inadvertently jeopardize our continuing ELT exemption.

Scott McMaster

FAI AWARDS

The table of statistics covering the past ten years shows an increase in FAI badges and badge legs with Silvers more than doubling and C badges picking up a bit after a three year decline. The soaring weather was pretty good in the east this year but not so good in the west.

I know of three Diamond distance flights that could not be homologated due to technical difficulties (such as losing the barogram!). There might have been more.

The gliding section of the FAI Sporting Code has been rewritten to make it easier to use and understand. Ross Macintyre of the UK, the chairman of the rewrite committee, tells me that Tony Burton did much of the work. The new text does not change any rules — it just clarifies them. It will become official at the IGC meeting in March of 1999. Read the rules! You owe it to Tony!

Tony has also revised the badge claim application form and it is available for downloading from the SAC website www.sac.ca. Please destroy those 1982 forms you have been sending me! If you read the form carefully you have a 99% chance of getting the claim approved on the first submission.

Another important document is Tony's *Badge and Record Flying* guide which is also available on the SAC site. Appendix D is a table showing the documentation which must be submitted with each type of flight claim.

GPS flight recorder turnpoint verification has special problems of its own for badge flights. Remember that you must have a fix within the "observation zone". This requires some advance planning and practice with many types of recorders.

Thanks to the pilots, OOs and Senior OOs who take the time to ensure error free claims. I very much appreciate your courtesy and thoughtfulness.

Walter Weir

SAC Badge and badge leg statistics 1987 – 1998												
	89	90	91	92	93	94	95	96	97	98	5 yr -avg	% of avg
1000 km	0	0	0	0	1	1	0	2	0	0	0.6	- %
Diamond	3	1	1	1	3	1	2	4	1	0	1.6	- %
Gold	4	1	12	5	1	2	4	6	3	2	3.4	59%
Silver	20	23	18	11	3	11	12	16	8	17	12.8	133%
C Badges	60	43	59	28	44	55	42	39	30	34	40.0	85%
Badge legs	119	106	125	65	45	87	93	91	79	87	87.4	100%

FLIGHT TRAINING & SAFETY

Transport Canada again kept us busy maintaining a close watch on the activities of the Canadian Aviation Regulations Advisory Committee (CARAC) Technical Committee. Jim Mc-Collum, as our executive director, again took part in Ottawa, and advice was given where needed. The GLIDE exams were reviewed and a number of changes suggested. The new exam study guide was also reviewed and it should be noted that Section 8 concerning Human Factors has some areas that should be emphasized in club ground school courses.

Three instructor courses were run in 1998, by Marc Lussier in Quebec, Ian Oldaker with Tom Coulson in Ontario, and Terry Southwood in Western Canada. Successful courses were held at CVV Quebec, Gatineau GC and at the Cu Nim club. These continue to be a mainstay of our program, and our thanks to the course directors for their continuing efforts in running these important courses on behalf of the Association.

Although the reporting of incidents and accidents was again low, there was some increase compared to last year. Some additional clubs submitted a summary of their incidents, allowing us to glean information that is useful. Feedback will be provided via *free flight* and as appropriate to the club safety officers during the season.

Among the accidents, a heavy landing after a stall when the glider had been sideslipping on final suggested a too-slow approach speed. This resulted in severe back injuries to the two pilots, emphasizing again the value of energy-absorbing cushions and a good seating position as being essential in gliders. It also points out that pilots have to be well aware of their speed during this maneuver and, when on final, it must be adequate for the wind and expected wind gradient. Also the speed should be controlled by reference to the pitch attitude; pilots cannot rely on the ASI.

The Appendix (on page 9) contains the summary of the accidents to gliders in Canada in 1998/9; it includes the three gliders destroyed because of the collapse of a roof from an excessive snow and ice load.

We should all take greater care when handling gliders and canopies on the ground. Too many are being damaged unnecessarily by careless handling and poor thinking. At the other end of one wing tip is the other wing tip... it is far away and we are not used to handling such long objects! Hence take care.

A number of off-field landing accidents point perhaps to a mindset that the pilots were not planning to land out, but as a landing became inevitable the reality of the situation did not overcome their mindset! It is essential that as the ground approaches we all use the SOAR technique to choose the best Option. Also we must try to recognize "reality", to accept that it is going to be obvious that getting increasingly low needs a decision to accept the facts NOW, not later. Ground loops featured in a few accidents last year. Are we becoming less careful (in our instructing too?) about the effects of cg position on a glider turning on the ground, and of the dangers of catching a wingtip?

It is strongly recommended that during the pre-season check flights this year all clubs once again demonstrate the two emergency signals from the tug to the glider. This is good practice for the tug pilots and permits all glider pilots to "see" the signals under a non-emergency situation. A letter with notes is to be sent to all clubs at the start of the new season covering these and other safety and instructing topics.

Translating of the manual, *SOAR and Learn to Fly Gliders*, is being done by a team from CVV Champlain, and we are very pleased at the enthusiasm with which they have picked up the work. Work is also proceeding on amending the Instructors Manual, and the other instructing publications are being revised prior to printing new supplies for 1999. New publications on *High Altitude Flying and Human Factors* and *Towing* have been prepared. They are being reviewed by a wide selection of pilots, and are to be issued if possible before the start of the new season.

SAC Safety Officer Training Program

A great deal of effort has been spent on this enhanced program. We hope that clubs will respond with a renewed emphasis on safety, using the Safety Manual as a guide to setting their goals, and designing or revising their safety programs for the season. All members of the club should be involved of course. Safety is not mandated, it has to come from an internal thought process and desire on the part of each of us as we plan our flights, in fact throughout the flying environment, from D'I'ing, to takeoff, to landing, roll-out and to stacking the hangar.

The Safety Audit has been updated also for the 1999 season and it will be placed on the SAC web page as well as being sent to all clubs, as in past years. Although the Association does not ask for a copy of a completed Safety Audit to be sent to the National Office, such copies would assist us to improve the audit for future years, as has been done this year from returned audits. Clubs are again strongly advised to run an audit, especially if one has not been completed to date.

The chairman attended the OSTIV Training and Safety Panel meeting in Sweden in August. Many safety and training subjects were covered. Canada does not fare well regarding fatal accident rates during the last 18 years, whether counted on a per person, per glider or per flight basis, and is at the bad end of the tables. Clearly we need to improve our attitudes towards Safety, and our Safety Program is being considerably strengthened by Dan Cook, our SAC Safety Officer, but it will need the cooperation and full attention of all our members to become effective.

Some "Recommended Practices" were prepared by the OSTIV Panel; these are to be sent to all clubs through the FT&S committee this spring. CAS has already received the one dealing with GPS for the cross-country seminar in March at Hawkesbury. It has serious warnings about implementation of GPS without adequate training on the ground. Following the OSTIV Panel meeting, members compared training methods using several two-seaters, including a Puchacz and an ASK-21, which could be tail-ballasted. The panel particularly covered spinning and included as many situations as possible leading

Appendix – Accidents to gliders in 1998

- 1 Single-seat glider destroyed in an off-field landing attempt, practicing cross-country flying. Decision for field selection not started until 1000 feet agl. Pilot not cross-country certified.
- 2 A two-seat glider destroyed in a hard landing from an approach stall on a training flight following a recovery at 40 feet from side-slip. Serious back injuries.
- 3 Single-seat glider damaged in a ground loop attempting off-field landing during a contest. Wing tip caught in tall crop.
- 4 Two-seat glider canopy destroyed when it opened and fell off glider after take off; student solo flight. Glider landed without further incident. Canopy not latched properly.
- 5 Two-seat glider canopy destroyed when dropped and closed during ground handling.
- 6 Single-seat glider canopy destroyed when it was struck by the wing tip of another glider during ground handling.
- 7 Single-seat glider canopy broken during de-rigging accident when sudden squall blew fuselage over. Glider was left alone momentarily on its dolly.
- 8 Grob 103 Acro. Aerobatic flight. Over-speeded on recovery from a missed maneuver. During over-speed the brakes opened, a/c shuddered severely and ailerons fluttered. Stabilizer spars and L/E's delaminated.
- 9 Two-seat glider destroyed in an off-field landing attempt on a cross-country flight. Aircraft struck trees on base leg due to sink and low circuit.
- 10 Grob 103 destroyed when rope released inadvertently at 30 feet. Glider attempted to land on cross runway; went through parking lot and fence posts and hit telephone pole and fence. Questions regarding tow hook's locking mechanism design.
- 11 Motor Lark; no report.
- 12 Blanik damaged in ground handling. No report.
- 13 Jantar damaged in a ground handling accident. No report.
- 15 ASW-20 damaged in contest off-field landing on non-contest day. *free flight* article explained all.
- 16 Pawnee towplane had the main gear collapse. No report.
- 17 Puchacz damaged by hail in October. Tied down outside.
- 18 RHJ-8 damaged when turning off the field at speed, ground-looped.
- 19 Blanik damaged; no report.
- 20 Citabria damaged on ground. No report.
- 21 Three gliders (ASK-13, ASW-19 and ASW-20) were destroyed in a large workshop when the roof collapsed because of excessive snow and ice load.

to spinning, very comprehensively. Our training manuals are being revised to include these and other points coming out of this seminar.

A Safety Seminar has been acquired from Sweden, also as a result of presentations and discussions at the OSTIV meeting. This seminar now has been used at all clubs in that country with impressive results. Over a three-year period the accident rate and the insurance claims have been reduced to about 30% of historical values! It is designed for individual club presentations, and combines workshops during which as many as possible of a club's members take part. The translation into English of extensive overheads and the leader's manual is proceeding and it is hoped to run some pilot seminars in the fall of 1999 in Canada and to arrange for all clubs to be covered soon after that.

At the end of the year, Marc Lussier, MSC, stepped down as an active member of the committee because of a very heavy professional workload. His work for the Association, particularly with the French instructor courses, has been much appreciated. I thank him for his enthusiasm and contributions to the Association.

Ian Oldaker

FREE FLIGHT

1998 was a good year for *free flight* and I hope that you have enjoyed getting it. I have tried to improve on the look of the magazine and give you a good selection of stories and articles, interesting both to the oldtimer and the beginner. I have borrowed freely from gliding magazines around the world where necessary to give balance and interest to the range of articles, as well as try to keep 24 pages full, but homegrown stories are always the best, so I hope that you will write more about your soaring. It's not well advertised, but the best story of the year by a Canadian author is awarded a nice certificate which is presented at the AGM.

I particularly invite pilots to send *free flight* a detailed report if they have had an "interesting" incident or accident (I'll keep it anonymous if you wish) — it makes very useful safety reading. For example, in 3/98, the forced test of ground effect by Mike Swendsen had a lesson worth rereading.

There was a colour cover for 2/98. The Board would like to see one a year — that depends partly on getting some great colour photos, and that's up to you. The 3/98 issue saw a design change in the layout of the magazine which, I think, makes the magazine a bit more readable and attractive. At least, what feedback I did get was positive.

There was a significant volume of SAC news and affairs in the magazine last year, and a lesser but varied number of technical articles, flying/competition stories and sporting mat-

ters. The continuing series on sailplane handicapping is highly technical and presented in a level of detail never published before anywhere — but even if the detail does go over some reader's heads, they will at least appreciate that setting a handicap number is by no means as simple as comparing max L/D! Safety and training content was good with a particularly complete article on spins, and I hope to see continued contributions in 1999.

Please let us know what you are doing at your club that is of interest or value to others across the country. I remind club executives to ensure that *free flight* is on their mailing list (if you don't have a newsletter, please have someone correspond on your activities) and give the office and *free flight* changes to your address, telephone number or contact person.

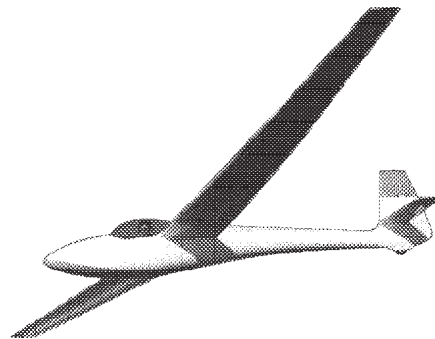
One of the new projects I had hoped to see launched last year was the beginnings of a complete *free flight* index and archive of past good articles on the SAC website. It never got off the ground but it is not forgotten, as there has been a lot of very useful information printed in the magazine in past years which is still relevant and readable to members new and old.

Thanks to Ursula again for her proofreading. Proofreading is like driving cross-country; there isn't much to say about it but it still occupies a great deal of time. It requires enormous concentration, even though nobody notices that it was 'kilometre' on page 5 but 'kilometer' on page 19. The printer in Ottawa is giving me a good turnaround on printing the magazine, the major delay in getting *free flight* to you occurs when Canada Post puts it into 3rd class storage occasionally.

I also prepare other useful material for SAC members besides the magazine — updated Nationals rules, an OO "test", a detailed contest checklist for competition organizers, the badge flying guidebook, and most of the SAC forms, all of which were transferred to the SAC documents webpage last year. I invite chairmen and others to pass on to me recommendations for improvements.

I enjoy the work of editor — the rest is up to you.

Tony Burton



INSURANCE

The report last year, together with the statistics on the insurance history reported that at the time of publishing a reserve amount had not been posted for a possible liability claim which occurred in Southern Ontario. You will note that the current table has been updated for the posting of this reserve, which turned 1997 from being a low year of loss to one in significance second only to 1996.

We had hoped that 1998 would show a large improvement, and while it appeared that the number of claims was smaller, they were for larger amounts including five total write-offs, together with a major loss from a roof collapse in a barn where gliders were being stored for the winter, which occurred at the tail end of the year.

The average of our loss ratio (the ratio of claims and reserves to premium paid) averaged 348% over the last three years. With this kind of continuing history, we should not be surprised at increases in premium let alone concerns we have over our future ability to obtain coverage.

Your committee was, however, able to negotiate some minor concessions to the original proposal from the insurer and we are recommending this to the Board for their approval. The increase for 1999 on an overall basis is just under 6.6%, which we have tried to allocate equitably between the various aircraft categories.

SAC INSURANCE HISTORY, 1988 – 1998

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998
Insured Clubs	42	44	43	38	39	41	40	39	32	37	37
Total Aircraft	356	348	361	370	384	384	417	413	393	387	411
Hull Value (\$M)	6.46	6.37	6.77	7.33	7.99	8.57	9.09	9.43	9.13	8.61	10.15
Hull Premium (\$K)	249	194	211	201	229	198	221	244	247	241	267
Hull Losses (\$K)	177	132	263	48	153	258	205	225	182	141	340
Hull Loss Ratio (%)	71	68	124	24	67	130	102	89	74	59	127
Total Premium (\$K)	360	290	312	295	328	298	323	354	356	347	423
Total Losses (\$K)	188	137	324	53	164	274	253	240	1875	1480	381
Premium/Losses (%)	52	49	104	18	50	92	79	68	528	426	90

Due to the purchase of John Ingle, and the subsequent increase in the cost of the travel plan, we have been seeking alternatives. Negotiations are presently ongoing and while we have nothing concrete to present at the AGM, our hope is that we will have a unified policy available with a new carrier designated in 1999.

Respectfully submitted, **Richard Longhurst, Doug Eaton**

MEDICAL

In the past year, several pilots have had their licences reinstated, but with a restricted rating, eg. not allowed to fly as an instructor or to fly with passengers. The most common medical reason for not revalidating licences still remains cardiovascular. For those pilots with this problem, don't forget that you may still be able to fly with a restricted rating.

Many changes in licensing pilots are underway. As of 1 January 1999, the Civil Aviation Medical Examiner may now renew the licence for the full period of its validity rather than 90 days, which means TC will not send you a new licence validation certificate. The new licence will contain four squares to receive the CAME's stamp on each of four successive medicals, thus reducing a lot of paperwork for TC. This applies to renewals only; initial pilot medical exams will still be assessed by TC.

Currently, the Canadian Aviation Regulatory Advisory Council (CARAC) Working Group is recommending that Category 3 pilots under age 40 be examined every five years rather than the three as at present, between 40-49 every two years, and 50 and over annually, but TC was unwilling to go outside the standards set by ICAO. Category 3 pilots will still have the category 3 licence validated for five years regardless of age, and TC has no intention to change that.

Jim McCollum rightly points out that the wording on the Category 4 medical certificate indicates that the medical is restricted to Canadian airspace, and this has the unfortunate effect of inhibiting some pilots from flying their own aircraft in the USA where there is no medical. He observed that the Canadian authorities have no jurisdiction over what foreign authorities are willing to accept, and US glider pilots, with no medicals, are not restricted from flying their own aircraft in Canada.

Jim has discussed this with TC on behalf of SAC and, as a result of his initiative, TC has agreed to alter the wording to something less restrictive.

Your SAC representative to CARAC, chiefly Jim McCollum, is actively involved in these discussions and is working hard on your behalf. We are indebted to Jim for his active and perceptive involvement in this and other areas of interaction with TC in Ottawa. I would also like to thank Dr. Delaney, a bilingual CAME, who advises our francophone pilots with medical licensing problems.

Dr. Peter Perry

RECORDS

The record claims in 1998 were limited to a joint record in the three turnpoint distance category by Nick Bonnière and Ulli Werneburg. The flight was carried out in less than ideal conditions, but the flexibility of the 3TP task (and some good flying) allowed Ulli and Nick to get the most out of the day – a distance of 559.7 kilometres. The previous record, set in 1997, was 543 kilometres by Tony Burton.

The Club category of records was introduced for 1998 but no claims were submitted. This may have been due to fragmented and incomplete information available. A more comprehensive mailout to the clubs is planned in the near future.

There aren't many "World Class" gliders flying in Canada yet although they are more common now in other countries. World class record claims will be accepted in 1999.

There is no direct cost to submit a record claim. If you are planning a flight that exceeds a current record, why not do the paperwork? Have a great year.

Dave Hennigar

SPORTING

The following are some of the items worked on by the Sporting committee during 1998:

A. It was proposed (and accepted by the SAC Board) that pilots who have competed in certain non-Canadian competitions should have such performances included in the calculation of the seeding list used to select pilots for World Gliding Contests. Such flight data is to be included only under the conditions:

- (a) Only results from US National, pre-World or World Gliding contests are to be considered.
- (b) These results will count only for a maximum of 30% of the pilot's total score.
- (c) If a pilot competes in more than one eligible contest in a year, only the best of the two or more scores will be used.
- (d) The pilot's score will be obtained by comparing his points to the winner's reduced score. This is calculated by multiplying the winner's point score by one of the following factors:

for US National contests:	90%
for pre-World contests:	85%
for World contests:	80%

- (e) The result of the calculation in (d) cannot be greater than 100%.

B. For the past several years we have accepted handicap factors published by Carl Herold as our standard for our national handicapped class. A new set was obtained from him in 1998 and were used for the Sports Class competition at Brandon. In several cases, there were significant changes from the values previously used. Tony Burton has obtained in-

formation from Carl about his techniques, and this information is being presented in *free flight* as background. This may help explain some of the changes.

C. A number of changes were made to the rules for the Canadian National Contest, particularly to define how GPS/FR data was to be used. This equipment becomes more popular every year, and it improved the efficiency of the operation at Brandon. It is expected that in the future the use of this equipment will be made obligatory in our Nationals. Consideration is being given to arranging for equipment to be made available to all contestants for rental at a reasonable cost.

D. A new "Club" category of records was instituted in 1998, for sailplanes with handicap factors of 1.00 and greater. This was an attempt to encourage more pilots to attempt records. It is disappointing that there has been zero response to this opportunity in a new category. Clubs are urged to increase their emphasis on cross-country, badge and record flights for their members, as an incentive for members to continue beyond the point once a licence is won, when interest fades and so often the membership is dropped.

E. Tony has continued his work with the International Gliding Commission subcommittee, which is rewriting the FAI Sporting Code for improved clarity. The new Code will be tabled for approval at the March IGC meeting in Seattle.

George Dunbar

TECHNICAL

The Technical committee is pleased to report that there were several positive developments of a regulatory nature during the past year.

Perhaps the most significant was the use of the new "Exhibition" category by the soaring community. Under this category, type-approval is not required. This considerably facilitates the importation of new types of gliders, as well as older gliders which have not been type-approved in Canada. Two gliders received flight authority under this category in 1998: a Janus CM and a Genesis. Flight authorities for two Glasflügel 304 are expected in 1999. The Exhibition category is similar in some respects to the Experimental category in the United States. The Exhibition category is a "made in Canada" flight authority; currently to operate such an aircraft in the United States, a flight authority from the FAA would be required. This requirement is slated to disappear later this year under the terms of a bilateral agreement between Canada and the United States which would allow for mutual recognition of certain aviation documents.

Progress is being made on setting up a decertification process for older aircraft. This will allow an owner to treat a factory built aircraft as an amateur-built, from the point of view of maintenance. Transport Canada initially intended to restrict decertification to fixed gear aircraft, which would have excluded many gliders. The Technical committee argued that this would

have been overly restrictive, with no public safety benefits, insofar as gliders were concerned. The Technical committee's position was accepted and the forthcoming regulations will reflect this.

It would seem appropriate to report a significant development in the radio area here. In recent years, radio issues have been regulated by Industry Canada (which absorbed the Department of Communications). Following some coordinated lobbying by SAC and COPA, Industry Canada has indicated that it will be dropping the radio licence fee for aviation radios. This will be of considerable benefit to the soaring community and aviation more generally, from both safety and financial perspectives.

Glenn Lockhard, for Paul Fortier

TROPHIES & AWARDS

Competition for SAC trophies was greater than usual in 1998. One of the reasons may have been that eastern weather was unusually good for soaring, while weather in the west was worse. It never is a level playing field, but last season Easterners at least had a fighting chance.

Proving the point with the best flight of the year were joint winners *Nick Bonnière* ("ST") and *Ulli Werneburg* ("MZ") for the **BAIC Trophy**. They jointly set a new Canadian record in their ASW-20s on 31 July. The flights, from the Gatineau Gliding Club at Pendleton airport, had three turnpoints: Brockville, Bonnechere, and Vankleek Hill, landing back at Pendleton. The total distance was 560 kilometres, and the pilots gained 907 points to win the trophy.

The **Canadair Trophy**, for the best five flights of the season, was won by *Trevor Florence* of East Kootenay Soaring Club, flying down the Columbia River valley. Trevor's first flight was an out-and-return on June 30 from the Swansea hang glider ramp to Moberly Peak to the Canal Flats forestry bridge, to the Mount Seven hang glider ramp near Golden. He covered the 530 kilometre course at an average speed of 78.5 km/h. The second flight was the same as the first, except that it used the Mount Seven hang glider ramp twice as the northern turn-point, and was completed at an average speed of more than 100 km/h. The third and fourth flights were over virtually the same course. Trevor's fifth flight started at the Swansea hang glider ramp, with turnpoints of Moberly Peak, Lakit Lookout, Harrogate Mill, Canal Flats forestry bridge and the Radium Hot Springs pool. But because of the weather, he made a turn at Harrogate and then added a standard 100 km triangle to the end.

Close behind in the race for the Canadair Trophy was *Nick Bonnière* of the Gatineau Gliding Club. *George Wilson* of London Soaring came in a very competitive third.

Ted Chernecki of Vancouver Soaring Association walked away with the **Stachow Trophy** for a net climb of about 16,900 feet. The barograph showed a low point of 6200 feet asl and

a peak of 23,100 feet. The bad news was that the barograph drum stopped for a portion of the climb, so Ted couldn't claim a Diamond badge. The good news is that (after consulting experts) the Trophy committee decided that the irregular trace was proof of the best altitude flight of the year. No other recorded flight came close to this achievement.

Winner of the **"200" Trophy** for the best five flights by a pilot with less than 200 hours time as pilot-in-command was *Al Hoar* of Cu Nim. Al, who had less than 100 hours P1 time at the beginning of the season, had widely varied flights. Two were in mountain terrain and three from his home field at Black Diamond, Alberta, and the flights from Black Diamond were on three consecutive days.

The first flight on Victoria Day weekend was 101 kilometres from Cu Nim to Nanton and return. The second was an 81 kilometres PST to Longview, High River airport and back to Cu Nim. The third, from Cu Nim to Chain Lakes north dam and return, was 96 kilometres. Al's fourth flight was at Golden, BC. Releasing at Mount Seven, he flew to Mummery and Donald, returning to Golden for a total distance of 96 kilometres. His fifth flight was at Cowley, Alberta on Thanksgiving weekend, where he gained 2624 metres or 8600 feet in weak wave.

I should mention that more than one OO and competitor had problems with the trophy scoring system. Most often, the "basic points" were added to the basic points multiplied by the bonus factors, resulting in a sort of "double-dip" of scores. We'll see if we can improve the situation by revision of the instructions on the trophy form.

I'd like to remind club leaders, and especially CFIs, that SAC presents **Certificates of Achievement** for flights that don't qualify for badges or trophies, but represent a personal achievement worth acknowledging, at any level of experience. They could be especially appropriate to mark a notable flight by a solo or newly licensed pilot.

David McAsey

OTHER TROPHIES AND AWARDS

Walter Piercy trophy (*instructor of the year*)

Awarded by FT&S committee to *Paul Frigault* of the Cold Lake Soaring Club. From his busy schedule he devoted a large amount of time to club activities including instructing many towpilots and glider pilots. He also spent a lot of time compiling the ground school material and put it on the internet! Runners up were:

second, Keith Andrews (Prince Albert) and
third, Gabriel Duford (Champlain).

Norm Perfect (York), Doug Moore (Alberni Valley), Walter Mueller (Grande Prairie) and Bill Roach (MSC) were also highly recommended by their clubs.

It was very difficult to choose the winner because most candidates had accumulated huge numbers of flights but also had taken part in non-flying activities and had held responsible positions in their clubs. To all candidates we owe a vote of thanks,

for without their dedication the sport would not be where it is today.

Ian Oldaker

Hank Janzen trophy

(*club or pilot with best contribution in the year to flight safety*)

Awarded by the FT&S committee to *Dan Cook*. He is the Safety Officer at the Gatineau Gliding Club as well as being the newly-appointed SAC Safety Officer. Not only has he continued to keep a keen interest in safety and instructing at his club, he has developed several innovations for the safety program of the Association. He is very interested in seeing how we can get more involvement by clubs to improve their safety culture and to reduce the numbers of accidents by continually working on safety. He is a worthy winner.

Ian Oldaker

Ball & Chain trophy (*accomplishment by a married pilot*) Awarded by the SAC president to anyone, for anything. This year it was to *Heidi Popp* of the Vancouver Soaring Association. *Pierre Pepin*

Best Author certificate (*for the best article to appear in free flight in 1998 by a Canadian writer*) Awarded by the free flight editor this year to *Jörg Stieber* of SOSA for *Collision Avoidance*. This article received more requests for reprinting from gliding magazines than any other ever written. Also recognized for their good stories were: *Ian Oldaker* for *All about Spins*, *Kalli Brinkhaus* for *Valemount to Invermere*, and *James Swank* for *Spending Easter in the Trees*.

Tony Burton

Roden trophy (*club soaring skills development*)

The small (11 member) *Prince Albert Gliding and Soaring Club* was undisputed winner of the *Roden Trophy* for the club that, for its size, develops the soaring skills of the largest number of its pilots. The club awarded two "A" or "B" pins, two Bronze badges and three "C" badges during the season, for a total point score of 109. Runner-up for the trophy was *Club de Vol à Voile de Quebec*.

David McAsey

Competition trophies

awarded at the Nationals at Brandon, Manitoba were:

MSC trophy –

15m Class Champion *Jim Oke*

Wolf Mix trophy –

Standard Class Champion *Ed Hollestelle, Sr*

CALPA trophy –

Sports Class Champion *Hans Berg*

Dow trophies – best assigned task flown

15m class	243.0 km @ 58.5 km/h	<i>Jim Oke</i>
Std class	227.3 km @ 65.9 km/h	<i>Ed Hollestelle</i>
Sports class	220.4 km @ 61.8 km/h	<i>Hans Berg</i>

Carling O'Keefe trophy – Best Team

SOSA trophy – Best Novice

No awardees for these trophies in 1998

SAC ANNUAL GENERAL MEETING

27 February 1999

The 54th annual general meeting of SAC opened at 0910 with a quorum present.

President's Opening Remarks

President Pierre Pepin welcomed everyone to the SAC AGM "Lite", in reference to this year's format.

1998 AGM minutes

The president asked if there were any changes to last year's minutes. On the subject of last year's extensive discussion on the SAC fees paid to the Aero Club of Canada, Pierre stated that there had been important meetings during the year with the ACC on their fee schedule with Canadian aerospots and that a new formula was put into place which met some of SAC's concerns.

Tony Burton commented that the planned indexing of *free flight* on the SAC website did not proceed as planned last year, but that it was still seen to be a significant addition to member services and will be constructed as volunteer expertise comes forward.

Motion #1 Moved by Board, seconded Keith Andrews: *"That the minutes of the 1998 AGM be accepted."*
Vote by show of hands. Carried

Financial report

The treasurer, Jim McCollum, provided an overview of last year's financial results, as well as the 1999 budget and associated membership fee schedule.

The SAC finances have been in the black for the past 12 years now which is primarily due to expenditure restraint. SAC expenses have decreased 30% (in '86 dollars) and the Association is operating as lean as it can get; perhaps too lean, as the lack of a secretary cannot be sustained indefinitely and there are some other areas which require attention. Jim stated that SAC is now in the position where it has to be continually active in government committees in order to protect and enhance the position of the sport in regulatory matters. This work takes much time from office functions, some of which could be handled by a secretary.

SAC secretarial duties can now take about 3 days a week, and SAC explored the possibility of sharing a secretary with another aerospot association (hand gliding) but with no success yet.

The trust funds did well, with capital gains playing an important role which resulted in the market value of SAC investments growing by almost \$70,000. The assets of the Association are now in the area of \$600,000.

The 1999 budget is similar to that of 1998. Membership fees for the regular adult rate was increased by one dollar (around 50 cents after tax) to offset inflation. In constant purchasing power, after-tax dollars, SAC membership fees have been on a downward trend since the early 1980s and have now levelled off. Other fees have been held constant.

Motion #2 Moved by Board, seconded Keith Andrews: *"That the 1998 financial report and the 1999 budget with its associated membership fee schedule be accepted."*
Vote by show of hands Carried with 2 against

Motion #3 Moved by Board, seconded John Broomhall: *"That Kent Whittaker, CA, be appointed auditor for SAC for the 1999 financial year."*
Vote by show of hands. Carried

Motion #4 Moved by Board, seconded Keith Andrews: *"That all acts, contracts, by-laws, proceedings, appointments and payments enacted, made, done, and taken by the Board of Directors of the Corporation and its officers since the date of the last annual general meeting of the members of the same as set out and referred to in the minutes of the Board of Directors' meetings or in the financial statement submitted to in this meeting be hereby approved, ratified and confirmed."*
Vote by show of hands. Carried

NEW BUSINESS

Bylaw change

The Board placed a motion (below) for the purpose of providing clubs with sufficient advance warning of motions to be able to discuss them locally and send to an AGM their vote on the matter. This was seen as necessary because of the limited club representation at recent AGMs and because motions brought from the floor of these meetings could have significant impact on the member clubs without them having the opportunity to debate the issues raised.

When it became clear that no motion, however innocuous or even positive, could be placed at the AGM, the meeting raised several points:

- Though the purpose of motion was recognized, the wording was felt to be more restrictive than necessary to achieve the aim.
- A serious time-frame problem was seen. The required notice of motion delivery to SAC would entail an even

earlier discussion at the club level and possibly place effective discussion back to the previous summer, ie. the "turn-around time" for a motion would get impossibly long to make effective SAC action possible. The Board thought that the suggestion to shorten the period to 60 days would be possible if e-mails on the subject motion were circulated and discussed or the SAC Roundtable employed prior to official notice.

- it could make the production of a budget for the next year difficult to produce in time for the AGM if the proposed motion(s) had financial implications.
- the Board (or attendees present) still have the option of tabling a motion from the floor that is seen to have significant regulatory or financial impact on members or member clubs.

Motion #5 Moved by Board
"That Section 8.4 of the bylaws of the Soaring Association of Canada shall become 8.5 and that the new 8.4 shall read as follows: 'Any motion for consideration at an Annual General meeting or Special General meeting shall be provided to the national office of the Corporation at least ninety days prior to such meeting(s).'"
Vote by ballot. Defeated – 597 for, 618 against

Motion #6 Moved by Dan Cook (?)
Seconded by Keith Andrews
"That the ballots be destroyed."
Vote by show of hands. Carried

Ian Oldaker discussed his attendance at the recent OSTIV conference in Sweden on Safety and Training. International stats show that Canada's accident/fatality rate on a per capita basis is relatively high. The Flight Training & Safety committee has been very busy in 1998 in upgrading and rewriting various manuals/audits and incident/accident reporting procedures to address this matter. Ian urged everyone to attend the afternoon workshop sessions in which safety matters would be discussed.

Hal Werneburg as chairman of the World Contest committee spoke on the upcoming world championships and the need for funding support. He and the Treasurer explained the two competition funds in place, how they work, and the tax implications of both.

Pierre Pepin discussed the recent moves by SAC to further improve SAC/Air Cadet relations and to make it easier for cadets getting gliding scholarships to SAC clubs to get effective monetary support.

Motion #7 Moved by John Broomhall
Seconded by Al Poldas
"That the meeting be adjourned."
Vote by show of hands at 1130. Carried