



SOARING
ASSOCIATION
OF
CANADA

2000 ANNUAL REPORTS
&
2001 AGM MINUTES

The following information is SAC's report on the activities of the Association for its members in 2000. Copies, including the full financial report, will be available from SAC upon request.

ZONE DIRECTOR REPORTS

PRESIDENT

2000 saw significant changes within the SAC organization.

It was my first year as President after Pierre Pepin stepped down following six years in the chair. It is not a position anyone can walk into, as it requires several years of experience at the Board level to become familiar with the many issues and personalities that have to be addressed. I was fortunate to have a lengthy "grooming" period, having chaired the Insurance committee and been the Ontario Zone director for the past seven years. Pierre, who retires as Quebec and Atlantic Zone director at the 2001 AGM, has left the organization stronger, leaner, and better positioned to deal with its mandate given the severe financial restraints which have always been a factor due to our limited membership. We all owe him our sincere vote of gratitude for his unselfish contributions.

Office After several years of concern over the approaching end of our lease term, SAC, but mainly Jim McCollum, located a condominium that was suitable in terms of space and price. The ongoing cost to SAC will be similar to our old lease, but with the scarcity of appropriate office space in Ottawa it was to be expected that our lease renewal, and future renewals, would be at increasing rates. This way the cost of the office will be kept level into the future, and SAC is assured of the necessary permanent base for its operations. Many thanks to Jim for his efforts, and taking care of the move and set-up of the new office.

Board Harald Tilgner retired as Pacific Zone director at the 2000 AGM after a lengthy and distinguished career. He was replaced by Marty Vanstone who was a welcome addition to the Board. He, and his fellow Directors and Committee members have provided significant support to the organization, which could not function without their volunteer efforts.

Insurance and FT&S This was the first year of significant revisions to the insurance plan. Detailed comments can be found in the Insurance committee report, but at present there is a lively debate on the Roundtable, which provides a healthy forum by which clubs and members can better understand and evaluate our policy and the issues that are involved. FT&S is linked to insurance as our safety record is the largest controllable factor in our annual renewal; the other major factor is the insurance market which we cannot influence. The year started with FT&S holding a series of safety conferences across the country to provide a forum for raising consciousness and obtaining input on safety issues. 2001 will see a follow-up at the club level to the safety audits which were filed. This will provide a means whereby Ian Oldaker and his committee can address club boards and members more directly.

Membership The ability of SAC to operate, and deal with the concerns of its members, relies largely on the funds provided from the membership fees. Declining membership and the cessation of a number of clubs has long been a worry, but in the fall of 2000 it appeared we were headed for a larger than usual decrease. This is important, as we are close to a size that would no longer support a head office. Renewals toward the end of the year helped but we still ended with fewer members than the previous year. Weather appeared to be a factor in the membership numbers, but overall SAC is dependent on the clubs and their members to do the work and promotion necessary to ensure their and our organization's survival.

In conclusion, enjoy your flying in 2001, think safety, and take a friend!



L'an 2000 en a été une de changements importants pour l'ACVV.

Une première année Je termine ma première année à la présidence après que Pierre Pepin eut terminé six mandats à ce poste. La présidence n'est pas un poste facile. Cela requiert quelques années d'expérience au conseil d'administration pour apprendre les rouages, les enjeux et les personnalités en présence. Heureusement, j'ai pu bénéficier de plusieurs années de "formation" suite à une décennie en tant que président du comité des assurances et directeur de la zone de l'Ontario depuis les dernières sept années.

Pierre quitte le poste de directeur des zones du Québec et de l'Atlantique à partir de l'assemblée annuelle de 2001. Il laisse une organisation plus forte, plus souple et mieux positionnée pour remplir son mandat dans le cadre des contraintes financières sévères afférentes au nombre limité de membres. Nous le remercions de sa généreuse contribution.

Le bureau national Compte tenu de l'échéance imminente de notre bail, notre directeur exécutif, Jim McCollum, a trouvé un condominium d'affaires qui remplit nos besoins d'espace et nos objectifs de coûts. Cette acquisition nous permettra de maintenir au niveau actuel pour les années avenir les coûts du bureau qui auraient autrement augmenté à cause de la forte demande pour les locaux commerciaux dans la région d'Ottawa. Nous bénéficierons d'une base permanente pour nos opérations. Je tiens à remercier Jim pour le travail de propection et d'exécution fait dans le cadre de cette opération.

Le conseil d'administration Au début de ce mandat, Marty Vanstone de Vancouver Soaring Association s'est joint à l'équipe, succédant ainsi à Harald Tilgner qui terminait le plus long mandat comme directeur au conseil. Marty a su apporter une vision nouvelle aux délibérations. C'est uniquement grâce au travail bénévole des membres du conseil et des nombreux comités que notre organisation peut fonctionner.

Comités des assurances et de la formation et sécurité Cette année a vu la mise en place de changements importants à notre programme d'assurances. Les détails de ceux ci

sont discutés dans le rapport du comité. De plus un débat robuste a lieu sur le babillard électronique (Roundtable). Ces deux sources d'information devraient permettre aux membres de comprendre les modalités de notre police et des enjeux sous-jacents.

Le travail du comité formation et sécurité est vital quant à l'amélioration de notre performance au chapitre de la sécurité. Des deux facteurs qui influencent les coûts d'assurances, la sécurité est sans contredit l'élément contrôlable majeur. L'autre est la fluctuation du marché, facteur que nous ne sommes pas en mesure d'influencer. Au début de l'année, le comité a présenté à travers le pays des séminaires sur la sécurité. Ils avaient pour but d'accroître le niveau de sensibilisation des nos membres et de nos clubs. En 2001, nous ferons le suivi des "Audits de sécurité" soumis par les différents clubs. Ian Oldaker et les membres de son comité communiqueront directement avec les exécutifs des clubs.

La croissance du membership La capacité de l'ACVV de fonctionner et de répondre aux besoins de ses membres est surtout fonction des sommes générées par les cotisations des membres. Le déclin du nombre de membres et la disparition des petits clubs est un de nos soucis constants. À l'automne 2000, une diminution plus importante a été appréhendée. Compte tenu que nous sommes près du plancher minimum qui nous permet d'opérer une structure nationale essentielle, les cotisations versées en fin d'année nous ont permis de terminer l'exercice bien que le nombre de membres ait été inférieur aux dernières années. La météo semble avoir été un facteur déterminant à cet état de chose. Ceci est essentiel de savoir que la survie de l'ACVV est liée au travail de recrutement et de promotion de ses membres.

En conclusion, volez avec plaisir et prudemment.
Et pourquoi ne pas amener voler un(e) ami(e)!

Richard Longhurst

PACIFIC ZONE

My first year as the SAC director for the Pacific Zone has been very interesting. The most significant enlightenment is that I have much more to learn about our national organization, how it interacts with the recreational flying community and how it affects our member clubs. Regionally, I had hoped to be able to visit each of the clubs and organizations within British Columbia to become more familiar with their leadership, structure and facilities. Unfortunately, this goal was not fully achieved although I did have the opportunity to fly with the commercial operators at Invermere and Pemberton and visited Silver Star Soaring's home at Vernon, BC on a non-flying day.

Alberni Valley Soaring – Port Alberni, BC

Doug Moore and friends at Port Alberni saw some flying with 104 club and 13 private flights. Their operations were late starting due to scarcity of parts for their towplane and then constraints imposed by the Regional District, as the owner of

the airport shut down their flying during the period of best weather. The problems with the Regional District mirror those experienced by VSA in the mid-90s — municipal administrators with little or no knowledge of aviation, and in particular, no appreciation for recreational aviation, were suddenly faced with the responsible management of an airport. The only "cya" shelter they could find from the perceived perils of liability were to virtually shut down any and all recreational flying with demands for onerous insurance and inhibiting operational practices. To add to AVS's troubles, the lumber industry, mainstay of the local economy, is also struggling and shows no sign of revival in 2001. This is another example of a scenically beautiful and potentially strong soaring site adversely impacted by local bureaucrats, thin population, and a weak economy.

Bulkley Valley Soaring – Smithers, BC

Ted Schmidt reports a struggling club of three or four mainstay members. There was virtually no flying in 2000 but they have now finished the refurbishment of their Pilatus B4 and have access to a Super Cub towplane, so next year looks more promising.

Canadian Rockies (formerly East Kootenay) Soaring Club

This club operates pretty much within the structure of the Invermere Soaring Centre (see below).

Invermere Soaring Centre – Invermere, BC

In its third year of operation, Invermere grew into a very vibrant and comprehensive soaring operation under the guidance of Trevor Florence and Ernst Schneider. Three new hangars have been erected, a parallel taxiway has been constructed and a Pawnee towplane is now in place. The PW-5 attracted a lot of attention from the visitors and Trevor was able to complete a 637 km 3 TP distance world record flight in it. The two-place fleet consists only of a 2-33 on loan from Canadian Rockies Soaring Club and VSA's Twin Astir that was available through July and August. Next year a Duo-Discus will be added and possibly a single Discus. A contest is planned for mid-June and it is hoped that this may be the prelude to a Columbia Valley venue for a national championship.

Pemberton Soaring Centre – Pemberton, BC

Rudy Rozspalek's commercial operation at Pemberton continues to flourish, although they also have come under some Municipal constraints. Possibly the best on-airport campground in BC had been restricted to day use only in response to the local helicopter operators security concerns. However, following an appeal to the Airport committee, visiting *pilots* are now being permitted to stay overnight. PemSoar added a Vivat motorglider to their fleet of Blanik L-13s, an L-23 and an L-33. Soaring intro flights are a major part of the business and the Vivat has alleviated pressure on the Citabria towplane while providing a better platform for cross-country training. The Vivat is also used for economical ab-initio glider circuit practice with students transferring into the Blaniks when ready for airtow training. A new hangar (90 x 70 feet) has just been completed, providing shelter for gliders in the soaring season and other local aircraft during the winter.

Silver Star Soaring Association – Vernon, BC

At a membership level of twelve, SSSA has seen significant turnover this year, but the new members are very keen with plans for more private ships. The membership losses came about due to job relocation and aging. The club operates a Blanik L-13 and a Schweizer 1-23, using a privately owned C-182 towplane. There were four first solos this year, one from the ab-initio level. They now have three instructors and are looking forward to an interesting year with new energy and equipment.

Vancouver Soaring Association – Hope, BC

Enjoying its third year in an on-field clubhouse, VSA is beginning to rise out of trying times of uncertainty. In fact, the biggest problem this year was too many students and too few instructors and training gliders. With the comforts of the clubhouse and the convenience of camping back in place, membership numbers show a 10% increase this year despite an alarming level of turnover. The club produced eleven new licences and several first solos. There was only one minor accident, but a stream of incidents. With the diligence of our Safety Officer, these have all been recorded and are viewed as learning experiences of the most economic nature, with the club culture being guided toward maximizing their value. The Pemberton camp was a great success, however the safari to Valemont did not happen and the Invermere camp was an individual rather than a club effort. The club fleet now consists of three L-19 towplanes, two Blanik L-13s, a Blanik L-23, a Solo L-33, two Grob 102s, a Jantar Std. and two Grob 103s. There were 14 first solos, 11 new glider pilot licences and 3 Silver C badges achieved at VSA this year.

Respectfully submitted from the "Evergreen Playground".

Martin Vanstone

ALBERTA ZONE

Alberta's 2000 soaring season ranged from a boomer in the south (and the neighbouring Columbia Valley of BC) to progressively wetter weather toward the north. Membership was static.

ASC The Alberta Soaring Council, after a traumatic theft of funds three years ago, is once again on sound financial footing and able to strongly support programs of member clubs. At its annual meeting, members decided to bid for the 2005 Nationals, to mark Alberta's centennial year.

Cowley At Cowley, the Summer Camp had better pilot attendance over the previous year. Scorching weather did not prevent very good thermal and occasional wave conditions, and there was a 75% increase in flying over 1999. Also, the weather permitted the Provincials to be completed for the first time in three years. The fall wave camp was successful, with two altitude Diamonds claimed.

Safety We had no fatalities or injuries throughout the province, and no reported accidents. Three of our five clubs, including the two largest, completed the SAC safety audit.

(The other two suffered from a serious drain of experienced people.) The audit may have been partly responsible for some imaginative club planning. Cu Nim, for example, has a preliminary plan to have the CFI and other instructors concentrate their energies on pre-licence instruction, leaving further training and coaching of licensed pilots to another organizational structure-to-be within the club, thereby taking a load off the duties of the CFI.

David McAsey

PRAIRIE ZONE

2000 was a difficult year for Winnipeg. The season started with great promise with a number of days where cloudbase was 10,000 feet. There was a fair amount of cross-country flying early in the season and then the 'Ontario' weather settled in. Winnipeg was shut down for well over a month when intermittent rain kept the runways too wet to use — but not so wet that the grass wouldn't grow. Winnipeg had a near record number of students and it was disappointing to have to spend so much time on the ground.

The Saskatchewan clubs had a much better year. The weather was more agreeable. Membership was steady or up slightly at most clubs. The Saskatoon Soaring Club will be celebrating its 25th anniversary in 2001. Saskatoon and Prince Albert both flew a record number of fam flights. Prince Albert has added a single-seat HP-11 to its fleet of three trainers.

There were no organized expeditions to Cowley, but individuals from all prairie clubs made the journey to Invermere or Cowley during the summer.

Both Winnipeg and Saskatoon are considering new towplanes over the next several years. Both club's towplanes are nearing the end of their useful life.

The Westman Soaring Club and Swan Valley Soaring Association were inactive again this year.

Howard Loewen

ONTARIO ZONE

Each year as I sit down to write this report I look for the positive events to summarize the past season's activity. Whatever we might have wished out of 2000, for many clubs it turned out to be a difficult year. The season was late in starting, and membership slow to come in, due in part to unfavourable weather that seemed to affect almost every weekend. While the drop in summer membership initially appeared alarming, there was some recovery moving toward the fall, so that by the end of the year the decrease was a small one. Nevertheless there has to be concern over the trend in overall membership numbers, which have now fallen near historic lows. Clubs such as SOSA, York, Toronto, and Guelph although down on 1999 numbers continued to show strength. However, others including COSA, London, MSC, Erin, Borden, and Air Sailing had significant losses. It remains to be seen if all clubs can regain the lost ground with better conditions in 2001.

The cross-country season started early for Ontario pilots, a growing number of whom make the pilgrimage to either fly the ridge in Pennsylvania, or join the Snowbirds at Seminole Lake. In March CAS held their annual seminar. Many Ontario pilots attended the Nationals in Pendleton, and provided all the winners and many of the final placings. I attended the final days and the prize giving. I was pleased to see that the event was well attended and greatly enjoyed by all participants, including a number of guests from the United States. It was run with usual efficiency by Messrs. Mercer and Brewin with able support from their club members and towplanes from MSC and SOSA.

The Provincials had to be moved from COSA to SOSA due to towplane woes but unlike our compatriots in Alberta, the weather gods did not smile on these championships, which had to be cancelled. The annual mud bowl at SOSA was also affected. The towplane problems at COSA were overcome by the generous efforts of SOSA and their drivers who would ferry one of their tugs over each weekend, perform the towing duties, and fly back. COSA members were also offered special arrangements to fly out of other clubs during the hiatus. It is good to see the community participating in helping out clubs with difficulties and many thanks to all involved.

Towards the end of the season I joined up with some friends, and we drove our convoy to Lake Placid where members from Quebec run their fall wave camp. Although we did not have great weather for the weekend, we all enjoyed the camaraderie and great scenery. Later I also made several trips to the Ridge. Next year we plan to visit the Quebec wave camp on the North Shore.

While I do not receive much communication from clubs in the Zone, I am always open to any questions you may have, or to attend your meetings if you wish. I thank you for re-electing me as your Zone Director for the next two years. Since this is supposed to be my last permissible term, I am also looking for volunteers to fill the hot seat when I retire.

This is a year when we should all devote our energies to promoting the sport. Introduce your friends, bring guests, and assist in displays; anything to put new bums in the seats! Also do not forget your existing members, as retention is a problem at many clubs. Have a safe, fun season!

Richard Longhurst

QUÉBEC & ATLANTIC ZONE

La dernière année du millénaire n'a pas été des plus favorables pour le vol à voile au Québec et dans l'Atlantique. Une météo peu favorable spécialement lors des fins de semaine, un recrutement difficile ont rendu les choses difficiles pour les administrateurs de clubs.

Nous avons eu à déplorer le décès de George Graham de Bluenose. George était un vétéran du club et un des piliers. Dieu merci, la zone n'a pas eu d'autres accidents impliquant des blessures ou perte de vie.

Le membership dans la zone a connu un net recul. AVV Champlain a subi la perte la plus drastique, soit près d'une trentaine de membres.

Québec, Les Outardes, et MSC ont connu une année correcte en règle générale. Il faut espérer que le nombre de francophones dans ce sport, qui a augmenté de façon significative ces dernières années, continuera à progresser en 2001.

En conclusion, je tiens à remercier les membres de Champlain et des Outardes qui ont traduit le manuel de formation "SOAR", un travail titanesque. Aussi, je ne peux passer sous silence le travail de Jean Richard qui nous a généreusement fourni des prévisions météo "vélovoles" durant toute la saison.

Au moment de mettre sous presse, il appert que Jo Lanoë sera notre prochain directeur de zone. Jo est membre à Québec et amène avec lui une impressionnante feuille de route. Je suis sûr qu'il servira à cause avec brio et apportera des idées neuves.

Merci à tous ceux qui m'ont aidé durant ces dix dernières années.



The millennium ended with a rather difficult year for soaring in Eastern Canada. Bad weather during weekends and slow recruiting made things somewhat difficult for club administrators.

A long time and active member of Bluenose, George Graham died as his Austria fell to the ground shortly after take off. For the many long time members, it was the loss of a good friend. Fortunately, nobody else got hurt in the zone while practising the sport.

Membership in the zone regressed in 2000, AVV Champlain being the worst off with approximately 30 members not returning. Québec, Les Outardes and MSC did have an okay season. The number of francophones involved in soaring had increased significantly in the last five years. In 2000, that progression stopped. Let's hope that 2001 will see progress in that direction.

I would like to thank the members from Champlain and Les Outardes who completed the daunting task of translating in French our training manual, "SOAR". Also I cannot let go unnoticed the wonderful work of Jean Richard who took the initiative of providing via Internet a "soaring weather forecast" throughout the season. Merci Jean.

At this time, it is likely that Jo Lanoë (pronounced lah-no-hey) will have succeeded to me as Zone director. A member of CVV Québec, Jo brings with him an impressive background both in soaring and professionally. I am sure he will bring to the table new ideas and a new energy.

I want to thank all those who gave me a helping hand during the last ten years.

Pierre Pepin

TREASURER

Overview The main financial events in 2000 were the purchase of an office condominium and some weakness in revenues related to a decline and change in the composition of membership. The Association recorded a modest surplus on a budgetary basis. This year's budget is little changed from last year's. The adjustment in membership fees is largely aimed at offsetting inflation.

Financial Results for 2000 Total revenue of the Association was noticeably down relative to budget, as well as to the levels recorded in recent years. Membership fees in particular were weak, falling short of the budget and the previous year's amounts by 6 and 7.3 thousand dollars respectively. This was primarily due to a drop in the number of regular adult members; the overall number of members declined by somewhat over one percent. The weakness in membership, as well as the wet weather in the east, was reflected in other revenue areas, such as merchandise sales, FAI awards income, and instructors course income, which all suffered declines of around 40 percent. Advertising income was a positive area, while investment accounted for about 10 percent of SAC's revenue, up from under 8 per cent the previous year.

Most areas of expense were held below budget and despite the weakness in revenues this permitted the Association to record a budgetary surplus, the fourteenth consecutive year that it has done so. The surplus was noticeably lower than the levels of recent years, however. The insurance company helped fund expenses related to new safety initiatives which got underway last year.

With a view to controlling its accommodation expenses, the Board moved to acquire an office condominium in July 2000 and, following some renovations, the office was moved in the fall. In recent years annual accommodation expenses have been in the \$10,500 area, although some special factors have occasionally played a role. Our accommodation costs were based on a long term lease which was slated to expire and which had been negotiated during a period of local economic weakness. In considering acquiring premises for the Association, the Board also felt that there were some intangible benefits associated with a permanent address. The all-in capital cost including realty taxes and fees, GST, legal fees and renovations was under \$75,000. The Association owns the office outright; there is no mortgage. Annual accommodation outlays are in the \$9000 area, with depreciation representing one third of this. This is below the Association's former annual lease payments and substantially below what it would otherwise have been paying shortly. An additional, albeit modest saving, of the new office is that Board and Committee meetings can be held there.

The year ended with a budgetary surplus of \$4752 and a general balance of \$116,863. In constant dollar terms the balance in the general fund is similar to where it stood in the late 1980s.

The Pioneer, World Contest and Wolf Mix Funds received donations of \$8661, \$10,250 and \$1575 respectively last year, while disbursements of \$10,236, \$7915, and \$2300 were made from the Pioneer, World Contest and Corley Scholarship Funds. At year's end the trust funds had a book value of \$460,989 and a market value of \$660,779, up by \$47,394 and \$56,839 respectively from the year before. The Association as a whole, that is taking the general, world contest and trust funds into account, closed the year with a book value of \$580,417 and market value of \$780,227.

2001 Budget & Membership Fees The budget, which is balanced at \$149,500 is virtually unchanged from 2000. There is some reorganization of the expenditure side to reflect the change in office arrangements. Occupancy covers the cash outlay associated with the office, such as municipal taxes and condominium fees, while depreciation on the premises is included in the overall depreciation figure. Any other changes are minor. A critical assumption is that last year's membership weakness will be reversed. Regular adult membership fees have been adjusted upward by \$4 on a full year basis to \$106. This is largely designed to offset inflation and does not compensate for the fall in membership fees and other revenues last year. Other membership fees which had been reduced, then held constant for a number of years, have been adjusted back to be half the regular adult rate. In constant dollars, after-tax terms, SAC fees remain at about half of their level of decades ago.

Jim McCollum

2001 BUDGET		
	2000	2001
<i>REVENUE</i>		
Membership	\$115,000	\$114,000
Flight Training & Safety	2,500	2,500
Sales	14,500	14,000
Free flight (ads/subscriptions)	2,500	2,500
Investment income	12,000	12,500
Other	2,500	4,000
total	\$149,000	\$149,500
<i>EXPENSES</i>		
Salaries & professional fees	\$40,000	\$40,000
Occupancy	10,500	7,000
Office expenses, printing	11,000	11,000
Telephone	4,000	4,000
Postage	5,500	5,500
Depreciation	3,000	7,000
Cost of sales	8,000	8,000
Free flight	27,000	27,000
FAI	6,500	6,500
Flight Training & Safety	7,500	7,000
Meetings and travel	20,000	20,000
Publicity	3,000	3,000
Other	3,000	3,500
total	\$149,000	\$149,500

SAC FINANCIAL STATEMENTS FOR 2000

STATEMENT OF OPERATIONS – GENERAL FUND for the year ended December 31, 2000

	1999	2000 budget	2000
REVENUE			
Membership	\$116,285	\$115,000	\$108,996
Flight Training & Safety	2,245	2,500	1,395
Merchandise sales	13,791	14,500	9,900
Free Flight ads & subs	3,249	2,500	5,363
Investment income	11,839	12,000	13,942
FAI & other	3,789	2,500	2,134
Total	\$151,198	\$149,000	\$141,730
EXPENDITURE			
Salaries & professional fees	38,339	40,000	39,750
Rent	9,470	10,500	6,480
Occupancy	-	-	2,238
Office	10,401	11,000	5,866
Telephone	1,956	4,000	1,626
Postage	5,614	5,500	4,986
Insurance	-	-	2,693
Depreciation	2,697	3,000	5,555
Merchandise cost of sales	8,088	8,000	5,359
Free Flight	25,659	27,000	28,284
Affiliate memberships (ACC)	6,125	6,500	6,125
Flight Training & Safety	3,515	7,500	6,362
Meetings and travel	15,928	20,000	16,162
Publicity	2,673	3,000	1,790
Other	3,249	3,000	3,702
Total	\$133,714	\$149,000	\$136,978
EXCESS OF REVENUE OVER EXPENSE			
	\$17,484		\$4,752
Start of year	94,627		112,111
End of year	\$112,111		\$116,863

BALANCE SHEET – as at December 31, 2000

	1999	2000
ASSETS		
GENERAL FUND		
CURRENT ASSETS		
Cash	\$17,467	\$8,595
Mutual funds	225,488	172,403
Accounts receivable	8,915	24,791
Inventory	10,948	10,401
Pre-paid expense	867	-
Sub-total	263,685	216,190
CAPITAL ASSETS		
	3,628	69,514
TRUST FUNDS		
Cash	24,840	27,019
Investments (note 4)	388,735	433,950
Sub-total	413,575	460,969
WORLD CONTEST FUND		
Cash	250	2,585
Total	\$681,138	\$749,258
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable & other liabilities	\$155,203	\$168,841
FUND BALANCES		
General fund	\$112,111	116,863
Trust funds	413,575	460,969
World Contest fund	250	2,585
Sub-total	525,936	580,417
Total	\$681,139	\$749,258

NOTES TO FINANCIAL STATEMENT

1 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 for office equipment and twenty-five years for the office.

2 Fixed assets

Fixed assets are office and computer equipment. Book value for 2000 was \$3,628 after depreciation.

3 Fund investments

	1999	2000
• equity funds	\$388,735	\$433,950
(market value)	\$579,100	\$633,760

4 Trust Fund balances

	1999	2000
• Glynn	\$10,571	\$11,897
• Peter Corley	11,250	9,429
• Wolf Mix	56,159	64,804
• Pioneer Trust	325,595	364,839
• SP	10,000	10,000
total	\$413,575	\$460,969

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.

2000 COMMITTEE REPORTS

AIRSPACE

Committee Membership

The following members contributed to the Airspace committee in 2000: Ian Grant (chair), Roger Harris, and Scott McMaster. Marty Vanstone acted as the SAC Board contact.

Mid-Air Collision Avoidance Briefings

Following the concerns noted in the previous annual report, early in 2000 the committee developed advice on measures to avoid the risk of mid-air collision between gliders and commercial aircraft. This material was presented to the Annual General Meeting in Montreal and to a SAC safety conference held in the spring. A written briefing was prepared jointly with the Flight Training & Safety committee and has been issued to club CFIs for implementation.

Further discussion at Canadian Aviation Regulation Advisory Council (CARAC) on transponder exemption

The record of the September 1999 meeting of the CARAC General Operating and Flight Rules (GOFR) Technical Committee, published in May 2000, contained two items of concern to SAC members:

First, it recorded a claim from a representative of the Air Transport Association of Canada (ATAC) that the previous meeting had resolved to refer the exemption granted by CAR 605.35(1) on carriage of transponders by gliders and balloons to the Civil Aviation Regulatory Committee (CARC) for a decision on elimination. This contradicted the understanding of our committee that the issue had been dropped from consideration.

Second, it recorded ATAC's support for proposals on implementing Airborne Collision Avoidance Systems (ACAS) for heavy aircraft, and on increased transponder airspace.

ATAC's moves on increasing transponder airspace, if combined with elimination of the transponder exemption, would have significant impacts on soaring activity. Regions where transponder airspace might be expanded are typically near population centres where soaring activity also tends to be located. SAC's position as presented to Transport Canada has been that any requirement to install transponders would impose costs on glider owners and clubs across Canada without necessarily reducing the risk of mid-air collision or increasing access to controlled airspace.

In view of these concerns, the Airspace committee intervened with

senior officials at Transport Canada, who as a result confirmed that the CAR 605.35(1) exemption is not currently under consideration.

Safety review of VFR traffic in GTA

Airspace committee members participated in public meetings held by Transport Canada as part of its safety review of VFR traffic in the Greater Toronto Area. The committee will follow up on further developments.

National contest airspace facilitation

The Airspace committee assisted the Nationals organization, hosted in June this year by Gatineau Gliding Club, by liaising with Transport Canada, NavCanada, and Ottawa Terminal Control Unit. The contacts established a mutual understanding and modus operandi with the local Ottawa TCU staff, and resulted in the TCU permitting gliders to access the outer edges of the Ottawa Class D TCA with telephone notification from the contest organization.

Respectfully submitted, **Ian Grant**

FAI AWARDS

It's time again to renew the Official Observer lists for all clubs. This is done every three years in order to keep my list of active OOs current and correct. The Senior OO (or CFI) of each club *must* mail or e-mail to me a list of the active OOs in their club before *any* 2001 FAI flight claims are made. Claims signed by unlisted OOs will not be processed.

Thinking about doing some badge legs this summer? Why not have a look at the Sporting Code to find out what you have to do. Believe me, it's not safe to ask your Official Observer. Find out for yourself — it's not that hard to do. The Sporting Code was completely rewritten in 1999 and updated

SAC Badge and badge leg statistics 1991 – 2000

	91	92	93	94	95	96	97	98	99	00	5 yr avg	% of avg
1000 km	0	0	1	1	0	2	0	0	0	1	0.6	167%
Diamond	1	1	3	1	2	4	1	0	3	2	2.0	100%
Gold	12	5	1	2	4	6	3	2	4	5	4.0	120%
Silver	18	11	3	11	12	16	8	17	17	7	13.0	54%
C Badges	59	28	44	55	42	39	30	34	33	15	30.2	50%
Badge legs	125	65	45	87	93	91	79	87	79	67	80.6	83%

You can see from the chart that year 2000 was not very good for badges. It was even worse than 1992 for C badges. I hope that this decline is a reflection of the poor weather in the east and not the general trend of our sport.

as of 1 October 2000 by Ross Macintyre of the UK and our own Tony Burton. It's much easier to understand than it was in the olden days, when I was a boy.

The new Sporting Code can be downloaded from <www.fai.org/sporting_code/sc3.html>. There is a choice of formats, .pdf or Word. The Code is designed to be printed and read using the pdf file. The Word version uses a more universal font and has some pagination differences and is available mainly to allow users to translate the file as required.

If you decide on the pdf format, the file you download is *sc03-us.zip*. When unzipped you have ten files but you only need the big one, just over 122KB, named *SC3-Ltr-AL1-2000.pdf*. It's 44 pages long but you don't need the whole thing. However, what you do need you should print, so that you can easily work back and forth through the pages you require. First print out Chapter 2, FAI BADGES which is only two pages. Then you will also need Chapter 1, GENERAL RULES and DEFINITIONS which is six pages long and Chapter 4, VERIFICATION REQUIREMENTS and METHODS which is another 12 pages.

Now read the two pages of Chapter 2 and refer to Chapter 1 for definitions of the terms used. Only go to Chapter 4 when a reference directs you there.

See how easy that is? Do it! And then get out there this summer and fly your badge legs, fill in the claim form you can download from <<http://www.sac.ca/page12.htm>> and have your achievements recorded for posterity in the Canadian FAI Soaring Register.

Questions? E-mail me at <waltweir@inforamp.net>. Or check out the *Official Observer & Pilot Guide*, Annex C to FAI Sporting Code, which was contributed to and edited by Tony Burton and is also available at <<http://www.sac.ca/page12.htm>>. Note that the old Edition 7 of the *SAC Record & Badge Flying Guide* is now obsolete and should be discarded.

Walter Weir

FLIGHT TRAINING & SAFETY

First, congratulations to Heidi Popp, winner of the safety trophy and to Norm Perfect, winner of the best instructor trophy. See details in the Trophies report. Three instructors courses were run in 2000: by the Champlain club, with committee member Marc Lussier overseeing it in Quebec, Tom Coulson in Ontario, and Terry Southwood in the west. These continue to be a mainstay of our program, and our thanks to these course directors for their continuing efforts on behalf of the Association in running these important courses. The committee continues to research new areas of training and to incorporate these into the instructor courses, for example, human factors have recently been added.

Dan Cook, our National Safety Officer, has prepared a separate safety report. The reporting of incidents and accidents is thin, however we were able to glean information that is useful and this will be fed back to clubs in a series of club meetings planned for the spring of 2001.

Our current fatal accident rate, averaged over the past approximately 25 years, is running at four times the general aviation rate on a per aircraft basis. To reduce this we have adopted the slogan SAFETY TIMES FOUR. This could refer to a four-fold increase in our attention to detail when preparing to fly (do not distract a pilot when he or she is doing the pre-takeoff checks, for example), to a four-fold increase in attention when flying (example, when choosing and planning an off-field landing). We should all of us work diligently at every opportunity to improve our safety and that of our fellow pilots. This accident rate must and can be reduced, but it will take effort and commitment from us all; time will show results. Sweden did it, so can we!

The committee ran a series of safety conferences across the country as a major initiative during the winter of 2000. The conferences were held in Edmonton, Vancouver, Toronto, Regina, Hawkesbury and Winnipeg. It was encouraging to welcome pilots from many clubs, some of whom travelled many hours by car or air to attend. Conclusions are summarised below:

Licensing standards A recurring theme from these conferences was voiced by many pilots who feel our training does not provide adequate follow up after the licensing phase. Post-licence training was considered lacking in several clubs. Pilots consider this an important part in the development of a good approach to safety, as well as developing personal competence and excellence in pilot skills. Some recommended more cross-country training for example, and it is encouraging to report that many clubs are using the Bronze badge to develop further skills while obtaining advanced dual instruction.

Safety culture This is a topic that covers a wealth of interpretations within clubs! Some ask what is it? Pilots mentioned for example, complacency; no consistency in safety policies within the club; lack of and low priority of commitment to safety; no board leadership; limited involvement/focus, and so on. This is very disheartening for those of us working for clubs, to promote safety through Safety Officer training programs (available on the SAC web site), and trying over many years to learn from and to disseminate results back to clubs. On the other hand there are clubs that have a strong commitment to safety (witness the club of the winner of the Hank Janzen Trophy last year) and similar activities by all clubs should be the norm, not the exception. This does not mean changes in club rules or more manuals or checklists. A strong commitment to safety can be implemented by people adopting a more open approach to safety in all their decisions and actions at the club and while actually flying.

While lessons learned from accidents (including those in other countries) and, to a lesser extent, incidents have been incorporated into many aspects of our training courses and manuals, this was reported at the conferences to be not readily apparent to most pilots. One would like to think it is true nonetheless! We plan to add an item to our range of safety activities; for example, we will attempt to produce an occasional column on incidents and analysis in *free flight*. By

this means, and with the development of safety cultures within clubs that are “generative” in nature, we hope that safety can be brought more to the front in pilots minds, and we can begin to make an impact (choice of word?) on our current high accident rate.

Other areas that received attention at the conferences included communications within clubs and with the Association. Improvements in both areas can be made, and some club members identified how this may be improved. Currency and preparedness were considered important, with a suggestion that pilots were making shortcuts, and often were not as current/skilled as they should be for the tasks at hand. We identified important attitudes to include: a desire to improve, a non-condemning attitude, and taking ownership/responsibility for decisions. Airspace received close attention and, working with the Airspace committee, advice was given to all clubs to develop local procedures for flying near “heavy metal” corridors, for example, and how to use airspace more safely.

These safety conferences were a chance for many pilots to express their ideas and concerns about safety. Ideas such as member involvement/dedication, SAC encouragement/advice and seminars, cross-club input, interclub visits/meets, and Internet sites and mail were seen as important to strengthen the gliding movement and through this, to lower the accident rate by sharing concerns and ideas. Small membership in some clubs, interpersonal relationships, difficulty organizing volunteers, and problems distributing information were seen as problem areas. Pilots gave suggestions such as more members should become involved through joining the club safety committee, commit to working on club standard operating procedures (SOPs), discuss and make available SOP items, and attending safety seminars. Contributions that pilots can make include giving better guidance to and persuading other pilots to adopt safer flying habits.

The overall feeling from these conferences is that they were useful, though many “leaders” such as experienced cross-country pilots were notable by their absence. Without a commitment by them, we have a harder task to persuade the “general membership” pilots that safety is indeed something in which all of us must take more interest. We hope that these, and indeed all pilots, will make extra efforts in the years to come to get to grips with the safety issues and to commit to working hard to improve safety overall.

Though you may think your club runs a safe operation, statistics show that the larger clubs are having too many accidents and incidents. Do they pay sufficient attention to all their pilots? Does the small club do likewise? Press your club to improve/initiate a safety program that is active and seen to be functioning by all members. Say you will not get into the glider without starting the SOAR decision-making process – yes, it begins before you get in. SAFETY TIMES FOUR — that should be the slogan we all abide by this year, and next, and next, and...

Respectfully submitted,
Ian Oldaker

ACCIDENT REPORT

The report for 2000 includes both good news and bad news. On the positive side we have reduced our (reported) accident rate by about one half from the previous year. Unfortunately, we had another death as a result of a stall/spin accident. Our goal is to reduce our accident rate four-fold (“Safety times Four”) so we are on the right track but still have a way to go.

The safety audits and safety seminars last year have been a proactive means to achieve this goal and more follow-up is planned. It is too soon to say if this is having a real impact. Although saddened by the loss of a highly respected member, I am encouraged by the change in direction and pray that it's not attributed to a poor weather season and reduced flying activity! In 1999 we had 25 accidents, 4 deaths, 3 injuries and 18 aircraft destroyed. In 2000, we had 14 accidents as follows: 1 fatal accident, 5 aircraft destroyed, 5 aircraft substantially damaged, 3 aircraft with minor damage. How does this compare to previous years?

Year	89	90	91	92	93	94	95	96	97	98	99	00
Flying	–	19	15	16	30	31	20	13	10	–	16	12
Total	9	29	22	23	34	33	23	18	12	8	25	14
Fatal	0	4	1	2	0	0	0	0	0	0	4	1

What happened in 2000?

Fatal Standard Austria entered a stall/spin from 50 feet on a winch launch. Slight tailwind gust noticed at take-off by witnesses. Glider observed lowering nose, then pitch up 20 degrees before stall. Pilot experienced.

Write-off Schweizer 1-36 was destroyed in off-field landing attempt when glider was ground looped to avoid collision with trees. Pilot experienced heavy sink shortly off tow and tried to return to the airfield where no good off-field landing options existed. Pilot experienced.

Write-off Pilatus was destroyed in a ground loop at a small private airstrip during an off-field landing recovery by aerotow. Tall grass/crops on the side of runway caught wing tip on lift off. Take-off was second attempt after first attempt was aborted when wing tip brushed crop. Pilot experienced, but had low time on type.

Write-off Maule towplane flipped over during hard breaking on landing to avoid deer. Pilot experienced.

Write-off Krosnos trainer landed in trees in off-field landing attempt in heavy sink. Pilot became disoriented after release at 3000 feet and could not locate the field. Glider drifted too far downwind to make final glide when position was identified. Pilot was newly licensed and had two check flights at the field without difficulty. Pilot inexperienced and low time on type.

Write-off SZD-55 stalled on base leg approach during an off-field landing attempt after aborting a final glide. Pilot

opened spoilers when approach speed appeared too fast. Final turn would have been less than fifty feet. The pilot sustained minor injuries. Pilot experienced.

Substantial damage DG-400 motorglider struck a wing on ground during turn to final. Pilot had attempted to start motor after determining two gliders were ahead and higher in the circuit. Drag of engine and mast reduced glide slope in circuit and the pilot was distracted until impact. Pilot experienced.

Substantial damage L-13 Blanik was hard landed and broke the tailplane off following undershoot approach where contact was made fifty feet from runway threshold with a tree, bushes, and then a fence post. Spoilers observed fully open throughout base leg and final approach. Pilot experienced.

Substantial damage K7 two seat trainer undershot the runway threshold during a landing on a passenger flight. The pilot had noted heavy sink and turbulence on base leg and closed spoilers. Spoilers partially opened unnoticed on final contributing to the undershoot. Wings and spoilers damaged. Pilot experienced.

Substantial damage Citabria towplane undercarriage collapsed while it was taxiing back to the apron after landing. A king bolt holding the gear under the fuselage sheared off. Later analysis determined that the under-torque of the king bolts during gear removal/installation for non-destructive testing had lead to fatigue/failure of the bolt.

Minor damage Libelle collided with the rudder of another glider on the runway following a heavy landing on a soft field. Full direction control was not maintained after landing and the glider veered towards a previously landed glider. The tail of the second glider in the collision was still partially on the active runway due to difficulty in moving it on the soft field and long turf. Pilot experienced.

Minor damage Discus had minor damage in an off-field landing attempt in difficult desert terrain. Pilot experienced heavy sink, which reduced final glide. Pilot experienced.

Minor damage ASW-27 ground looped on a take-off attempt in gusty crosswind conditions (10 knots). Pilot experienced but low time on type.

Minor damage Krosno canopy was broken. No details.

Accident analysis

These accidents can be grouped into take-off related (2), landing related (10), and possibly maintenance related (2). In some of these cases, very few flying hours were identified in the previous month indicating currency and low time on type may have been significant factors. Four accidents were related to off-field landing attempts and trying to return to the departure point despite lack of height when other options were possibly available. Some may have involved a reluctance to follow established off-field landing procedures. Often pilots feel pressure from the perceived inconvenience or em-

barrassment of a land-out and opt to push on in the hope they can make it back.

A recurring theme surfaces for the two accidents involving spoilers being sucked out without the pilots noticing. Both the aircraft involved have a poor track record for this type of incident/accident causing undershoots. However, pilots will continue to make this type of error. How can we mitigate this problem? Possibly, by adapting our circuits to allow for a potential reduced glide angle when flying this type.

Accidents related to maintenance are often a question of when do you invest your effort and money, before or after the accident? In gliding, as in other safety-related activities, we employ a double check system. When something is repaired or reassembled, a separate knowledgeable person should check the work. This is a tried and proven practice used in commercial airline maintenance.

Preoccupation or distraction when landing an aircraft is critical. This is one of the most risky phases of flight, especially for glider pilots. Motorgliders provide a great advantage and freedom for pilots but many have got into trouble if they rely on them when planning their flight. A glider should be treated as such when circuit height is reached.

The accident occurring in an off-field recovery on a narrow runway involved catching the crop with a wing tip on the attempted takeoff. No matter how skilled we are, when these margins of safety are removed our risk goes up exponentially. Take-offs and landings are where most accidents happen. A trailer recovery can greatly reduce this risk.

The next item deals with the understanding of Air Cadet training which may have been a factor in one of these accidents. These pilots are very well trained to fly and are very enthusiastic. However, they lack a great deal of experience (weather, different site conditions, flying beyond gliding distance of field, thermalling, etc.) compared to SAC-trained pilots, and are not used to operating in a much less supervised flight environment. This means we have to assume nothing about the scope of their experience; we must provide them with the mentoring they need. Most often this will mean dual practice of the "SOAR" technique, off-field landing situations, site checks and thermalling experience before they leave the field on their own recognizance. If we apply the SAC recommended licensing standards for all pilots new to the club, it will serve us well. Air Cadets can and will contribute greatly to the soaring movement.

The last issue to address involves the fatal accident. At most we can make our best guesses and we rely heavily on observations at the accident location (the Safety Officer, Richard Vine wrote an excellent accident report). The glider involved (a Standard Austria) is reported by pilots to be very unforgiving at slow speeds. A Vee-tail trim-actuator was reported missing from the wreckage, which (according to the report) could lead to control stick forces being reduced by half. This would have made control difficult, but this is inconclusive as being the cause of the accident.

Other factors such as thermal gusts and winch speed may have affected the situation. For example, the club was in the process of changing ends because the wind was now favouring the other end. However the pilot elected to make the take-off in any case. Note that there could have been a tailwind gust at or immediately above tree height that was not felt on the ground. This means the airspeed would have been reducing as the glider climbed, and if the pilot was “pulling up” hard, he would have had problems with lateral control if close to the stall speed; a classic entry to a snap roll. The situation appears to be an unfortunate case of several factors all occurring together to become the necessary sequence that led to the accident (again, the Swiss cheese model).

Where do we go from here?

Risks

What we have been talking about so far are the risks and the management of risk. Most accident/incident analysis deals with the risk after the fact. What needs to be done now at the club level, to make this report of any use, is to review your club’s safety audit along with this accident report and last year’s (*in free flight 4/2000*). Based on the information available, clubs can identify and evaluate their own hazards and make a risk assessment (see Table A). Each hazard can be assigned a value based on its possible frequency and impact assessment. This allows hazard comparison, prioritization, and provides guidelines on acceptability of risk.

Table A		Hazard Matrix			
		Catastrophic	Critical	Marginal	Neglig.
		(1)	(2)	(3)	(4)
Frequency					
Frequent (A)		1A	2A	3A	4A
Probable (B)		1B	2B	3B	4B
Occasional (C)		1C	2C	3C	4C
Remote (D)		1D	2D	3D	4D
Improbable (E)		1E	2E	3E	4E
Risk index	Suggested criteria				
	Unacceptable				
	Undesirable (club decision required)				
	Acceptable with club review				
	Acceptable without review				

Once your risks are identified you can develop countermeasures to mitigate the risks, keeping in mind zero risk is unlikely (which is why we will always need insurance). The responsibility for acceptance of risk rests with the club leadership/management, *not* the CFI or Safety Officer. Next, take action to make the necessary changes, procedural, operational constraints, or operator improvements. An example of our control over risks involved a discussion with a gliding club about the “rights” of our pilots. The questions were: “Do we (clubs) have the right to tell our members when they can or can’t fly their own aircraft, or to not buy a certain aircraft, or to prevent them from flying it?”

These are difficult questions to tackle when they challenge the personal freedoms of choice we all enjoy. On the surface you might agree, but what are the risks to pilot, club, and soaring organization as a whole? As a club organization we have the right to refuse to tow someone, or refuse to let him or her use club property/equipment. Club membership is not an exclusive right to ignore club rules or the CFI’s determination of fitness to fly! If a member does not like a club’s rules, he or she is free to go fly their personal airplane of choice from their backyard. All this to say that we do have control over what really happens on and in our clubs.

The last element of the risk management “Safety Cycle” is assessment and measurement. This is a means by which you look at your accidents and, more importantly, your incidents. Talk to and have safety discussions with the membership, and follow up earlier safety audits to provide feedback on the effectiveness of your club’s safety program. This is then linked back to the first step of hazard identification/risk assessment.

I would like to mention here that small clubs are at the greatest risk. Fewer people to do the work from year to year can create burn-out and more shortcuts are taken for convenience. Loosening of safety rules and procedures is often more likely. If you find your club in this predicament be ever-vigilant. One serious accident has caused many clubs to fold. On the personal level, the table below shows you where we stand compared to other risks. Where do you want to be?

Table B

High risk	requiring immediate action
Moderate risk	requiring action
Low risk	requiring planning
Very low risk	requiring monitoring only

Conclusion

We still have a long way to go and, unfortunately, injuries and the total amount of our insurance claims still means we have challenges to meet, safety-wise. The analysis above can help to identify many risk areas that require mitigation strategies at the club and national levels. The key to improved safety is thorough follow-up action at the club level. Use your incident analysis and safety audits as tools, and let’s try to halve the accident rate again with *no* deaths or injuries.

Dan Cook,
National Safety Officer

FREE FLIGHT

2000 was a good year for *free flight* and I hope that you have enjoyed getting it. Thanks to everyone who took the time to contribute stories or even a bit of filler material — the magazine depends on you for its content. 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.

There were three 24 page and three 28 page issues in 2000. There is a slow tendency to increasing size, partly due to more

material arriving and partly to increased commercial advertising. Notable history articles came from Barrie Jeffery, a SAC oldtimer, and it is indeed sad that he left us last year. I also enjoyed getting stuff from the "Bald Eagle" and hope that his funny bone stays tickled.

The use of the web and e-mail is becoming pervasive. The primary reasons are instant access and significant cost savings in distribution. A secondary reason, but primary from my point of view as *free flight* editor, is the archival function. By being stored electronically as .pdf files, the magazine can be accessible, and searchable by anyone over an extended period of time. However, there is no thought of eliminating the printed original. Nothing replaces (yet) the ease and practicality of reclining with a copy of *free flight*, and the magazine will be around a lot longer than any hard drive.

The "searchable" index is taking more time than I thought. Susan Snell is working on building a keyword-searchable index for ALL issues of *free flight*, which go back 50 years! Once the index backbone is created, it will take some time to input the data. This will be an immensely useful resource when it is finished — these volumes contain a lot of valuable information which *does not* go out of date: soaring technique, safety issues, training methods, etc. And of course, the history of the sport in Canada (people, contests, gliders, events) will be available with a few keystrokes.

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, phone number, e-mail, or contact person.

Thanks to Ursula again for her proofreading. 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 material for SAC members — for example an OO "test" and most of the SAC forms, all of which are on the SAC documents web page. I enjoy the work of editor — the rest is up to you.

Tony Burton

INSURANCE

I would first like to welcome Keith Hay and thank him for volunteering to join this committee effective from the 2001 AGM. Keith will be a very helpful addition as he is located closer to our broker, Grant Robinson, in Calgary and will be better positioned to assist members in Western Canada with their concerns. Thanks also to Doug Eaton who has been a continuing source of assistance despite having to cope with some unfortunate personal issues.

In preparing for renegotiation of the insurance in December 2000 for the 2001 season, our broker compiled a loss analysis

of the Association from 1985 to date. Insurance companies typically look to a loss ratio (claims/premium) of 60% to maintain an account. Our average for the past 16 year period was 117.89%. Even after removing the two large liability claims of 1996 and 1997, our hull losses averaged 71.49%. Hull claims of the last three years were: 1998 – 107.5%, 1999 – 92.21%, 2000 – 82.73%, and I believe there are some more claims yet to be tabulated for 2000.

Ten years ago, we were able to argue that our Association had a reasonable history of alternating good years with bad. That is not the current case as our most recent year below the 60% loss ratio was nine years ago. Also, the insurance marketplace has changed, particularly over the past three years. Companies have amalgamated which means there is less competition. While our premium did not increase significantly during this period, insurers have suffered some bad losses and are looking to recover their profitability.

In approaching for the renewals, I was asked to prepare a presentation to prospective insurers of our safety initiatives to show that we are serious about taking action to improve our safety. Our initiatives comprised the following steps that are being followed by FT&S, and have been proven in Sweden, which has turned around their record:

Safety Conferences The Flight Training & Safety committee with its Winnipeg conference completed the regional presentations aimed at focusing club thinking on safety issues. This programme will be continued on a two-year cycle in order to keep the focus on safety due to changing personnel at our member clubs. Proceeds from the safety fund are dedicated to help defray some of the costs of the safety initiatives. While we have not received any money out of this yet, we understand last year raised approximately \$3000.

Safety Fund With the renewal for last year, a structure was implemented to reward clubs and private owners who had a good safety record, and to bring home to others a financial impact based upon their claims history. Over a three year period this charge can increase as high as 15% of premium, which is a significant burden that clubs and owners may have to bear if their record does not improve.

Safety Audits Based upon the responses, a follow-up procedure will commence in 2001 that will involve members of the committee meeting with CFIs, instructors and board members of specific clubs to go over their detailed answers and provide recommendations. It is intended that these audit reports be updated on a 2–3 year cycle to maintain the focus and involve new participants as the personnel changes at member clubs.

Accident/Incident Reporting Flight Training & Safety has revised the form to obtain information necessary to advise on prevention of similar occurrences at that or other clubs. Unfortunately, the quality of reporting is frequently poor or non-existent, and must be improved. This has led to the requirement that the form be filed with the SAC office before the broker will release the claim cheque.

SAC INSURANCE HISTORY, 1990 – 2000

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Insured Clubs	43	38	39	41	40	39	32	37	37	39	41
Total Aircraft	361	370	384	384	417	413	393	387	411	359	376
Hull Value (\$M)	6.77	7.33	7.99	8.57	9.09	9.43	9.13	8.61	10.15	10.55	10.89
Hull Premium (\$K)	211	201	229	198	221	244	247	241	267	289	306
Hull Losses (\$K)	263	48	153	258	205	225	185	151	340	347	280
Hull Loss Ratio (%)	124	24	67	130	102	89	75	63	127	120	92
Total Premium (\$K)	312	295	328	298	323	354	356	347	423	435	466
Total Losses (\$K)	324	53	164	274	253	240	1616	1717	456	401	339
Premium/Losses (%)	104	18	50	92	79	68	454	495	108	92	73

Note: 2000 was only a 9 month insurance period

Broker Grant Robinson was our broker for many years. Recently he moved to a different brokerage, and it was felt desirable to join him as his handling of our account has always been exceptional. Grant is now at Jones Brown, Suite 1100, 1015 Street SW, Calgary, T2R 1J4. Phone (403) 298-4314, Fax (403) 265-1922; e-mail <grobinson@jonesbrown.com>.

By the time you read this, the 2001 renewal will be in place. Again we had only one company submit a quote, our existing insurer, Canadian Aviation. Other companies either refused to quote, or told us they could not compete. The marketplace is much more difficult this year, and overall we were presented with a 17% increase. When this is broken down to individual aircraft the increase is less for single seaters, but over 20% for two-seaters which is where there is a more significant liability risk.

As announced last year, the policy year was changed to December 31 to better handle clubs and individuals who commence flying earlier in the year, and to allow sufficient time to complete the policy negotiations and calculations prior to our annual general meeting. Since last year was the change year, everyone only paid 75% of the normal annual premium for nine months coverage. 2001 therefore reverts to a full 12-month premium based on the new rates to December 31. A number of minor insurance matters are still under discussion and will be reported in *free flight* in due course.

Richard Longhurst

MEDICAL

The past year was remarkable in that no requests for advice regarding medical problems were received, for the first year ever. That suggests that in spite of the increasing age of pilots, we are getting healthier as we get older, or that pilots are taking advantage of the Category 4 licence.

I would remind pilots that the Medical committee is available to give advice to pilots who have health problems, which is giving difficulty to obtain or renew a licence. We cannot influence Transport Canada in their decision-making.

On the international scene, the FAI is now enforcing the issue of performance enhancing drugs by pilots, as opposed to standard medical drugs used for health reasons, eg. hypertension, oral antidiabetes drugs, etc. In closing let me say, keep taking that apple — it kept me away this year.

Dr. Peter Perry

RECORDS

Several claims for Canadian soaring records have been received in 2000. Tony Burton and Trevor Florence flew record flights in the Rockies. Dale Kramer sent his claim for the November 1999 flight. Tracie Wark sent two claims for her flights flown at Ridge Soaring, Pennsylvania in October. Trevor flew a PW-5 to claim the World record in Free 3 TP Distance category in the World class of gliders. The FAI has approved the distance of 636.7 km.

Due to job, family and volunteer work commitments I had to step down from the position of the SAC Records chairman. I have processed Trevor's claim and sent it along with the computer flight analysis and my comments to FAI. The rest of the claims still have to be analyzed by the new person. The list of claims are:

Free 3 TP distance – 607.3 km, Open category
Tony Burton, 25 May 2000, RS-15 (C-GPUB)
Invermere, Nicholson brdg, Bull R dam, Parson brdg, Invermere

Free 3 TP distance – 636.7 km, Open category
Trevor Florence, 1 June 2000, PW-5 (C-GLDR)
Swansea H/G ramp, Moberly pit, Lakit lookout, Mt. Seven H/G,
Swansea H/G ramp

Free 3 TP distance – 770.4 km, Club category
Trevor Florence, 1 June 2000, PW-5 (C-GLDR)
Swansea H/G ramp, Moberly pit, Lakit lookout, Mt. Seven H/G,
Swansea H/G ramp

Speed to a 100 km goal - 105.6 km/h, Multiplace, Open
Trevor Florence / Norman Marsh

27 June 2000, Twin Astir I (C-GVSY)
Mt. Seven H/G launch, near Invermere (103.3 km)

O/R Speed 300 km - 131 km/h
Tracie Wark, 29 October 2000
Ridge Soaring, PA

Free 3 TP Distance - (not shown in claim, need to process computer file)
Tracie Wark, 30 October 2000
Ridge Soaring, PA

Frank Cwikla

SPORTING

After the 2000 SAC AGM, Tony Burton resigned from the Sporting committee to take on other soaring related challenges. Tony's contribution has been invaluable over the years and I personally have very much enjoyed working with him. His expertise in Sporting Code matters is greatly missed. Fortunately Walter Weir accepted the invitation to join the committee. Walter brings a wealth of knowledge and experience to the table. He has extensive and up to date experience in Canadian and US competitions. As holder of many current Canadian records and acting as the SAC Badge chairman, he is very familiar with Sporting Code issues, both from the pilot's perspective as well as from the perspective of the approval authority.

Completed projects

2000 National Soaring Competitor Rules

Changes to the Nationals Rules which had been extensively pre-discussed on the Roundtable were wrapped up during the Sporting committee workshop at the SAC AGM in Montreal and forwarded to the Board for approval. The document *2000 National Soaring Competition RULES AND REGULATIONS* was issued and the scoring software changed accordingly.

Competitor feedback session During the 2000 Nationals competitors were invited to comment on the Nationals Rules during a session hosted by the Sporting committee. The suggested changes are listed in the document *Pilot Feedback 7-2000* and will be further discussed on the Roundtable.

Team selection policy and seeding list

During the AGM Sporting committee workshop, a 1999 ruling of the Sporting committee to allow pilots of all classes to qualify for Club class Worlds was confirmed. However, during and after the 2000 Nationals this team selection policy was questioned by a few Club class pilots. The reasons for selecting pilots for the Club class Worlds from all classes are:

- At the Worlds level, Club class is highly competitive, whereas it is the goal of our current Canadian Club class to introduce novices and club pilots to competitive soaring.
- The sailplanes used in the World Club class are essentially the same as used in Canadian Standard and 15m classes (LS-4, DG-400, etc), therefore our Standard and 15m pilots are well trained for this contest.

- Selecting the team exclusively from the Club class would result in top pilots from 15m and Standard competing in Club class, effectively shutting out traditional Club class pilots.

Significant time was spent corresponding with a few Club class pilots on this subject. As it turned out, no 15m or Standard class pilot elected to fly in the first World Club class Championships in Gawler, Australia. The only participant was the winner of this year's Club Class Nationals. Having learned from this episode, the Sporting committee will strive to improve effective communication with competition pilots and the general membership. The 2000 Seeding List and team for the Club class Worlds were established after the Nationals and published.

Registration of the Canadian competitor at the World Club Class Championships

The Sporting committee provided the liaison to the organizers of the World Club Class Championships and registered Heri Pözl, this year's winner of the Canadian Club class. Our best wishes for a safe and successful competition accompany Heri to Gawler.

Ongoing projects and issues

Review of the rules for the 2001 Nationals

A Roundtable discussion based on the suggestions from the competitor feedback session is currently underway. There are also editorial changes necessary to remove ambiguities.

New scoring software

Nick Bonnière has developed scoring software that transfers scoring data directly from the flight data analysis software, eliminating the need to re-input data with the possibility of typographical errors. The software is currently being tested for approval by the Sporting committee with the goal to use it for the 2001 Nationals.

Review of Canadian scoring formula

The current Canadian scoring formula results in overly severe penalties for landing out on days where there is only one or very few finishers. As a result the one lucky pilot finishing on such a day can gain a large advantage over the rest of the field that catching up on regular speed days can be almost impossible. An analysis of the Canadian system alongside the US, UK and Worlds scoring systems has shown that we have the only system with a discontinuity in the speed/distance points ratio (as soon as there is 1 finisher we jump from 0 to .333). The graphs in Colin's document *scoreegs.doc* illustrate the problem. The committee is currently discussing the issue with the goal to find solutions.

Team selection policy

World class In 1998 it was decided to seed World class pilots in Sports class due to the lack of a viable PW-5 class in Canada at the time. This arrangement was carried over when Sports class was transformed into Club class since a viable World class still did not exist. The introduction of Club Class World Championships has attracted high performance gliders

into the Canadian Club class. PW-5 pilots are now facing the difficult task of competing against high performance sailplanes. The handicap system is not suitable to bridge such a large performance gap. A new seeding policy for World Class World Championships should be developed.

We could consider to determine the seeding for PW-5 gliders from a subset of Club class participants with handicap factors equal or greater than 1. This issue will be discussed at the Roundtable.

18m class At this time there is no viable 18m class in Canada. Considering the difficulties of finding reasonable numbers of contestants for the Std and 15m classes it is questionable if an 18m class would ever be feasible. However, the 18m class is very popular at the Worlds level. It seems reasonable to select participants in 18m events from the Canadian Std and 15m classes using the regular seeding list for the following reasons:

- 18m gliders are similar in handling to Std and 15m gliders. In fact, many Std and 15m gliders in Canada today can be flown with extended wingspan.
- Std and 15m classes in Canada are both equally competitive which is evidenced by the combined scores which have been prepared for several recent Nationals.

However, due to limited funding, priority in this area should remain with Std and 15m classes

World Air Games The IGC sees the World Air Games as the highest priority competition and is asking the National Aeroclubs to give funding priority to World Air Game participants. Notwithstanding the fact that the soaring competitions in the WAG will utilize World class gliders, the Sporting committee feels the qualification for the WAG should not be limited to World class gliders for the following reasons:

- There is no viable World class in Canada,
- The best pilot in Canada should be sent to such a high profile event.

Timing of team selection

In its 1999 report, the Sporting committee recommended to select the team for world championships at least 10 month in advance to allow pilots a reasonable time to prepare. It was further recommended to implement this rule so it would be in effect before South Africa 2001. The committee feels there was not enough opportunity for consultation before the 2000 Nationals which would be the basis to determine the team for South Africa if this rule were implemented.

Recommendation: Discuss on the Roundtable and implement after South Africa.

Attracting novice pilots to competitive soaring

The recent Roundtable discussion in regards to holding Nationals in Uvalde and east vs. west is revealing a disturbing trend: there is little enthusiasm left for eastern pilots to travel to Nationals in the west and there was never much western participation in eastern competitions. The fact that the price

for gasoline has risen by 50% over the last two years is making matters worse.

It is quite possible that Canadians from all parts of the country will not come together in one Nationals any more. Furthermore, it may not be feasible to hold Nationals in the west due to low participation. The western competition scene would certainly wither as a result. However, technology may offer us new ways to compete. Today, flight data can easily be shared and analyzed over the internet. In this case distance is no factor.

The introduction of an ongoing, decentralized competition all across the country would be one way to keep contest pilots interested and to also draw novices into the field of competition. This type of competition has been very successful in other countries, such as the United Kingdom and Germany. CAS is currently trying to expand this concept nationwide as the Decentralized Nationals by dropping the requirement for CAS membership and offering cash prizes.

Recommendation: Support CAS in this effort and align the various SAC flight trophies and awards with the rules for the Decentralized Nationals.

Contest Cookbook

The *Contest Cookbook* was created by Tony Burton as a how-to manual for contest organizers. Since contest rules now require GPS evidence, Tony felt it would be better to hand off this responsibility to someone with current contest-running experience. Larry Springford who has extensive experience as Contest Director has accepted the responsibility to update the *Contest Cookbook* in conjunction with the committee.

IGC meeting

Last year Hal Werneburg attended the IGC meeting in Lausanne on behalf of SAC. The cost to SAC was low since Hal was travelling in Europe at the time. This year Hal is not available. Although I usually travel to Switzerland in March, my travel schedule was different this year. If we cannot find a suitable representative who can combine his attendance at the meeting with travel in Europe, we will have to decide if attending the IGC meeting is worth the expense of sending a delegate to Europe for the sole purpose of having Canada represented at the meeting.

Records administration

So far, no volunteer has come forward to take over the responsibility of processing Canadian record claims. If this position cannot be filled before the season starts it could be a serious problem. It would make sense to combine the processing of record claims with the processing of badge claims. However, Walter's workload between the Sporting committee and handling badge claims is already high. In a volunteer organization there is always the danger of burning them out.

On a personal note, I want to thank my fellow committee members, Walter and Colin, as well as Larry Springford for their support and dedication. I would also recommend that SAC gives recognition to Ursula Wiese for maintaining histori-

cal records such as the *Book of the Best* and monitoring the awards policies for trophies.

Jörg Stieber
Chair, Sporting Committee

TROPHIES & AWARDS

Trevor Florence had a good year at Invermere. In fact, he set a world record for World class gliders in his PW-5 while winning the **BAIC Trophy** for the best flight of the year. "June 1 didn't look like a particularly good day when I took off at 11:30," Trevor said. "I headed to Moberly Pit, more than 90 kilometres north. By the time I turned around and reached Lakit Lookout, virtually due east of Cranbrook, conditions were improving considerably. A cloud street had developed all the way to Golden, and I flew at flank speed there and back to Invermere for a flight totalling 636.38 kilometres in seven hours and 15 minutes. I was more focussed on a dinner date I had than on breaking a world record, and it's possible I could have flown for another 150 kilometres before the lift died."

The winner of the **Canadair Trophy** for the best five flights of the year was Tony Burton of Cu Nim, flying his RS-15, Echo Echo. "Each one of those flights was actually a failed attempt at greater distances," Tony said. The longest of these flights was 607.6 kilometres on May 6, from Invermere to Nicholson Bridge, Bull River Dam, Parson Bridge and return. The total distance covered on the five flights was 2981.8 kilometres. One additional flight, the second longest, was from Invermere, two were from Black Diamond and one from Cowley.

At Cowley, Alberta, Orlan Dowdeswell of the Regina Gliding and Soaring Club took the **Stachow Trophy** for the highest absolute altitude of the year. On October 8, Orlan flew a Jantar to 7929 metres above sea level. Orlan said the initial climb was difficult, but once he was well established in the wave the climb was relatively rapid.

On the same day, Darwin Roberts of Cu Nim earned a SAC Certificate of Achievement by gaining his Diamond altitude with a height gained of 5530 metres in his HP-16. There was insufficient information available to the committee to determine the absolute altitude attained.

Dave Stokes of Cu Nim also earned a Certificate of Achievement that day by reaching 26,600 feet (indicated on the altimeter) as a student pilot in a club Blanik, supervised by instructor Mike Glatiotis.

The presentations were made at a luncheon during the SAC annual general meeting in Winnipeg. There were no applications for the **Silver C Gull trophy** or the **200 Trophy** for the best five flights by a pilot with less than 200 hours P1 at the beginning of the season.

David McAsey

OTHER SAC TROPHIES & AWARDS

Hank Janzen trophy
(club or pilot with best contribution in the year to flight safety)

Heidi Popp is the Safety Officer at the Vancouver Soaring Association and developed several innovative ideas and policies to improve flying safety and flying proficiency at her club during the year. She "has been like a breath of spring air since assuming the role of Safety Officer", the citation reads. Club members were encouraged to write up incident reports, stressing that no one need feel ashamed. She instigated daily briefings to discuss weather and safety issues, and was instrumental in getting the safety audit completed. In the off-season she has continued to work tirelessly for improved safety. She makes a worthy recipient of the Hank Janzen trophy.

Walter Piercy trophy (*instructor of the year*)

Norman Perfect of York Soaring wins the Walter Piercy Instructor of the Year Award. Over several years he has devoted much time to his club, and instructing many student pilots during the week and at weekends. "There is nothing that Norman does not do", according to his club. He made over 400 flights in the back seat in 2000 for over 100 hours time; this compares to similarly high numbers over the past few years. The club feels it will lose a tremendous amount when Norm finally "retires". He makes a worthy recipient of the Walter Piercy trophy.

Ian Oldaker, FT&S chairman

Roden trophy (*club soaring skills development*)

The trophy for best badge achievement by a club was won by the *Vancouver Soaring Association*. The club, with 84 flying members, awarded five A and B pins, three C badges, one Silver badge and three of the following: Gold badges, Diamond legs or national records.

David McAsey

Best Author certificate (*for the best article to appear in free flight in 2000 by a Canadian writer*)

Awarded by the *free flight* editor to *Barrie Jeffery*, late of the Gatineau Gliding Club, for his two part series on the history of the Grunau Baby in Canada. One of the original members of SAC and the first Gold pilot in Canada, he passed away in the summer and will certainly be missed.

Tony Burton, editor

COMPETITION TROPHIES

These trophies were awarded at the Nationals at Gatineau:

MSC trophy –

15m class Champion *Ulli Werneburg*

Wolf Mix trophy –

Standard class Champion *Ed Hollestelle*

Dow trophies – best assigned task flown

15m class 182.8 km @ 101.6 km/h *Ulli Werneburg*

Std class 182.8 km @ 102.5 km/h *Ed Hollestelle*

Club class 193.8 km @ 85.7 km/h *Heri Pözl*

Carling O'Keefe trophy – Best team

Pierre-André & Laurence Langlois

SOSA trophy – Best novice *Ron Walker*

SAC ANNUAL GENERAL MEETING

10 March 2001

The 56th annual general meeting of SAC opened at 0920 with a quorum present.

Prairie Zone director Howard Loewen and president Richard Longhurst began with a welcome and opening remarks.

2000 AGM minutes

Howard asked if there were any changes to last year's minutes.

Motion #1 Moved by Board,
Seconded Keith Andrews
"That the minutes of the 2000 AGM be accepted." Carried

Financial report

The treasurer, Jim McCollum, provided an overview of last year's financial results, as well as the 2001 budget and associated membership fee schedule.

Due to a low membership year, revenues were down but so were expenses, so for the 14th year, the association operated without a deficit. A major change was the purchase of an office condominium. This was done to assist in controlling accommodation costs. The ongoing expenses associated with the office are less than our former annual lease payments and should be substantially less than what we would otherwise have to pay in the future, and we have an asset.

Motion #2 Moved by Board,
Seconded Tom Coulson:
"That the 2000 financial statement and the 2001 budget with its associated membership fee schedule be accepted." Carried

Motion #3 Moved by Board,
Seconded Tony Burton:
"That Kent Whittaker, CA. be appointed auditor for SAC for the 2000 financial year." Carried

Motion #4 Moved by Board,
Seconded Ian Oldaker:
"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." Carried

OLD BUSINESS

Insurance questions

- Ian Oldaker asked if there was additional liability protection available for non-Directors such as the instructors course leaders. Richard responded saying that SAC is looking into "product liability" insurance which adds liability coverage for anyone over and above the normal limit.
- SAC is also exploring coverage for all SAC assets (now that it owns an office). The concern here is that should there be a lawsuit following a nasty accident, SAC might find itself being sued simply because of the magnitude of its current net worth.
- Richard noted that, for clubs, the 5% premium penalty is incurred only when a claim reaches 5% of the *entire* club fleet hull premium, not when a single claim is made.

NEW BUSINESS

Director elections The new Quebec/Atlantic Zone director, Jo Lanoë, was elected by acclamation. The Ontario Zone director, Richard Longhurst, was reelected by acclamation.

Motion #5 Moved by Fred Kisil at 1030,
Seconded John Broomhall:
"That the meeting be adjourned." Carried