



**SOARING  
ASSOCIATION  
OF  
CANADA**

**ANNUAL REPORTS FOR 2003  
AND 2004 AGM MINUTES**

*The following information is SAC's report on the activities of  
the Association in 2003. Copies have been posted on the SAC website.*

*The full financial report is also available from SAC upon request.*

# SAC ANNUAL GENERAL MEETING

Minutes, 20 March 2004

**Introduction** The 59th annual general meeting of SAC opened at 2:10 pm with a quorum present (about 50). President Phil Stade introduced the Board members present. He passed on the regrets of the Atlantic Zone director who was unable to attend and is stepping down. Nominations are being sought to fill this vacancy. Marty Vanstone, Pacific Zone director, had also stepped down and has been replaced by Kevin Bennett of Canadian Rockies Soaring. Phil remarked that there were many challenges facing SAC and that its primary focus is to encourage soaring and promote its "safe enjoyment".

## 2003 AGM minutes

After a meeting review, Phil asked if there were any changes to last year's AGM minutes.

**Motion #1** Moved by Board, seconded Keith Andrews  
*"That the minutes of the 2003 AGM be accepted as written."* Carried

## Financial report

Jim McCollum reviewed the financial statement for 2003 and discussed various aspects of SAC membership, funds, and expenses. He gave a brief history of the financial state of SAC, from its perilous condition in the early 80s to its solid position now. There will be no significant change to the 2004 budget. The membership fee schedule presented an overall 2% increase to accommodate the rise in cost of living. He outlined the history of the fee SAC pays to the FAI and how SAC has been able to reduce it and what we get in FAI services.

**Motion #2** Moved by Board, seconded Tony Burton  
*"That the 2004 budget with its associated membership fee schedule be accepted."* Carried

## Motion #3

Moved by Board, seconded Henning Mortensen  
*"That Kent Whittaker, CA, be appointed auditor for SAC for the 2004 financial year."* Carried

## NEW BUSINESS

### Insurance, safety, and accidents

Prior to the meeting, Keith Hay presented his seminar on the current state of the SAC group insurance plan. Again, only one company was willing to carry it, and

our poor history of claims places SAC in a fragile position with respect to its future acceptance by any company. If this were to occur, it would have serious consequences to the membership and the sport. The only solution is for clubs and individual pilots to increase their safety awareness and actions. It was noted that some clubs have a poor safety record yet SAC has few levers as a volunteer and non-regulatory body to mandate safety actions.

Keith also stated that a factor in hull losses was the increasing value of gliders — it now takes fewer write-offs to raise the hull loss ratio to an unacceptable level. John Brennan recommended that insurer payout be based on "replacement value". The internet allows one to determine the going price for gliders around the world, and items such as shipping and taxes are easy to calculate as part of a replacement cost. Keith stated that the Insurance committee would examine this suggestion.

## Marketing SAC

John Brennan, SOSA president and chairman of the new SAC Marketing committee, said that it was necessary to pass a motion to give the committee the power to deal with external groups like COPA on behalf of SAC. John noted it was critical for SAC to have closer ties with other aviation groups in order to seek solutions to our insurance and static membership woes.

## Motion #4

Moved by SOSA Gliding Club, seconded Al Poldas  
*"That the Marketing committee of SAC be authorized to formally investigate means of raising awareness of, and interest in, the art and techniques of soaring with other aviation organizations. Such investigations shall explore the creation of strategic alliances with other national aviation bodies with the objective of creating higher awareness of soaring and distribution of soaring information to a broader population."* Carried

On passage of this motion, Tony Burton noted that when the Marketing committee reached points in their discussions with external agencies that came under the responsibility of another SAC committee or in broad terms the SAC Board itself, they should be brought into the discussions directly in order to keep communication paths and responsibilities as short and clear as possible.

**Motion #5**

Moved by Tony Burton, seconded John Brennan  
*"That if the Marketing Committee enters into discussions that involve responsibilities of other SAC committees or the Board, then those committees or the SAC Board be a party to the discussions."* Carried

**SAC authority over club operations**

John Brennan brought up the subject that although SAC can suggest through its committees that clubs follow recognized and SAC-approved procedures related to safety culture/audits/checks, member control, training, etc. to minimize incidents/accidents and their serious effect on insurance, clubs are under no obligation to do so and some may have operating practices that add to overall risk.

A motion was presented for SAC to institute some type of "operating certificate " that clubs would be required to comply with in order to participate in the SAC insurance plan and that the Safety & Training committee be given the authority to oversee it.

Tony Burton stated that such a motion was out of order as it would have a substantial effect on individual clubs (which are the voting members of the organization) and would require a Notice of Motion to clubs in order to proceed. Although the concept had potential merit, various persons present also noted it had consequences that required detailed study:

- The FT&S committee would conceivably need a full-time staff person with attendant expense to control the process,
- SAC could possibly get tied in to Transport Canada's Flight Training Unit requirements for power schools, compromising our self-regulation in this regard,
- It could affect SAC's charitable status,
- SAC could become legally liable for club and pilot actions.

Recognizing that a more proactive SAC stance might be required to protect our ability to get insurance in the future, the president said that giving SAC more authority over club practises with some form of operating "quality" certificate will be investigated by the FT&S committee. If a suitable plan can be devised, a procedure could be drafted and sent to clubs by the fall for their approval for action in the 2005 season.

**Proposals to external bodies**

Spencer Robinson expressed concern that the recent SAC proposal to the IGC meeting in February had by-

passed the Sporting committee that is responsible for this work. The timeline of that action was explained, adding that rapid processing of the proposal was needed to get it on the IGC meeting agenda for this year (the Sporting Committee chairman was out of the country at the time). Nevertheless, it was recognized by the President that the process was nonstandard and would not be done in the normal course of events.

**Motion #6**

Moved by Spencer Robinson, seconded John Brennan,  
*"That any proposal that involves organizations outside of SAC must first go through the appropriate committee of SAC."*

Recorded vote, 21 aye, 6 nay, 4 abstain. Carried

**Motion #7** Moved by Henning Mortensen at 3:30 pm,  
*"That the meeting be adjourned."* Carried

Recording secretary, **Tony Burton**

# BOARD OF DIRECTORS REPORTS

## **PACIFIC ZONE — Martin Vanstone**

In this, my final report as a Director, I have little good news to convey. Other than Canadian Rockies Soaring in Invermere, our BC clubs are suffering from declining membership. Certainly the poor economy of the early 2000s has contributed to this state of affairs, but it is obvious that costs are also a factor. Costs to the membership, of course, reflect the costs to the club and insurance is an ever growing burden on club budgets. Just as certain is the fact that our insurance costs reflect the underwriter's experience with claims and I would like to think that if we clean up our act, we would see some relief from the ever increasing premiums. All credit to Richard Longhurst and the Insurance committee for keeping the premiums within reach despite our claims history. However, I wish I could shake the feeling that, even with three consecutive accident-free years, we would see little difference in the trend. The following have been received from Pacific Zone clubs:

### **Alberni Valley Soaring – Port Alberni**

The 2003 season had a great start. Five returning members got checked out, another member obtained his licence, two new pilots from other clubs got checked out after long absences, and three new students signed up for instruction. In April and May, AVSA enjoyed about a dozen good soaring flights in thermals and along the Beaufort Ridge. Also, half a dozen guests were taken for their first glider flight ever. Conditions were excellent, enthusiasm was high, and gliding activity was in full swing. Aerotow was used until early June. Then the first winch day of the season was held. Unfortunately, that first day there was an accident which left one pilot injured and the 2-33 written off. The problem occurred when the glider overran the cable, became tangled in it, and was jerked off the ground before it could be detached. The resulting impact left the club without a glider. Despite this serious setback and its negative effects on morale and revenue, the club has decided to go on. Since the accident, the injured pilot has fully recovered. The club purchased Pemberton Soaring's L-13. Several club members went to Pemberton and then Hope for type experience and soaring. We had a fantastic time and gained valuable insights. Also since the accident, we have been closely reviewing AVSA's operations and there will be changes (some of them unrelated to the accident). Membership at the end of 2003 stood at 16.

### **Bulkley Valley Soaring – Smithers**

Not much to report from the Bulkley Valley Soaring Club, just two active members last year, about 10 hours and 10 flights, season ended early due to towplane inspection difficulties, a shame since we had great weather. If more bodies are not found to join this year the club will very likely be dissolved.

### **Canadian Rockies Soaring – Invermere**

2003 was a very successful year for the club, but was sadly marked by a fatality late in the season. Rick Ryll, a longtime

pilot but relatively new club member, went missing in his new self-launching ship on a flight from Creston BC over the Selkirk Mountains. The aircraft has not been found.

The club has grown again this past year to a total membership of 43, including 7 junior members. The commercial operator with whom the club operates (Invermere Soaring Centre, run by Trevor Florence) sponsored the Norman Marsh Memorial Glider Pilot Bursary. The bursary is intended for itinerant pilots between the ages of 15 and 18 and provided an intensive ten day instructional program for which all flight costs and instruction were paid. The Canadian Rockies Soaring Club further supported that initiative by offering a second matching scholarship, and two local teenagers achieved their solo flight endorsement. We were all very proud to douse them with water upon their solo flight achievement!

2003 was a watershed year for the club in that we were able to build a small clubhouse at the Invermere airport to provide a nice large barbeque deck area, some shelter from the sun and the heat (it never rains in Invermere!) and in which we could keep the new computer, integral to our club's participation in the Canadian and International On Line contests. The club proudly finished first in the Canadian OLC, with more than 112,000 cross country kilometres flown by 23 participating members. Canadian Rockies Soaring placed a respectable 15th in the International Online Contest out of a total 1032 participating clubs.

The club has grown very rapidly over the past three years into a vibrant soaring and social scene, augmented by many Canadian visitors and internationally renowned soaring pilots attracted to the area by Invermere Soaring Centre. The relationship of the club to the commercial operator has been key to our growth. Crucial airfield management operations such as towing and training are commercially run, leaving club members the freedom to fly, and to help out with ground operations as needed without club management required. The club only owns a single 2-33 for training purposes, and is hoping 2004 will see an upgrade to a more suitable trainer. The commercial operator provides rentals on a reasonable fleet, and many members become private owners.

The commercial/club symbiosis has proven to be a very successful model for soaring in the Columbia Valley, and CRSC hopes that SAC will take note of this success and will work to support such initiatives (particularly involving insurance issues) elsewhere.

### **Silverstar Soaring – Vernon**

No report available.

### **Vancouver Soaring – Hope**

VSA had another year of mixed blessings. There were no serious accidents but one towplane was slightly damaged in a

crosswind landing and, just two days before it was to be secured for the winter, our L-23 was torn out of its tiedowns and turned over in a freak windstorm. Despite a seemingly endless summer, our flying hours and flights are well below previous years due to declining membership. Just before the very popular and busy Hope Camp, we lost the services of one L-13 due to running out of wing life hours. This glider will be extended for next year but our other L-13, already extended twice, will not.

The season started off with a March 2003 operation at the Pitt Meadows airport. Both weather conditions and lack of membership involvement made for a marginal operation with limited flying and season checkflights accomplished. However, the season saw a healthy participation in away flying activities. The Pemberton camp enjoyed some success although weather was a limiting factor. That period was followed by a soaring safari through the Cariboo Country that was a huge success with many great flights from a number of new locations in BC including the 108 Mile airport. The safari ended up in Valemount for a camp there in which a number of our newer pilots got their first taste of cross-country.

Our August Hope Camp was a great success for both students and licensed glider pilots. It included programs of evening educational seminars, spot landing contests, cross-country 50K flights, accelerated student training with more than one first solo flight accomplished.

The 2003 season saw a decline in our membership of 15%. This drop in membership was also accompanied by a reduction in membership flying of 42%. Our members flew 792 hours of personal flying and 150 hours of introductory flights for a total of 942 hours of glider flights. In the towing department we did a total of 1528 tows of which 233 were from private glider owners. The reduction in membership flying activity was very apparent on the flightline during June and July when, on some weekends, there were barely enough members to conduct a flying operation.

We are looking forward to 2004 when we hope a new L-23 and an improved economy will produce the spark to generate new members and more flying.

As a retiring Director, this is my last opportunity to share with you a pipe dream that I carried as I began this tour of duty. As anyone who has flown out of my home port of Hope Regional Airpark will know, the scenery is stunning, thermals are virtually non-existent but the ridge soaring is usually good to very good, and the wave is elusive but frequently quite good. The one thing Hope does not have is cross-country. I have often coveted the opportunities afforded the prairie and eastern clubs where cross-country is considered routine. The ads for cross-country clinics such as that conducted by SOSA and others were very enticing until I realized that one (pretty well) had to have their own glider to participate. Not having my own glider was the primary handicap but even if I had one, the distance to SOSA would have been another. That gave rise to my pipe dream – wouldn't it be nice if SAC could afford to buy a container load of PW-5s (or similar) and base them at

some central location in the care of local clubs but with a priority of usage by any SAC member who has traveled the greatest distance to get there. That is, these gliders would be purchased and owned by SAC, maintained by the local club, usable by local members at normal rates but other SAC members from more distant clubs would have access to them for routine flying and on a priority basis for events such as a cross-country clinic or competitions. In return for their tender loving care, the custodian club would have use of a free glider, but have to make it available to visitors from other SAC clubs.

Maybe some day – meanwhile, I would like to extend my best wishes to my successor. Also, my sincere thanks to the Board members and Jim McCollum, with whom I have had the pleasure to work over the past four years.

## ALBERTA ZONE — Phil Stade

**Central Alberta Gliding** continued to grow in activities and strength. The hours in the air were up over last year even though the number of flights were down by about 30%. Experience and opportunity appear to be paying off. The club is known for its technical depth in aviation-related occupations and they are again putting that to work in the restoration of a Lark.

**Cold Lake Soaring** had a tough year with several factors compounding to keep them on the ground. Flights were down but some good things were happening on the ground. A 6000 square foot hangar was completed and it should greatly enhance the future of the club. The upcoming season presents the normal challenges but hopes are high for a better season without airfield construction, increased military flying and poor weather. In spite of the conditions at his home club, Dave Mercer attended the Canadian Nationals and flew his Genesis 2 to a first place finish in the Standard Class. Congratulations Dave.

**Edmonton Soaring** battled with mediocre weather for much of the summer but did have lots of success in their student training program. The total number of flights remained at historical levels and six conversions to the new PW-5 shows that progress continues to be achieved.

**Grande Prairie Soaring** had a quiet year. Weather and a reduced membership kept the operation to only a few flights at the home field in Beaverlodge. But there is no shortage of enthusiasm for flying. "Have Glider, Will Travel" Walter Mueller trailered his Open Cirrus to three other flying sites to exercise his wings and enjoy the company of fellow pilots.

In January 2003 **Cu Nim Gliding** continued eleven consecutive months of flying operations by getting aircraft in the air on two days. Unfortunately we just missed the twelfth month by a "domestic errand". In spite of good intentions, a beautiful, warm, dry and sunny 1 February was spent looking up at the clouds from shopping mall parking lots, an experience all pilots endure from time to time. Winter set in for the month of March (another Southern Alberta winter) but we were again

enjoying soaring in April. Even marginal days were generating cross-country interest and we were all encouraged by that.

Our May Cross-Country week was one of the best in twenty years. Rolf Siebert posted the longest thermal flight of the Alberta season that week with a 641 km flight bringing his total for the week to 1940 km. Tony Burton and Al Hoar both exceeded a total of 1000 km during the week and five other pilots had flights exceeding 300 km. Vaughan Allan continued his trophy winning cross-country wave flights between the Alberta USA border and SW of Calgary. Encouraged by his example, numerous cross-country wave flights exceeding 300 km were flown at the Fall Cowley Camp. A notable flight of over 700 km was recorded by Rolf Siebert. During that portion of the flight he had no 360 degree turns and an average speed of over 140 km/hour. Dave Rolland achieved his Diamond Goal in the wave, a task he had attempted once before.

As you can see, the 2003 season was very different for each of the Alberta clubs. However, at our Alberta Soaring Council AGM it became clear to me that all the clubs are anticipating a great 2004: a year of cooperation between clubs, cross country flying and focusing on safety.

## **PRAIRIE ZONE — John Toles**

I became a Zone director during the past year when the Prairie Zone was without a director following the last AGM. I appreciate the support and co-operation of the zone member clubs and the SAC executive during my initiation. Although a SAC member for the past 27 years and having attended a couple of AGMs in the past, I have had a lot to learn. Responsibilities this year included serving as board representative to three new committees, Youth Issues, General Membership Enhancement, and Marketing.

Four active clubs in the Prairie Zone all had a safe, successful season. The OLC has sparked good interest in soaring. Sixteen pilots including eleven from Winnipeg, three from Saskatoon and two from Regina contributed flights.

**Winnipeg Gliding** saw membership hold steady. The club is completing a two year project to improve drainage around the hangars and runways, and hopefully increase the number of days the field can be used. The club is struggling to have replacements in place for the senior instructing corps, realizing many may retire from the sport in coming years. Insurance costs have prohibited operating the club Lark. It's for sale with the hope of replacing it with a club single seat aircraft.

**Prince Albert Gliding and Soaring** lost some members due to moves, but held membership with the addition of new members, including three Air Cadet members. The club uses winch launch on site, with members getting aerotow experience at neighbouring clubs. Four members and two gliders competed in the provincial cross-country competition, and nine members participated in the club competition. As well as flying events, interesting club events included water balloon drop, spot landing, trailer backup through a pylon course, and weak

link (rope) splicing. The club is rebuilding their HP-11 using an unfinished kit that members traveled to Florida to purchase.

**Saskatoon Soaring** experienced growth in both membership and activity. Emphasis has been on promoting soaring instruction, member participation, and competition during the early part of the season and new student training and ground school in the fall. This seems to be working, making best use of the equipment and members according to conditions. Students that start the second half of the season are ready for soaring instruction and solo practice the following spring. The club hosted a provincial competition on the May long weekend with two days of soaring conditions and some good cross-country flights. The L-33 Solo has been a popular addition to the club fleet, and was a popular display at the Canada Re-members Airshow.

**Regina Gliding and Soaring** experienced some decrease in membership and activity this past season, but there were two new students. Also, two members earned badges at Cowley. The club was a strong presence at the Provincial competition again this year. Promotional activities included displays at the Moose Jaw Airshow, Regina Flying Club Open House, and the Regina Sports and Leisure Show. As well, the Corporate Days promotion continues to be a successful soaring event.

## **ONTARIO ZONE — Doug Scott**

Most of us have had the experience of graduating to a single seater, and no matter how much ground briefing you have had, sooner or later you have to go, and the dual time is not quite relevant. My first year as a SAC Director has been like that. Working with the rest of the Board and the Executive Director has been a little like flying in a gaggle versus striking off on your own. They may seem to hold you back at times, but generally they are there to offer some comfort and lead the way when you are struggling. The Roundtable is like maintaining a watch on 123.4 — the guys out on task, each radioing you with advice to head in a different direction. I've enjoyed the results of the efforts of those before me who have built and managed clubs, bought and maintained the fleets and fields. It was time to make some contributions of my own, and wishing to share with other clubs what I have learned, I asked for the support of Ontario clubs to become their Zone Director. As always with diverse volunteer groups, you can't please all, compromises are required, and one can't accomplish all you wish. We try to do the best to please the most people with the resources we have, and more volunteers are always welcome.

I promised more direct communication with all Ontario clubs, so visited all of them. I've taken an active role in working towards improving SAC services and have been grateful for the chance to make some small improvements. I studied the worldwide research efforts to attract and retain members, and set up three committees to carry on that work in Canada. I wish them success, but they need the help of everyone at every club. I was asked to get involved in revamping the Roundtable, and my major contribution was a call for volun-

teers that resulted in a couple of new helpers and a whole new look, which will hopefully be spam-free. Thanks to Susan Snell for all her ongoing work.

I have been able to improve communications between SAC members and Directors and help clarify misunderstandings about SAC — an example would be the erroneous claim that SAC refuses to deal with COPA insurance, when in fact the COPA plan excludes club aircraft, which is our primary concern. I corrected the notion that FAI fees were \$25 each, when they are closer to \$6. I helped in clarifying that SAC does not have vast financial resources and cannot get involved in self-insurance. I was able to encourage people to submit material for publication in *free flight*. I gathered statistics from those who run the Online Contest in Canada to support the fact that SAC's sponsorship has encouraged greater participation, and support ongoing SAC sponsorship. I cherish the many, "thank-you for your effort" notes sent to me, as well as the personal support given while visiting other clubs. The most rewarding part of the job has been the opportunity to visit with all the clubs, renew old relationships, make new ones, and fly in different locations. I would now feel comfortable landing out just about anywhere in Ontario.

I wrote in the Roundtable about my visit to Bonnechere, the blueberry capital of Ontario. The hospitality extended to us by Iver Theilmann and his family was amazing. You should have seen him barbecuing pork chops in his yard, while keeping watch for the six o'clock bear. While the club is small, and not poised for growth, it is a fine example of everyone pulling together to make it work and finding inventive ways of creating revenue. That posting resulted in an invitation from Terry Beasley to visit MSC at Hawkesbury. I've always wanted to go there, and it was all I expected and more. As far as I can tell, the main rivalry between them and neighbouring Pendleton and Champlain involves who has the better swimming pool. The highlight was the campfire after dinner, marshmallows and all. I renewed my friendship with André Pepin — he and I had the longest flight of the day — our last flight together in 1998 ended in my first landout. He flies 300 hours a year, more than some clubs and more time than many of us have in total.

I had a great time at Guelph Gliding and, flushed with my success at MSC, got suckered into a \$5 bet with Paul Nelson about who could stay up longest. Paul suggested I go west to the brickworks, he went east to the town, and I'm five bucks lighter. (Note to self: next time get a handicap for home field advantage or take André with me.) COSA is always fun, the food and the hospitality are great, and they hosted the Provincials again. Having camped out quite a bit, I would have put the Great Lakes Snoring team of Kerry Kirby, Craig Wright and Bob Tooth up against anyone, but I now have a newfound awe for the volume and range of Chris Luxemburger at COSA. A word about Great Lakes — I made it a personal mission to help Wayne Store achieve his Silver badge. One day as I was going to shepherd him, he showed great patience in hovering over Alliston at 6000 feet while I had two relights enroute to coming up and showing him how to find lift. Another job better suited for André or Paul. Rideau Valley

was the only place I did not fly, but I had a great time learning about the club and meeting the duty crew. Apparently I brought in-clement weather which followed me to Pendleton and dampened the Nationals. I had been invited to help tow but was demoted to Head Sniffer. I found out I had to pay for the flights, but given the conditions, they were short and cheap. Later, I was further demoted to Head Chef and had to barbeque 120 burgers. Still, I got to fly with fellow directors Phil Stade and Marty Vanstone. During a lull in the contest, Dan Cook showed me inventive ways to spin a Puchacz. Here's a tip for you budding aerobatic pilots — bananas. Unlike other foods, they taste the same coming up as they do going down.

London Soaring wins the Hospitality award — I did not have to pay for my flights. They are tied with Air Sailing and Erin for "the most difficult field to spot from the air" if you are a visiting pilot. Erin made me feel welcome by letting me help tow and instruct, and Stan Martin flew with me in Peter Rawe's Lark almost ten years to the day I was licensed in it. I met Bob Lepp and Alex Foster again at Toronto Soaring and had another winch launch in my quest to land out on the highest spot in southern Ontario, as noted in *free flight 5/02*. I highly recommend a visit to experience the winch ride. One of the benefits of the visits was the ability to share information. I was able to help Toronto repair a Brush Hog using experience gained at SOSA, and Stephen Sikora at Air Sailing gave me some useful tips on Twin Grob wheel brake maintenance that I was able to take back to SOSA. (Ask Stephen for the BMW part number for the master cylinder.) Air Sailing had a great open house, well-attended by other clubs.

SOSA, my home club, had a good year for fun and flying. CFI Ian Oldaker tried an experiment in student flight management that asked some instructors and students to show up on certain days, such as midweek evenings, rather than the usual Saturday morning rush. Any club that wishes to grow and retain members needs to pay careful attention to member and student satisfaction levels; maximizing flightline efficiency is a great start. Ian Sutcliffe ran a well received cross-country clinic by taking people for "Virtual 50K" flights in his Cessna, allowing them to practise navigation and scout fields for landouts. Dave Springford ran a couple of Bronze badge courses and Tom Coulson had two instructor courses. I have to mention that during their July Dust Bowl Contest, "14" became the first glider in Canada to land out within walking distance of the pilot's house.

I was impressed on both visits to York Soaring with the fostering of cross-country efforts, including a joint Bronze badge course with Erin and the holding of the CAS clinic. They were very busy, and run their line as efficiently as I have ever seen. Many of the guest flights came from an adventure tour place, and you can get the details from Charles Petersen. I was helping strap a guest in, and since I was researching membership and marketing issues, I always ask how people heard about the place. She was planning to attend Ottawa's Winterlude last February, went to their website to locate activities, saw an ad for the tour place, and ended up this summer at York. Club marketers take note. That day I had my most moving experience of the summer when I met Marlowe Horn. A young lady

with a disability, Marlowe so impressed me with her enthusiasm, as did Charles Petersen and Richard Sawyer with their flight program, that I got them all, including Marlowe's mom, to write their stories in *free flight* 5/03. In fact, I encouraged several people and one rabbit to contribute to *free flight*.

Gliding is a great metaphor for life, and I use flying analogies in my daily life, as do others. Some of the best things about joining clubs are the friendships that grow and prosper in the off season. Just before Christmas I got an e-mail from a gliding friend who has been out of work and was losing hope. He said he had been thinking of a story our friend Chuck Keith used to tell about a near landout that was avoided by seemingly endless circling in zero sink, which led to scratching away in a hard-won thermal. My friend was quite depressed, and was missing Chuck who died a few years ago, when a phone call came saying one of his many applications for a job had been accepted. My friend says that in life, as in gliding, a combination of hard work and patience pays off. Chuck, a great mentor, was still giving help from beyond.

## **EASTERN ZONE — J. Yves Bastien**

The year 2003 proved to be an extremely interesting and fruitful one. During the depths of winter I had the honour of being nominated to the position of Eastern Zone Director by my club, the Montréal Soaring Council. My mandate from the club was to assist in the communication of matters of concern between clubs and the SAC Board. Foremost were the contentious issues of insurance and SAC's Pioneer Fund.

I soon found myself attending the 2003 AGM in Québec City. This was an extremely busy weekend as I was not only attending my first AGM and Board of Director meetings, but also presenting a lecture on behalf of Canadian Advanced Soaring (CAS). The plenary session of the AGM proved to be interesting with, not surprisingly, the subjects of insurance and the Pioneer Fund emerging as the leading topics from the floor. An equally emotive subject was proposed support for youth in general, including the Air Cadets.

During the following Board of Director's meeting I was acclaimed Vice-President (based largely on the absence of any other likely candidate). Being the most recent addition to the Board, this appointment seemed like quite a leap to me but I was honoured and keen to discharge my responsibilities. At the AGM BOD meeting it was determined that the Board would strive to improve communications with our member clubs as means of ensuring that our actions were transparent and also prevent the development and propagation of misconceptions.

At the BOD Meeting in March of 2003 I enquired as to what the status was of the SAC Bylaws or "rules". I was surprised by the answer. SAC has "officially" been operating on its original set of bylaws written in the 1940s. Of course, more practical interpretations of these bylaws have been made in order to get the job done but it was clear that it was time to update our paperwork. Moves are afoot to write new bylaws, submit them to legal scrutiny and to translate same.

Shortly after the AGM, and once the BOD members had returned to locations coast-to-coast we developed a process of consultation by e-mail. This procedure allowed national discussion of items of interest privately amongst the Board (vice conducting the discussion in public on the Roundtable). I believe that we were able to actively and efficiently conduct SAC business in this fashion.

It was by using our e-mail collaborative procedure that the BOD was able to rapidly consider and then approve an initiative that SAC fund and support the international On Line Contest (OLC). All this in time for the active soaring season.

During the lead-up to the soaring season the BOD were also able to deal with a number of issues relating to insurance; the question of whether or not SAC insurance would be extended to "independent" pilots, that is those who chose to operate outside of a club structure. Although one pilot that I am aware of was permitted to insure with SAC in 2003, I understand that this will no longer be the case for 2004.

In the spring of 2003 I was able to establish contact with the Air Cadet Regional Gliding School Atlantic. I completed the Air Cadet Gliding Program *Soaring Pilot to ACGP Pilot* conversion course and, about 30 years too late, was awarded my Air Cadet Glider Wings. I was subsequently invited to lecture on soaring at the Air Cadet Regional Instructor's course. I was honoured to have Mr. Charles Yeates attend with me. This all amounted to good representation and liaison between SAC and the Air Cadet organization. I hope to be able to carry on this work in the future.

In the late spring of 2003 I was dealt a professional surprise with an unexpected change of employment. After having settled in to my current job after a hectic two years I was moving to other duties in Halifax. This move entailed post-graduate work in Toronto for the fall of 2003. Unfortunately, this also meant that I would not have as much time to dedicate to SAC as I would have liked.

The summer of 2003 brought tragedy to my club, MSC when on 17 August a mid-air collision between two club aircraft (a PW-5 and LS-1) took the life of Mircea Chesoi of Montreal. It understandably cast a pall on operations at MSC for the remainder of the year. As I was in Montreal at the time I undertook to represent SAC at Mr. Chesoi's funeral service.

By late August I had arrived in Toronto and the Labour Day weekend brought me to the Ontario Provincial Championships at Central Ontario Soaring Association in Omemee. It was a pleasure to assist in the administration of the contest. Thanks are also due to Volvo Cars Canada who donated the use of an XC-90 vehicle for liaison and a number of shirts and jackets as prizes.

Once school was running, I was able to spend a little bit of time at SOSA and joined as a member for the latter part of the season. My thanks to my fellow director Doug Scott who introduced me to the club and facilitated my entry there as well as to the members of SOSA who welcomed me aboard.



My visits to SOSA were also profitable from a BOD point of view as I was able to meet some of the local soaring leaders and hear from them their views on matters such as insurance, self-insurance, the Pioneer Fund, and youth. All topical subjects. I hope that along with Doug Scott I was able to forward their concerns and ideas to share with these individuals the considered national viewpoint.

While I was in Toronto, David Peterson invited me out to York Soaring where I was able to meet Walter Chmela. I observed David give a promotional introduction to soaring with a group of nearly twelve persons who had signed up with an "adventure company". David is quite keen to market soaring throughout Canada and he has many good ideas.

By the time that the Fall BOD meeting was called in Ottawa my academic load had peaked and I was unable to attend this meeting. My apologies.

By January 2004 I was back in my new job in Halifax and it was not long before I was on the road. In early February a business trip took me to Florida. I was able to break away from work long enough to make it over to Seminole Lake Gliderport in Clermont where I was able to visit Canadian snowbirds such as Walter Weir and Hans Berg.

Unfortunately, by February I also realized that my present employment would not allow me to fly with any degree of regularity in 2004 and I have subsequently decided that it would be impractical for me to renew my membership with MSC. I have consequently resigned as Eastern Zone Director and Vice President. Although I won't be participating in any organized soaring in 2004 I anticipate being able to fly with the Air Cadet program in the Maritimes and continue contributing in this fashion.

## TREASURER — Jim McCollum

**Overview** The Soaring Association of Canada recorded a budgetary surplus in 2003 with total revenues and total expenditures being respectively above and below budget by similar amounts. At the end of the year the net assets of the Association stood at \$723 thousand. The 2004 budget is very similar to the previous year's. Inflation in 2003 was somewhat over 2 per cent and the 2004 budget and fee schedule have been adjusted to take this into account, although it does not fully compensate for it; thus, there is a slight decline both in fees in constant dollar terms.

**Budgetary results for 2003** Total revenue rebounded in 2003, following 2002's decline. Membership fees amounted to \$115,000.74 — within 74 cents or .0006 of one per cent of the budgeted amount. Sales and investment earnings were both above budget and higher than in 2002, while the other categories were below the budget forecast by small amounts. Overall revenue was within 3.2% of the budget projection.

On the expenditure side a number of areas came in low relative to the budget, although not as low as in 2002. Relative to

budget, savings were made in the following areas: professional fees and salaries, office expenses, *free flight*, meetings and travel and depreciation. Only five issues of *free flight* were printed in 2003, since the editor was on holidays during part of the winter, and this accounts for the lower than usual level of expenditures for the magazine. True, *free flight* expenses were even lower in 2002; however, that reflected special circumstances. SAC switched printers in 2002 and, as part of the negotiations, received particularly attractive quotations on its initial issues at the new printer. Depreciation continues a low level since, at present, it does cover office equipment; however, some equipment is quite old (for example the photocopy machine is around 15 years old) and will probably need to be replaced soon; some office maintenance, such as repairing windows, etc. have been postponed.

A number of expenditures were at an unusually low level in 2002 and the increase in 2003 represents a partial return to more usual levels. For example, postage expenses were very low in 2002 because a significant portion of postage expenses were accounted for by a run-down in prepaid postage in a postage machine. On the other hand the increase in FAI-Aero Club fees is accounted for by an appreciation of the Swiss franc; the FAI is located in Switzerland and Canada's subscription is payable in Swiss francs. SAC was also fortunate in 2003 with some board members and volunteers being able to travel at no, or very little, cost to the Association. Other services, some having substantial value, have been provided to the organization at no cost.

The SAC website and the "Roundtable" section of the website have become an important means of communication among members. After functioning in a more or less trouble-free manner for a number of years, in 2003 the "Roundtable" was repeatedly put out of commission by spammers and hackers. Special thanks has to be given to André Lepage of Club de vol à voile Québec, Susan Snell of the Winnipeg Gliding Club, Marty Vanstone of the Vancouver Soaring Association, and Bob Lepp of the Toronto Soaring Club for tackling this issue and coming up with an attractive solution. Others, such as Jaime Pinto of the SOSA Gliding Club also played a role and made helpful suggestions as well as generous offers.

Insofar as the SAC office itself is considered, the organization continues to draw heavily on volunteers in the Ottawa area and these have been particularly helpful in containing costs. They have assisted with office repairs and maintenance, repairing and enhancing trophies, cleaning, painting, fixing equipment, donating equipment, making deliveries, stuffing envelopes and so forth. Paying for all of this work would have a significant impact on the Association's expenditures. These activities have had an important effect in restraining costs, have been a major reason why the Association has been able to avoid deficits and more recently have been an important factor in protecting and enhancing SAC's investment in its premises. Names that come to mind are Wolfgang Thiele, Norm Rylance, Glenn Lockhard, and Patrick Robinson. Their generosity and goodwill toward our Association are sincerely appreciated, I hope.

## SAC 2003 FINANCIAL STATEMENT – SUMMARY

| <b>STATEMENT OF OPERATIONS – GENERAL FUND</b><br>for the year ended December 31, 2003 |                  |                  | <b>BALANCE SHEET – as at December 31, 2003</b> |                  |                  |
|---|------------------|------------------|--|------------------|------------------|
|   | 2002             | 2003             |  | 2002             | 2003             |
| <b>REVENUE</b>  |                  |                  | <b>GENERAL FUND</b>                            |                  |                  |
| Membership fees   | \$115,849        | \$115,000        | Current liabilities                            |                  |                  |
| FAI fees  | 2,750            | 1,950            | Accounts payable                               | \$167,526        | \$184,290        |
| Flight Training & Safety  | 1,845            | 1,951            | Deferred revenue                               | <u>40,802</u>    | <u>56,862</u>    |
| Merchandise sales   | 10,567           | 14,200           | sub-total                                      | 208,328          | 241,152          |
| Free Flight   | 4,138            | 2,523            | Fund balance                                   |                  |                  |
| Investment income   | 6,638            | 12,582           | Invested in capital assets                     | \$61,930         | \$58,150         |
| Other income  | 1,737            | 1,482            | Unrestricted                                   | <u>98,474</u>    | <u>113,843</u>   |
| Total   | <b>\$143,524</b> | <b>\$149,688</b> | sub-total                                      | 160,404          | 171,993          |
| <b>EXPENDITURE</b>  |                  |                  | Sub-total                                      | <b>368,732</b>   | <b>413,145</b>   |
| Salaries & professional fees  | 39,800           | 40,850           | <b>TRUST FUNDS</b>                             |                  |                  |
| Occupancy   | 5,516            | 5,537            | <i>Revenue</i>                                 |                  |                  |
| Office  | 5,596            | 3,962            | Investment income                              | \$11,336         | \$11,892         |
| Telephone   | 1,578            | 3,525            | Donations                                      | 8,343            | 15,374           |
| Postage   | 3,519            | 5,970            | Gain on sale of investments                    | <u>25,004</u>    | <u>11,940</u>    |
| Insurance   | 3,222            | 3,337            |  | 44,683           | 39,206           |
| Depreciation  | 3,788            | 3,788            | <i>Expenditures</i>                            |                  |                  |
| Merchandise cost of sales   | 5,248            | 9,340            | Management fees                                | \$16,264         | \$14,139         |
| Free Flight   | 23,279           | 22,409           | Scholarship                                    | 2,300            | 2,300            |
| Affiliate memberships (ACC)   | 5,885            | 6,475            | Donations                                      | <u>7,182</u>     | <u>8,313</u>     |
| Flight Training & Safety  | 6,719            | 7,643            |  | 25,746           | 30,502           |
| Meetings and travel   | 15,134           | 16,615           | Balance - year end (note 6)                    | <b>541,940</b>   | <b>550,644</b>   |
| Publicity   | 2,485            | 3,689            | - internally restricted                        |                  |                  |
| Other   | 4,399            | 4,959            | <b>WORLD CONTEST FUND</b>                      |                  |                  |
| Total   | <b>\$126,168</b> | <b>\$138,099</b> | Balance - internally restricted                | <b>585</b>       | <b>635</b>       |
| <b>EXCESS OF REVENUE OVER EXPENSE</b>   |                  |                  | Total  | <b>\$911,257</b> | <b>\$964,424</b> |
|   | <b>\$17,356</b>  | <b>\$11,589</b>  |  |                  |                  |
| Start of year   | 143,048          | 160,404          |  |                  |                  |
| End of year   | <b>\$160,404</b> | <b>\$171,993</b> |  |                  |                  |

### NOTES TO FINANCIAL STATEMENT

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

2 **Significant accounting policies**

*Contributions and donations* – recorded as received, the restricted fund method is followed.

*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 office.

3 **Mutual funds**

|              | 2002      | 2003      |
|--------------|-----------|-----------|
| market value | \$204,202 | \$252,972 |

4 **Capital assets** Fixed assets are office and computer equipment. Book value for 2003 was \$58,150 after depreciation.

5 **Fund investments**

|                | 2002      | 2003      |
|----------------|-----------|-----------|
| • equity funds | \$514,478 | \$521,436 |
| (market value) | \$509,565 | \$596,516 |

6 **Trust Fund balances**

|                 | 2002      | 2003      |
|-----------------|-----------|-----------|
| • Pioneer Trust | \$431,963 | \$441,192 |
| • Wolf Mix      | 77,733    | 73,381    |
| • Air Cadet     | 27,180    | 30,856    |
| • Peter Corley  | 5,064     | 5,215     |

|       |                  |                  |
|-------|------------------|------------------|
| total | <b>\$541,940</b> | <b>\$550,644</b> |
|-------|------------------|------------------|

**Trust Funds** The trust funds received donations totaling \$15,374 in 2003, almost double last year's amount. The Corley Memorial Scholarship Fund paid out two scholarships of \$1150 each, the World Contest and Wolf Mix Funds provided a total of \$6000 in support of Canadian participation in the 2003 World Contest in Poland, while the Pioneer Fund continued to support SAC's general activities. Five continuing flying scholarships were awarded to Air Cadet members of SAC, from British Columbia to Nova Scotia. Mr. Frank Woodward of Friday Harbour, Washington State has to be thanked for his efforts in breathing new life into this program for young Canadians and helping to promote good relationships between SAC and the Air Cadet movement. Mr. Woodward's efforts have been in recognition of his former long time friend and colleague, the late Barrie Jeffery (one time SAC Historian and recipient of Canada's first FAI Gold badge).

Financial markets were weaker in the initial years of the new millennium, particularly after the events of 11 September. The value of SAC's trust fund assets were not immune to this, although the book value of SAC's assets continued to rise. Equity markets were stronger in 2003, particularly after the first quarter and the market value of SAC's investments rose accordingly. The fall in the value of the US dollar offset this to some degree; but on balance, SAC's foreign assets rose in value more than its domestic assets, even after exchange rate developments have been taken into account. (SAC has some foreign assets for portfolio diversification purposes. Canada accounts for only 3% or so of world equity capitalization.) The market value of SAC's office condominium also continued to rise. This has proved to be an excellent investment. Occupancy costs are around 50% of what they were prior to the

acquisition of the office and even less compared to what they would have been if the Association had continued to rent premises. The market value assessment of the office is around 75% more than what the Association paid for it.

**2003 budget and membership fee schedule**

Following the demanding adjustments of the second half of the 1980s and initial years of the 1990s, SAC's budgets stabilized and have shown very little year-to-year change, both in terms of the overall levels of revenues and expenditures and their composition. They have been fiscally conservative and designed to avoid a recurrence of the very difficult circumstances SAC found itself in the mid-1980s; they have worked well. Twenty years ago SAC was close to bankruptcy and at times since then, technically insolvent; it now has substantial assets. The Association remains vulnerable, however, and it remains important to build on the successes of recent years. On a net basis, SAC has one of the lowest national membership fees in the world. The proposed fee schedule calls for an increase of \$2 in the basic membership fee, \$1 in the others - less than inflation in percentage terms.

| <b>2004 BUDGET</b>               |                  |                  |
|----------------------------------|------------------|------------------|
|                                  | <b>2003</b>      | <b>2004</b>      |
| <i>REVENUE</i>                   |                  |                  |
| Membership                       | \$115,000        | \$115,000        |
| Flight Training & Safety         | 2,500            | 2,500            |
| Sales                            | 10,000           | 10,000           |
| Free flight (ads/subscriptions)  | 3,500            | 3,500            |
| Investment income                | 10,000           | 11,000           |
| Other                            | 4,000            | 4,000            |
| <b>total</b>                     | <b>\$145,000</b> | <b>\$146,000</b> |
| <i>EXPENSES</i>                  |                  |                  |
| Salaries & professional fees     | \$43,000         | \$43,000         |
| Occupancy                        | 6,000            | 6,500            |
| Office expenses, printing        | 10,000           | 10,000           |
| Communications (phone, internet) | 3,000            | 3,000            |
| Postage                          | 5,500            | 5,500            |
| Depreciation                     | 5,000            | 5,000            |
| Cost of sales                    | 6,500            | 6,500            |
| Free flight                      | 27,000           | 27,000           |
| FAI / Aeroclub                   | 6,000            | 6,500            |
| Flight Training & Safety         | 6,000            | 6,000            |
| Meetings and travel              | 21,000           | 21,000           |
| Publicity                        | 3,000            | 3,000            |
| Other                            | 3,000            | 3,000            |
| <b>total</b>                     | <b>\$145,000</b> | <b>\$146,000</b> |

**Proposed 2004 SAC membership fee schedule**

| <b>Category</b> | <b>1/2 season</b> |      |                 |
|-----------------|-------------------|------|-----------------|
|                 |                   |      |                 |
| Club affiliated | \$114             | \$57 | Affilié au club |
| Corporate       | 114               | 57   | Société         |
| Spousal         | 57                | 29   | Époux(se)       |
| Junior          | 57                | 29   | Jeune           |
| Air Cadet       | 0                 | 0    | Cadet           |
| Associate       | 57                | 29   | Associé         |

**Comments**

- Fees for club affiliated members would increase by \$2 in 2004. The increase is to compensate for the effect of inflation; in constant dollar terms membership fees fall slightly.
- Membership fees are eligible for a tax receipt. Taking federal and provincial taxes into account, the after-tax increase would be a bit more than \$1 for regular adult members.
- Taking taxation into account, SAC membership fees are well below SSA membership fees.
- Half year rates are applicable after August 1st, but for new members only.

**Commentaires**

- Il y aurait une augmentation de 2\$ pour la plupart des membres adultes. La hausse, exprimée en pourcentage, est en compensation pour inflation.
- Toute cotisation est sujette à reçu pour fin d'impôts. Si on prend en considération les impôts fédéral et provincial, l'augmentation après le crédit de taxe serait environ de 1\$.
- Après taxe, les cotisations pour l'ACVV sont inférieures à celles de la "Soaring Society of America".
- Les tarifs demi-saison s'appliquent après le 1er août, et pour les nouveaux membres seulement.

# 2003 COMMITTEE REPORTS

## AIRSPACE — Ian Grant

The airspace scene in Canada is relatively quiet and the committee has had few contacts about concerns in the past year.

Gatineau Gliding Club signed a procedure last year with Ottawa Terminal designed to minimize conflicts with IFR traffic which passes overhead Pendleton inbound to Ottawa. This procedure has worked to the satisfaction of both parties. In the same region of the country there has been some concern on the part of cross-country pilots about news of increased passenger traffic at a former RCAF airfield at LaMacaza in Quebec. However, NavCan has indicated that no changes to the airspace in this area are contemplated.

Some rumours reached the committee that ATAC is again seeking to have the regulations amended to require gliders to carry transponders in airspace designated for that purpose. The existing exemption has been in place for about eight years. The availability of compact transponders such as the MicroAir unit certainly reduces the technical barriers to their carriage in gliders although cost remains a concern. The Airspace committee continues to monitor the CARAC agendas for items of interest and nothing has come forward on this topic recently. The committee is also aware of concerns voiced by recreational aviation groups in Europe about proposed airspace restrictions there.

Finally I would like to thank committee members Roger Harris and Scott McMaster for their continued service.

## FAI AWARDS — Walter Weir

This year has not been quite as good as last year which was exceptional — but it was still pretty good in spite of the mediocre weather. The Gold badge total is at its highest level yet. The C badge total is the second lowest for the ten year period. Is this an indication of fewer new enthusiasts? One thing I noticed in compiling the numbers is that there were more Silver distances flown than either Silver altitudes or five hour durations — very unusual.

**Badge enthusiasm** Get your club enthusiastic about badges! FAI badges are representative of achievements that will last in your memory, as well as on the pages of the Canadian Soaring Register, forever.

Last week I was talking to Klaus Stachow of Cu Nim. Klaus did his goal and height Diamonds in the 60s with his Scheibe SF-26 and finished in 1975 with a 609 km distance flight in his 17m Phoebus, earning Canadian Diamond badge number 21. He flew at Invermere long before the present established op-

eration was there. In the 1970s he owned the first imported fibreglass glider in western Canada and when he damaged his undercarriage he had to learn fibreglass repairs from a book supplied by the manufacturer because there was no other repair shop. Klaus is now 83 years old and has quit gliding! He took up golf with great enthusiasm when he was 80, is now beating opponents half his age, and recently got a hole in one. And what's important in his life? Well, the reason he was talking to me is that he misplaced his Gold badge with 3 Diamonds and wanted a replacement. His achievement, represented by that badge, is an important part of his life. For memories you can be proud of — fly badges.

### Flight recorder files

When I receive a flight recorder (.igc) file as part of a claim the first thing I have to do is validate the file using the vali-xxx.exe program provided by the manufacturer. Recently I have been receiving quite a few files for which the validation produces the notice, "NOT VALID FOR AN OFFICIAL FLIGHT – THIS FILE HAS BEEN TAMPERED WITH".

IGC files are easy to edit with any text editor such as WordPad or Notepad. If even a space is added or removed or if a lower case letter is changed to upper case the file will not validate. The purpose of this is to prevent tampering with a file; for instance, it would be very easy to turn a "missed" turnpoint into a "made" turnpoint if it were not for the validation process.

I'm quite sure that the files I receive have not been maliciously tampered with. However, both *SeeYou* and *Strepla* will alter your file if you are not careful — and sometimes transmission by e-mail can cause alterations. So it is wise to save the original file downloaded from the flight recorder in a safe folder — then make a copy of it and use the copy to view the flight with any program.

Remember that the only file type that can be used to verify your flight is an .igc file. The only exception is that for Cambridge recorder models 10, 20 or 25, the .cai file is used for validation. *Strepla* produces a .FL2 file which cannot be validated. You can check for validation yourself. Download the vali-xxx.exe program from <<http://www.fai.org/gliding/gnss/>

**SAC Badge and badge leg statistics 1994 – 2003**

|            | 94 | 95 | 96 | 97 | 98 | 99 | 00 | 01 | 02  | 03        | 5 yr avg | % of avg |
|------------|----|----|----|----|----|----|----|----|-----|-----------|----------|----------|
| 1000 km    | 1  | 0  | 2  | 0  | 0  | 0  | 1  | 0  | 2   | <b>0</b>  | 0.6      | –%       |
| Diamond    | 1  | 2  | 4  | 1  | 0  | 3  | 2  | 1  | 2   | <b>1</b>  | 1.8      | 56%      |
| Gold       | 2  | 4  | 6  | 3  | 2  | 4  | 5  | 5  | 5   | <b>7</b>  | 5.2      | 137%     |
| Silver     | 11 | 12 | 16 | 8  | 17 | 17 | 7  | 8  | 19  | <b>19</b> | 14       | 138%     |
| C Badges   | 55 | 42 | 39 | 30 | 34 | 33 | 15 | 38 | 57  | <b>26</b> | 33.8     | 77%      |
| Badge legs | 87 | 93 | 91 | 79 | 87 | 79 | 67 | 71 | 111 | <b>99</b> | 85.4     | 116%     |

*freeware.asp*>. The “xxx” stands for the manufacturer’s code so that the Volkslogger program is *vali-gcs.exe*, Colibri is *vali-lxn.exe*, Cambridge is *vali-cam.exe*. The vali programs are very small DOS programs and will download from the web almost instantly. E-mail me if you need help.

## FREE FLIGHT — Tony Burton

2003 was another good year for *free flight* and I trust you have enjoyed getting it. There were four 24 page and one 28 page issues in 2003, one of them having a superb colour cover thanks to Steven Liard. For the first time in many years one issue was not printed as I went on a long-looked-forward-to seven week winter vacation to New Zealand.

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. Also, thanks to all you photographers who sent me good photos, even if some were not used — they are on file. Some could not be used as they were digital files which just didn’t contain enough pixels for good resolution in a magazine which needs 300 dpi minimum.

The web and e-mail has become pervasive. The primary reasons are instant access and significant cost savings in distribution of printed and graphical material. A secondary reason, but primary from my point of view as *free flight* editor, is the search function — the magazine becomes accessible and searchable by anyone over an extended period of time when stored electronically as .pdf files. 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*. Arguably, paper will always last longer than any hard drive — if the medieval monks had computers rather than parchment, there wouldn’t be any Western history on library shelves!

My work on the “searchable” index for *free flight* continues slowly as I have time and inclination. To date, the index has been completed back into 1967. Eventually ALL issues of *free flight*, which go back fifty years, will be indexed — that’s the goal anyway. This index is an immensely useful resource — these volumes contain a lot of valuable information which *does not* go out of date: soaring techniques, 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 new printer in Ottawa is giving me a good turnaround on the magazine. 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.

## FLIGHT TRAINING & SAFETY — Ian Oldaker

**Instructor Courses** Courses were run at several sites, with Tom Coulson, Dan Cook, Ian Oldaker and Marc Lussier running or supervising them. These courses used the most up-to-date instructor’s manual that had been amended prior to the season and that was issued as revision #7 in March 2003.

### Update to the Instructors Manual

A major effort has been ongoing for the past two years to update this manual. A first major update had been made in 2000 when the theoretical materials that are used on all instructor courses were incorporated into the manual. The flying portions of the manual were also revised to bring them into line with *SOAR and Learn to Fly Gliders*. Following the OSTIV meeting and flying seminar last August, the committee decided to undertake a major revision to the training curriculum, to bring it more into line with what is being taught worldwide, particularly to address the major safety issues that are amenable to influence through training. These areas are discussed below as well as in Dan Cook’s safety report. By the fall the curriculum had been revised and several new or modified air exercises had been incorporated. A set of prerequisites also was agreed to provide a logical method to advance students from one level of exercises to the next. These were used on a Fall instructor course, which included several high-time pilots. This course therefore served as a very useful vehicle to check on the fine details of each exercise. At the end of the year the manual was being revised, a new order, and a recommended sequence for all the flying exercises was agreed by the committee. The AIR NOTES and Manual itself were being circulated among the committee and other pilots for their input and feedback throughout the winter.

The SAC Board of Directors agreed also that a series of seminars should be run before the next flying season to introduce the changes to the curriculum to all CFIs. At the same time it was planned to discuss related safety issues and the SAC safety program.

### Training Records and CAR Requirements for Student Flight Sign-offs

In 2002 an audit at one club showed the students and instructors were not signing off on each flight’s objectives as required by CARs. Discussions were held with TC regarding the requirements to determine if there is room for negotiation, it being that glider training flights are short compared to power training flights, and many occur in one day, etc. The issue was unresolved at the end of the year.

### Safety in 2003

Separate report written by Safety officer, Dan Cook.

**Safety Audits** Clubs that have not submitted audits should do so as soon as possible. If you do not have a new audit form,

go to the SAC website and download it. It is emphasized again that the audits are primarily for the clubs' benefit; submitting them to the Association is our chance to suggest areas for improvements in the club's as well as the Association's operations. It also shows to the insurance company that we are being proactive regarding safety, and that the club has shown due diligence in addressing safety related issues and concerns. We hope that assistance from the committee members will lead to enhanced safety in the club's operations. Not to be forgotten is the benefit that we derive from lower insurance rates that we hope will come from this program.

#### **OSTIV Training and Safety Panel Meeting in Atlanta**

A meeting of this panel was held in February 2004 and was attended by Ian Oldaker and Dan Cook from this committee. Accident trends in many countries were discussed. Accident types that show up are: stall spins, mid-air collisions, and landings the most frequent, with off-field landings producing too many accidents. Fatal accidents on winch launch and perhaps health problems, are concerns. Aerotow launches are causing about the same number of accidents as winch launching. Mid-air collisions are a continuing concern, and tend to occur on cross-country flights including competitions as opposed to close to the club, for example in the circuit that was a problem a few years ago. In Switzerland for example, mid-air collisions occur more in straight lines along well-used routes in the mountains and not so much in thermals. The high temperatures in the hot summer in 2003 in Europe were a concern and may have been implicated in some accidents. Several successful emergency exits were accomplished.

Comparing accident rates in relation to car accidents and using approximate hours operation per year, the fatal accident rate for gliding is considered to be about thirty times that of cars in one European country. It appears that 70% of accidents had a (lack of) speed problem, leading to loss of control for example on a ridge because of turbulence.

Sweden has developed a safety program in several stages, they are now at Stage 3 and believe they must go forward to include Human Factors and to discuss the motivation of people to fly, how the clubs are run and managed, etc. Other countries have seen similar trends, in which there appears to be a three-year cycle in types of accident following safety programs such as countrywide seminars at all clubs. The panel agreed that safety programs must be repeated every three years to be effective. It was mentioned also that a safety seminar attracts far fewer than a seminar on cross-country flying!

The panel was given details of tests sponsored by the UK Royal Air Force and the RAF GSA, by Dr. Tony Head in the UK to investigate conspicuity of gliders in the air. Day-Glo™ patch tests in 2000 were inconclusive. It appears that the patches of the colour seemed to act as camouflage by breaking up the outline of the glider. This is what the military do with camouflage! In 2002 more tests were completed. These tests added 3M Mirror film that was placed on the wings and ailerons. A black underside was also tried on one aircraft. Conclusions are that the mirror film works all the time, the glint being the initial trigger that alerted the pilots to the presence of

the aircraft. The black underside works in thermalling; and the Day-Glo™ patches do not appear to work and in some respects seem to make matters worse.

Mid-air collisions are a major cause of fatal accidents, and the trials were run to answer the question of how conspicuity can be improved. There's a concern that competitors will not install the mirror film, but in Australia pilots are asking what can be done to improve conspicuity. See below for more details.

**Human Factors** The role of human factors in accidents is an increasingly important area to cover. The new view is that human error is not always the cause of an accident. Murphy's law is not the problem, it is usually right. People create safety and they find ingenious ways of getting around the problems to manage the danger. A book by Sydney Dekker from Cranfield University Press is available at <[www.ashgate.com](http://www.ashgate.com)> called *A Field Guide to Human Error Investigations*. It is recommended reading for all who are interested in investigating their club incidents and accidents. As a result of the discussions and interactions with the members of the OSTIV panel, the Flight Training & Safety committee plans to prepare safety seminar materials for presentation to SAC clubs as part of our ongoing safety initiatives. At the end of the meeting Ian was appointed as the new chairman of the Panel, to replace Sakka Havbrandt of Sweden.

**Mirror Film trials** So-called Mirror Film is available in Canada at about \$200 for a 4 x 4 ft sheet and we invite clubs to assess its use in improving glider conspicuity in their club environment. The film is very thin and will not interfere with airflow over most wing sections. It is self-adhesive and is relatively easy to apply (air bubbles have to be carefully avoided). It is recommended that at least the club aircraft should have patches applied, and the results of the evaluations shared among all clubs later at the end of the flying season. For details ask any member of the Flight Training & Safety committee.

**Post Bronze Badge Training** The committee would like to see established a coaching system to encourage more FAI badge and contest flying. This program would involve coaches who may or may not be instructors. The Association together with CAS Group training would train and certify the coaches. A program is underway at one Ontario club that involves a youth group who would be trained also beyond the Bronze badge, eventually being coached for competition flying.

Respectfully submitted, **Ian Oldaker**, Chairman

members: Dan Cook, National Safety Officer  
Tom Coulson, Joe Gegenbauer, Marc Lussier, Fred Kisil

## **INSURANCE — Keith Hay**

The 2004 insurance plan is now in place. Renewal information has been forwarded to club treasurers and the majority of the renewals have now been returned. After two years of improvements in losses we were anticipating some moderation in our premium rates. However, accidents in the later part of the

season brought us once again into an all too familiar high loss situation. With our past record, it is virtually impossible to try and defend it as a “one time blip” in losses.

Once again, as is done every year, the committee and our broker put the plan forward for quotes to the available insurance companies. As we have reported in prior years, there is little effective competition for our business and our long term and recent claim record effectively narrows the field even further. Several companies turned down the opportunity to provide a quote. One company indicated they would be willing to take on part of the plan, but at a rate at least equivalent to what we currently have. One response reflected a 40% premium increase from what our 2003 rates were!

As our current underwriter pointed out, over the last 12 years, 126% of the premiums collected have been paid out. In addition to paying out 126% of our premiums over the last 12 years, last year we once again paid out over 95% of our HULL premiums in damage claims. Over the 12 years, there have been only five years where less than 70% of the premiums were paid out. The aviation insurance industry typically views anything over 60% payout ratio as a concern. Clearly, this does not put us in a good bargaining position when it comes to negotiating policy renewal.

Before release, all rates were checked for accuracy and, as always, care was taken to ensure the final rates would be competitive with similar coverage available in alternative markets. For those who wish to defer payment of the premium, an installment payment option continues to be available.

#### **Why do we have a SAC insurance plan?**

SAC maintains a group insurance plan in order to help ensure that continuing high-quality aircraft hull, liability and airport premises insurance is available for all SAC clubs and their members. The plan is structured as a *group plan* to take the most effective advantage of our member volume and provide uniform flexible coverage. As such, the *Soaring Association of Canada* is the policyholder as opposed to individual clubs or members.

What does a group insurance plan do? What it may *not* do is to provide the absolute best price that any particular member of the group might get, but it does strive to charge a reasonable average price for members of the group. Therefore a few may be able to find better rates outside the group. What a group policy does strive to do is to provide a decent policy at a fair price for all members of the group, so that members of the group can get coverage that might otherwise be unavailable to them. For most members of SAC, this means that the price will be close to, or lower than they can get elsewhere for the broadest coverage available.

#### **What we get for our premiums – Major Points**

While this touches on the major points, both the plan coverage summary and policy document are available from your club treasurer. It should be required reading for all club executives and private owners. This helps to ensure that not only do you know what is being provided, but also what your re-

sponsibilities are. Claims reporting guides are also available to keep in your aircraft should an accident occur.

#### **Who and what is covered?**

- All SAC members (student and licensed) when flying SAC insured gliders and towplanes. There are currently no requirements for specific experience or other requirements other than being a bona fide SAC member.
- Guest members (FAI-affiliated: eg. SSA, BGA) when flying SAC-insured aircraft.
- Private and club aircraft listed under the plan are insured for “pleasure and club business”.
- Gliders – instruction and rental to club members & guests.
- Towplanes – towing gliders and instruction of towpilots but *not* any other use of the towplane for hire or reward (this means club members and the towplane are *not* covered if members are using them for personal pleasure flying and log time accumulation).

#### **Hull liability**

This is the coverage that covers most accident damage to your aircraft. It covers the aircraft and its normally installed permanent equipment. You purchase a specified value of coverage for each aircraft that should reflect the value of the aircraft and its normally mounted equipment and instruments. This does *not* include your glider trailer. It is not a good idea to “underinsure” your glider. One way to view this is that the insured value should be an amount that you would be happy to receive if your glider suddenly disappeared from your trailer. Underinsurance is not normally a problem, although we have seen some instances of dramatically decreasing hull values this year. There is currently a \$500 deductible per incident for hull coverage.

#### **General aircraft liability**

This coverage provides payment in the case of damage to other property, other people or you that may occur involving your aircraft while it is “in motion”. Claims in this area are the ones that are potentially HUGE. Imagine the medical bills should a bystander or passenger be injured while operating your glider. Coverage is available in 1, 2 and 3 million amounts per aircraft and unlike some policies we have reviewed, the complete amount is available regardless of the number of people involved. There is no deductible for this coverage. Minimum liability coverage on all private gliders under the plan is \$1,000,000 per seat. All owners are encouraged to cover for more than the minimum. Minimum liability coverage for club aircraft is \$2,000,000 per aircraft. One of the primary reasons for the higher club limit is that past club liability settlements have exceeded \$1,000,000 at least in part because clubs are seen to be held to a higher standard of “duty of care” than private owners.

#### **Premises liability**

Coverage for all clubs is mandatory. This covers airport premises and operations other than aircraft to a liability limit of \$3,000,000. After a long period of no change, the premiums increased \$25 to \$175 per club. This coverage provides important protection to clubs for damages and injuries that could occur on their airfield (owned or leased), which do not

involve aircraft. This coverage in the general marketplace typically costs a minimum of \$2500. The Premises Liability coverage also provides \$100,000 of coverage for "Instructor Errors and Omissions".

**Profit Sharing to reduce premiums** The SAC plan provides for a portion of premiums to be credited if low losses occur in the plan as a whole. When we have low claims, we are credited in the following year for a portion of the premiums paid. This "profit sharing" credit is applied proportionally to each aircraft in the plan. Unfortunately, many years our losses have been too high to trigger this premium reducing credit.

**Claims service and legal representation**

The insurance company provides claims adjustment and legal representation for all claims. Legal costs of defending a claim, particularly liability claims, can be substantial and are paid over and above the coverage limits purchased.

**What can we do to try to lower our premiums?**

Unfortunately, our (gliders in Canada) long term and recent loss claim records are *still* one of the primary drivers affecting our premium rates. The primary problem is that we continue to break gliders on a regular basis. First and foremost, we need to dramatically improve our safety record through good management and flight practices. Passing on a quote I received from another insurance broker:

"... the secret of continued insurability is, "Good Management". Sounds simple doesn't it? But it isn't. Good management takes work. Passing good management techniques down the line, especially in clubs, takes hard work and real dedication. Just hoping things will turn out OK causes losses.

This is the single most important action we can take to lower our premiums and protect our insurability *over the long term*. It won't happen overnight, but, if we as a sport continue our high loss record, everything else we do is "sticking fingers in the dike wall". The result may well be deteriorating levels of coverage for the same or even higher cost and difficulty in obtaining adequate coverage for some. The SAC plan is structured as a group plan, so accidents affect everyone in the plan, clubs and private owners as well. While you may be accident-free and begrudge the affect that accidents of other's have on you, tomorrow it could be *your* accident affect-

ing others. The committee has and will continue to review potential opportunities and suggestions to try and lower our premiums. Some of the major areas have been:

**Deductibles** We were not able to achieve an increase in deductibles that would have provided a meaningful change in premiums. We will be trying again this year.

**Liability limits** The committee and SAC Board continue to feel that the liability limits as reviewed and set previously are appropriate given past claims and coverage for SAC as an organization.

**Commercial operations within the SAC plan** While discussion continues in this regard, there are complications around the direct participation of "for profit" organizations as part of SAC. As well, given our recent increases in rates, it's far from clear that there would be any real benefit to them or us from their participation.

**Rate determination based on losses or aircraft use**

The SAC plan already provides for 5% safety premium based on claims. These funds are used to fund increased safety initiatives from FT&SC as per our undertaking to insurance company to improve our safety record. In 2003, the total sum of safety premiums was only \$6030 or 1% of our total premiums base. While it would be possible to introduce measures to decrease premiums for individual segments of the fleet, this would almost certainly involve increasing premiums for the remainder, since insurance companies bid on the complete plan.

**Partial year coverage**

This has been a recurring request, since it is one of the prime reasons that AVEMCO had been able to offer lower overall rates and indeed was likely part of the reason they recently left the Canadian marketplace as unprofitable after 14 years. Other companies in the past had also offered this option, but it is not currently available in the Canadian marketplace, even for commercial operators such as northern bush operators.

**COPA/SSA**

COPA has been approached in the past and have consistently been unwilling to insure clubs or provide glider hull coverage. They have chosen the "market" they wish to serve. As

| <b>SAC INSURANCE HISTORY, 1992 – 2003</b> |      |      |      |      |      |      |       |       |       |      |      |       |
|---|------|------|------|------|------|------|-------|-------|-------|------|------|-------|
|   | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998  | 1999  | 2000  | 2001 | 2002 | 2003  |
| Insured Clubs                             | 39   | 41   | 40   | 39   | 32   | 37   | 37    | 39    | 41    | 38   | 35   | 33    |
| Total Aircraft                            | 384  | 384  | 417  | 413  | 393  | 387  | 411   | 359   | 376   | 306  | 276  | 351   |
| Hull Value (\$M)                          | 7.99 | 8.57 | 9.09 | 9.43 | 9.13 | 8.61 | 10.15 | 10.55 | 10.89 | 9.49 | 8.56 | 13.35 |
| Hull Premium (\$K)                        | 229  | 198  | 221  | 244  | 247  | 241  | 267   | 289   | 306   | 300  | 287  | 399   |
| Hull Losses (\$K)                         | 153  | 258  | 205  | 225  | 185  | 151  | 340   | 347   | 280   | 127  | 147  | 387   |
| Hull Loss Ratio (%)                       | 67   | 130  | 102  | 89   | 75   | 63   | 127   | 120   | 92    | 42   | 51   | 97    |
| Total Premium (\$K)                       | 328  | 298  | 323  | 354  | 356  | 347  | 423   | 435   | 466   | 493  | 508  | 652   |
| Total Losses (\$K)                        | 164  | 274  | 253  | 240  | 1616 | 1717 | 456   | 401   | 339   | 127  | 147  | 629   |
| Premium/Losses (%)                        | 50   | 92   | 79   | 68   | 454  | 495  | 108   | 92    | 73    | 26   | 29   | 96    |



well, their current underwriter chose not to bid on the SAC plan. Although we continue to correspond with the SSA broker, it is not clear that they would legally be able to insure in Canada. The SSA insurer (not broker) is already in the list of companies approached by the committee. As well, the SSA plan evaluates individual qualification, as opposed to a group plan and it is quite likely that many SAC clubs and individual members could see dramatically higher premiums under such a plan.

**Hull "Self-insurance"** This is a misnomer. Self-insurance implies you are taking on the risk for your own assets. Since SAC does not "own" the aircraft, we would be running an "insurance company" by collecting fees from members to provide for losses incurred by others. Not only are there regulatory restrictions and requirements involved but substantial administrative support would be required to support such a plan. SAC's status as an amateur sports organization would also be at risk that would significantly increase SAC membership costs as well as make donation much harder to solicit. SAC as an organization (all clubs) would be exposing itself to a risk with a high potential for loss without the ability to adequately diversify that risk as an insurance company can. SAC trust funds are not available to backstop such a plan, as contributions have been and continue to be made in the understanding that the principal not be "at risk".

**Limiting Hull values**

This would limit the value of aircraft insured under the plan at some upper limit. While it would help to protect us from high value payouts, it would also eliminate some current and future aircraft from being able to participate in the plan. I don't think that this would be in the best interests of SAC or gliding in Canada.

**In closing**

I hope this helps to better inform everyone about the insurance plan as well as some of the issues and concerns that the Insurance committee has looked at and continues to look into where appropriate. Thanks are due to Doug Eaton and Richard Longhurst for their assistance and guidance on the Insurance committee as well as to our insurance broker, Grant Robinson. The Insurance committee does their best to ensure that complete insurance coverage is available to all in the SAC community. Our safety and claim record makes this especially challenging and we appreciate the supportive and positive comments and suggestions that have been made. We listen and respond as best we can, albeit not always with the answer or in the time frame that some would like.

**MEDICAL — Dr. Peter Perry**

This year was remarkable because of the fact that I had absolutely no contacts from pilots regarding health problems relating to licensing. Congratulations guys!

Transport Canada says that only 4% of aircraft accidents are associated with medical problems, and yet as a group, our average pilot age is increasing. I am not sure what percent-

ages of our pilots are flying with Category 4 licenses, but there has been a dramatic drop in pilots contacting me since the introduction of Category 4. This raises the nebulous issue and problems associated with the aging pilot, about which there are few guidelines if any, so CFIs and instructors should be aware of the potential for subtle signs in the aging pilot, and use the annual checkflight window as a tool to detect this.

Remember: A check ride ought to be like a skirt, "Short enough to be interesting, but still long enough to cover everything."

Once again, my thanks to Dr. Delaney for giving me coverage on the pilots in Quebec.

**RECORDS — Roger Hildesheim**

It has been another very interesting year for Canadian soaring records. Canadian pilots looking for some relief in Australia generated a few new records. Tim Wood started an assault on the Canadian Shield as he crossed from southern into eastern Ontario many times but not quite to his final goal of Hawkesbury. Tony Burton has been busy showing us all how it's done in Club class with multiple records in 2003.

It's these efforts that should remind us all that soaring is what you want it to be. Heading off on your own to attempt a task (and/or record) that has never been done can be a very rewarding experience. Instead of doing the standard 50, 300 or 500 kilometre task at your club, why not fly a 50, 300, or 500 task that has never been done. Here are statistics up to the end of 2003:

|                 |                              |
|-----------------|------------------------------|
| Claims received | 14                           |
| Claims rejected | none                         |
| Claims approved | 16 (14 in 2003, 2 from 2002) |
| Claims pending  | none                         |

As the new season draws closer, now is the time to check the calibration date of your flight recorder and reread the FAI Sporting Code if you plan to break records this year. It is important that you understand the rules and prepare in advance of the day of your flight. If you have any questions, please drop me a line and I will try to get you a timely answer. As always, it has been a continuing pleasure to be your records chairman. Let's all have a safe soaring season for 2004. The record flights approved in 2003 are as follows:

|                 |  |
|-----------------|--|
| Pilot           | <b>Dave Springford</b>                 |
| Date/Place      | 5 Jan 2003, Corowa, Australia          |
| Record type     | 300 km Speed Triangle – Club – Citizen |
| FAI Category    | 3.1.4h                                 |
| Sailplane type  | LS4, VH-GOB                            |
| Speed           | 92 km/h                                |
| Task completed  | Corowa, Mangopla, Widgiewa, return     |
| Previous record | Not Claimed                            |

|             |                                       |
|-------------|---------------------------------------|
| Pilot       | <b>Dave Springford</b>                |
| Date/Place  | 6 Jan 2003, Corowa, Australia         |
| Record type | 300 km Speed to Goal – Club – Citizen |

FAI Category SAC only  
 Sailplane type ASW-27, PH-1178  
 Speed 97.5 km/h  
 Task completed Corowa to Hilltop  
 Previous record Not claimed

Pilot **Spencer Robinson**  
 Date/Place 7 Jan 2003, Corowa, Australia  
 Record type 750 km triangle speed, Open & Club, Citizen  
 FAI Category 3.1.4h  
 Sailplane type LS8-18, VH-ZBI  
 Speed 118.7 km/h (103.6 km/h Club)  
 Task Corowa #23, Galong, Naradhan, Corowa #23  
 Previous record Open: not claimed  
 Club: Dave Springford, 94.6 km/h, 2002

Pilot **Spencer Robinson**  
 Date/Place 7 Jan 2003, Corowa, Australia  
 Record type Triangle distance, Club, Citizen  
 FAI Category 3.1.4f  
 Sailplane type LS8-18, VH-ZBI  
 Distance 655.9 km  
 Task Corowa #23, Galong, Naradhan, Corowa #23  
 Previous record Not claimed

Pilot **Tracie Wark**  
 Date/Place 7 Jan 2003, Corowa, Australia  
 Record type Free O & R distance – Open, Club, Fem. – Citizen  
 FAI Category FAI 3.1.4b  
 Sailplane type ASW-27, PH-1178  
 Speed 750.2 km (633.2 Club)  
 Task completed Corowa to GPS turnpoint and return  
 Previous record Spencer Robinson, 529.9 km – 2002 – Open  
 Spencer Robinson, 462.6 km – 2002 – Club  
 Tracie Wark, 320.2 km, 2002 – Feminine

Pilot **Pat Templeton**  
 Date/Place 6 Jan 2003, Corowa, Australia  
 Record type Out and Return distance, Club, Citizen  
 FAI Category 3.1.4e  
 Sailplane type LS8-18, VH-ZBI  
 Distance 525.5 km  
 Task completed Corowa, Hilltop, return  
 Previous record Citizen: Tracie Wark, 441.4 km, 2002

Pilot **Tracie Wark**  
 Date/Place 10 Jan 2003, Corowa, Australia  
 Record type 100 km Speed Triangle – Feminine – Citizen  
 FAI Category FAI 3.1.4h  
 Sailplane type ASW-27, PH-1178  
 Speed 105 km/h  
 Task completed Corowa, 2 GPS turnpoints, and return  
 Previous record Antonia Williams, 54.5 km/h, 1976

Pilot **Tony Burton**  
 Date/Place 19 May 2003, Black Diamond  
 Record type Triangle distance – Club  
 FAI Category 3.1.4f  
 Sailplane type Russia AC4-C, C-GJEC  
 Speed 482.2 km  
 Task completed Black Diamond, Cowley, Bassano Dam, return  
 Previous record Tony Burton, 365.2 km, 26 May 2002

Pilot **Tony Burton**  
 Date/Place 19 May 2003, Black Diamond  
 Record type 400 km triangle speed – Club

FAI Category SAC  
 Sailplane type Russia AC4-C, C-GJEC  
 Speed 103.3 km/h  
 Task completed Black Diamond, Cowley, Bassano Dam, return  
 Previous record Territorial: not claimed  
 Citizen: Tracie Wark, 82.2 km/h, 25 Jan 2002

Pilot **Tony Burton**  
 Date/Place 20 May 2003, Black Diamond  
 Record type O & R distance – Club  
 FAI Category 3.1.4e  
 Sailplane type Russia AC4-C, C-GJEC  
 Distance 442.9 km  
 Task completed Black Diamond, Cardston a/p, return  
 Previous record Bruce Friesen, 425.8 km, 1 Jun 2002

Pilot **Tony Burton**  
 Date/Place 20 May 2003, Black Diamond  
 Record type Free O & R distance – Open  
 FAI Category 3.1.4b  
 Sailplane type Russia AC4-C, C-GJEC  
 Distance 372.2 km  
 Task completed Black Diamond, Cardston a/p, return  
 Previous record Bruce Friesen, 315.4 km, 1 Jun 2002

Pilot **Tony Burton**  
 Date/Place 20 May 2003, Black Diamond  
 Record type Free O & R distance – Club  
 FAI Category 3.1.4b  
 Sailplane type Russia AC4-C, C-GJEC  
 Speed 442.9 km  
 Task completed Black Diamond, Cardston a/p, return  
 Previous record Bruce Friesen, 425.8 km, 1 Jun 2002

Pilot **Tony Burton**  
 Date/Place 21 May 2003, Black Diamond  
 Record type 200 km speed triangle – Club  
 FAI Category SAC  
 Sailplane type Russia AC4-C, C-GJEC  
 Speed 99.0 km/h  
 Task completed Black Diamond, Stavely, Mossleigh, return  
 Previous record Territorial: not claimed  
 Citizen: Dave Springford, 95.9 km/h, 24 Jan 02

Pilot **Tim Wood**  
 Date/Place 16 Sept 2003, Arthur, ON  
 Record type Straight distance to goal, Club, Citizen  
 FAI Category 3.1.4d  
 Sailplane type LS3a, N57SS  
 Distance 236.7 km  
 Task completed Arthur, On to Belleville airport  
 Previous record not claimed

## SPORTING — Jörg Stieber

### International Gliding Commission

As the Canadian delegate, I attended the plenary session of the International Gliding Commission in Prague in February 2003. Canada's attendance in recent years has been somewhat sporadic due to lack of funding. It was my objective to get acquainted, understand the decision-making process at the IGC level and show that Canadian glider pilots are interested in participating at this level. (*Notes from the meeting, see Appendix 1*) There was no cost to SAC.

I will be attending the 2004 IGC meeting in Lausanne to present the Canadian proposal regarding the use of commercial, off-the-shelf GPS units for badge documentation. There will be no cost to SAC.

#### **Nationals rules**

Some minor updates were incorporated into the rules for the 2003 Nationals. The main change was the introduction of a scaled penalty system for airspace violations to introduce more fairness. After considerable discussion with competitors it was decided not to introduce a minimum height finish cylinder for the following reasons:

- Current rules still allow flight data recorders without altitude recording. Disallowing these recorders would create a financial barrier to participation for some of the contestants, particularly in Club class and for novices.
- Difficulties in precise measurement of absolute height and discrepancies between the altitude indicated by the altimeter which the pilot sees and the altitude recorded by the logger. Both would likely lead to frequent protests if penalties were assessed. However, the broader issue of giving credit for the energy retained at time-out during a Time Distance Task is still being considered for implementation in the future.

Based on the pilot feedback received during the 2003 Nationals the following rule changes for the 2004 Nationals are under consideration:

- Elimination of Assigned Speed Task and Pilot Selected Task
- Elimination of the 1000 point normalized scoring system along with day factors and replacing it by handicapped distance as the scoring parameter. This has been tried in lower level contests such as the SOSA Mudbowl and has worked well.
- Introduction of the Area Task, scoring based on distance. This form of task was successfully tried during the 2003 SOSA Mudbowl contest. There are a number of scoring and software issues that have to be resolved yet before this task can be implemented.

**Nationals 2003** The 2003 Nationals were generously hosted by the Gatineau Gliding Club. Unfortunately, very difficult weather conditions persisted throughout the contest. Only the 15m class achieved the required four contest days to qualify the competition as Canadian Nationals. Club class and Standard class only achieved three contest days despite the fact that the competition was extended by two days with the unanimous consent of the contestants. The 15m class winner was Walter Weir.

Due to the difficult weather some anomalies of the 1000 point scoring system became apparent:

- On a day where the winner flew approximately 200 km, one distance kilometre was worth 5 points.
- On a day where the winner flew approximately 100 km, one distance kilometre was worth less than one point, due to extreme day factors.
- On a hypothetical day, with the winner achieving 500 km,

one distance kilometre would be worth 2 points.

#### **Pilot feedback**

During one of the many rain days of the Nationals, the Sporting committee held a meeting to receive feedback suggestions from pilots in respect to the Nationals rules. The minutes are attached (*Appendix 2*).

#### **Online Contest 2003**

This was the first season of SAC sponsorship for the Online Contest. CAS continued to administer the rules and to provide support to pilots who experienced difficulties uploading their flights. The Sporting committee was tasked to investigate which SAC trophies could be aligned with the OLC. A report was submitted, recommending to align the following trophies with the OLC:

*BAIC Trophy* – Best Flight of the Year

*Canadair Trophy* – OLC Champion

*200 Trophy* – Novices with less than 200 hr of P1 glider time

The OLC continues to increase in popularity and, as more and more pilots participate in this contest, we are accumulating valuable data documenting the achievements of Canadian glider pilots. The data also underscore the need for access to airspace if this environmentally friendly sport which benefits people of all age groups, from youth to seniors, is to continue in Canada. The statistics speak for themselves:

Number of pilots who submitted flights: 149

Total flights recorded: 1866

Total distance recorded: 319,944 km

Trophy Winners:

*OLC champion:*

Vaughan Alan – 3978 pts (motorglider)

Larry Springford – 2883 pts (glider)

*Best Novice:* Matt Kazakoff – 1870 pts

*Best Senior:* Dick Mamini – 3447 pts (motorglider)

*Best Club:* Canadian Rockies – 23 pilots in this club recorded 596 flights and accumulated 100,778 points or 112,137 km

The results raise two questions which need to be addressed:

1. The OLC scoring differentiates between “pure” gliders and motorgliders (self-launchers and sustainers). If a motorglider pilot wins a category (Canadair Trophy), should the best “pure” glider pilot also be recognized?

*Recommendation* Award the trophy to both pilots, in other words, inscribe the names of both pilots on the trophy, differentiating between the motorglider pilot and the “pure” glider pilot.

*Rationale* Motorgliders have an advantage under certain circumstances such as better access to wave systems either by launching from sites where aerotows and ground support are not available or by transitioning under motor into a wave system from a remote location.

2. Should trophies be awarded to pilots who are not members of SAC?

**Recommendation** SAC trophies should only be awarded to SAC members.

**Rationale** This will prevent visiting pilots from becoming eligible for SAC trophies unless they are interested enough in the Canadian soaring movement to become SAC members. This should not affect Canadians who live in the US but retain their SAC membership.

With its broad appeal, the OLC has injected new enthusiasm into Canadian soaring. It gives pilots goals to reach for and results to measure their performance against. The Sporting committee believes continuing SAC funding for the OLC is money well spent and SAC will see a payback in form of better membership retention. The OLC also forms a gateway to the worldwide soaring community.

**COTS GPS** George Eckschmiedt and John Bisscheroux drafted a proposal to allow the use of commercial, off-the-shelf GPS units for badge documentation. It is the expectation that simplified and lower cost flight documentation will result in more badge flights and more badge claims, particularly by young pilots. This in turn should lead to better membership retention. The Sporting committee is of the opinion that the benefits of using COTS for badge documentation have to be carefully weighed against the danger that the badge system, which has a long tradition and is recognized worldwide, may be compromised by cheating due to relaxed data security requirements. The proposal will be presented for discussion at the upcoming IGC plenary session [in Feb 2004].

## Appendix 1

Jörg Stieber, Sporting committee, 20 March 2003

### *IGC Meeting Summary of Notes*

#### **Significant Sporting Code changes**

The Austrian concept of allowing free distance triangles for records was approved. Generally, there was support for allowing free distance records in the same task categories that currently exist for declared tasks. There were concerns over pilots claiming two records in one flight, one for a declared task and the second for a free distance task.

**World Air Games** There will be a pre Air Game contest in St. Auban, France. The contest will have no entry fees, fifteen pilots will be accepted, regular start, total elapsed time scoring, turnpoints will be height restricted and placed on mountains for media effectiveness.

**PR/Sponsorship** *Leading Edge*, a Hong Kong based film producer, is offering to sponsor gliding contests by sharing the gross profits resulting from the movies with them. This arrangement would be a first.

**Future of World Class** Privately, many IGC delegates seem to view the World Class experiment as failed. They point to the lack of participation in World Class contests. However, the IGC is well aware of its promise to support the World Class for 15 years. This time will be up in the year 2009.

**100 years of the FAI** The FAI will have its centennial in 2005.

#### **"Beer Can" turnpoint observation zones for badges and records**

A proposal was presented to allow beer can type observation zones for badges and records as they are currently used for contests. There was some concern since cameras are still permissible for badge flight documentation, and allowing beer cans might result in a different level of difficulty for flights documented using flight data recorders versus flights documented using cameras. The proposal was approved subject to the drafting of acceptable Code language. *Note: this has occurred and will come into effect for the 2005 season.*

#### **World Gliding Championships 2006 – USA and Sweden bids**

The Swedish bid won mainly due to concerns over the cost of transportation of gliders to the western USA and concerns over restrictive USA immigration practices which apparently prevented a number of competitors to attend the World Model Championships.

**IGC ranking system** The recently introduced IGC ranking system aims to rank pilots internationally based on IGC-sanctioned contests such as European and World Gliding Championships as well as sanctioned national contests. Every ranked pilot will be featured on the IGC website with photo and brief biography. Unfortunately, for sanctioning national contests, the IGC charges a not insignificant sanctioning fee. The fees are 250 Swiss francs for contests plus 60 Swiss francs per class in multi-class contests. There would also be some questions over the compatibility of Canadian rules. On the other hand, from the point of view of PR and participating in international initiatives, there might be benefits for Canada to participate in this ranking system which should be considered by SAC.

**Handicaps** The German proposal of introducing a weather factor into the handicap system was broadly supported.

#### **Environmental initiatives**

The German Aero Club has been very successful in promoting the environmental benefits of gliding fields coupled with environmental initiatives at the club level, such as providing and maintaining habitats for endangered species. A poster showing a variety of species that can find a habitat at a gliding field was circulated. Clubs are encouraged to use these posters in their club facilities. With this initiative, the German Aero Club and its individual member clubs have made significant inroads with environmental groups who have traditionally lobbied for the closure of airports based on environmental concerns such as noise and pollution. In my opinion, this would be a worthwhile initiative for SAC to consider.

**Champions gallery** The IGC is currently maintaining a "Champions Gallery" which features current national champions of all participating countries. This Gallery will be updated after every national contest. I feel strongly that Canada should participate in this initiative and forward details and photos of winning pilots to the administrators of the Champions Gallery. The IGC ranking list may supersede the Champions Gallery sometime in the future.

### Worldwide membership decline

New Zealand presented an analysis by John Roake showing a consistent decline of soaring pilots in most member countries. Despite having suffered a small decline, Canada has fared better than traditional soaring countries such as Germany. One of the points made in the presentation was that it was apparently quite difficult to get cooperation from national associations in compiling the data. In my opinion, it is very important to track these trends on a worldwide basis and we should make every effort to provide timely statistical membership data for studies like this.

The official minutes of the meeting will eventually be posted on the IGC website [www.fai.org/gliding](http://www.fai.org/gliding) to date, a summary of major decisions can be downloaded from: [www.fai.org/gliding/meetings/2003](http://www.fai.org/gliding/meetings/2003).

## Appendix 2

### Nationals, August 2003 – contest pilot feedback meeting

**Time Distance Tasks** This is the third National contest utilizing this task form. It has been broadly accepted by all pilots. Some details still need fine tuning. One concern remains to be low energy arrivals at the contest site after time-out. Possibilities to credit remaining altitude were discussed but they would require data recorders with accurate altitude read-out. Therefore this is not feasible at this time.

Nick Bonnière advocates to disallow carrying on after overflight of the contest site and return after the pilot has used up excess height. On the other hand this possibility gives the pilot the opportunity to convert excess energy into scoring points. Jerzy stated that 10% return bonus is too much and advocates a flat bonus of 25 points for a landing at the contest site or any designated alternate airfield.

In general, all pilots agreed that there was no compelling reason to maintain the Pilot Selected Task and Assigned Speed Task in the rules, since the TDT is flexible enough to cover assigned tasks as well as pilot optional tasks. The advantage of dropping AST and PST from the rules would be that we can also drop the normalization to 1000 points, as well as day factors, etc. This would make scoring a lot more transparent.

The application of day factors in the 1000 point system produced some strange results. On a day where the maximum distance flown was 110 km, the maximum points awarded were only 77. This translates to approx. 0.7 points per km. On a day where the achieved distances were around 200 km, the winner's score was 1000 points which translates to 5 points per km. On a day with a max distance of 500 km, one kilometre would be worth 2 points.

Looking at the various days of the 2003 Nationals, a linear score based on the distance achieved without any day factors would have produced acceptable results.

**Assigned Area Tasks** The intent to implement AAT tasks for the next Nationals was positively received. The scoring would be based on distance only. Walter is concerned about the

amount of planning required for an optimum finish if the task ends at the contest site. A home bonus may not be necessary.

### Combination of classes

With 6 pilots in 15m class and only 5 pilots in Standard class in the 2003 Nationals, serious consideration should be given to ways of combining classes for scoring purposes to have a broader base for the statistical criteria such as 20% pilots achieving 80 km to make a contest day.

members: Colin Bantin [ccbantin@sympatico.ca](mailto:ccbantin@sympatico.ca)  
Walter Weir [waltweir@inforamp.net](mailto:waltweir@inforamp.net)

## Safety report — Dan Cook

This year we experienced 17 accidents of which two involved fatalities and one serious injury, and five aircraft were destroyed. There was some major difficulty in gathering information as only three accidents were reported to SAC on the Flight Training & Safety committee's Accident Form. This may be a result of the Insurance Accident Claim form being similar in design to the FT&SC form and pilots think that it isn't necessary to inform both groups. Unfortunately, sharing of insurance information with the committee is not seamless and we are NOT getting the information from pilots or clubs. In addition, Transport Canada will not share information on accidents with non-governmental sources due to Privacy Act considerations. Unless the information is sent to the FT&SC through SAC we will be limited in our ability to do analysis and therefore have difficulty learning from our mistakes. Based on limited data, the following are the "highlights" of accidents in 2003.

- Fatal, serious injury, write-off LS-1C & PW-5. Mid-air collision occurred around circuit height over glider port. One pilot seriously injured, the other fatal.
- Fatal & write-off. Ventus. Glider missing in Rocky Mountains and presumed crashed.
- Write-off, L-33. Wing struck trees on final approach during off-field landing attempt.
- Write-off, L-23. A windstorm destroyed glider while it was tied down at the gliderport.
- Substantial damage. US-registered glider experienced a hard landing.
- Substantial damage, 2-33. Tow cable became tangled in the tail wheel and the glider was pulled into the air prematurely on launch.
- Substantial damage, L-19. Wind gust lifted the wing after normal touch down and the opposite wing tip contacted turf runway. Control regained after gust.
- Substantial damage, Grob Twin. After a low circuit, the airbrakes were opened on final and the glider wing struck the top of a fence.
- Substantial damage, SZD Junior. Right wing contacted a bail of hay in an off-field landing attempt in adjoining field after a vehicle was observed blocking the runway.
- Substantial damage, L-23. On rollout after landing, the glider struck a danger sign.
- Substantial damage, 7GGAA. Hard landing and propeller

- ground strike.
- Substantial damage, ASW-24. Glider being towed by a ground vehicle when wing tip dropped into a grassy ditch.
- Substantial damage, Grob-103. Crack in leading edge of wing was detected when glider was inspected. Overstress or impact related?
- Substantial damage, DG-300. The wing of another glider was moved during ground handling in the hangar and it struck the canopy of the DG.
- Minor damage, L-13. The glider was landed with improper use of spoilers and contacted tail first damaging the tail wheel assembly attachment.
- Minor damage, Russia. Gear collapsed on striking a hard rut in an outlanding field.
- Minor damage, Krosno. The glider was landed by the instructor after taking control. Directional control was not maintained on a soft field and the aircraft yawed 90°. The wing tip dropped and was slightly damaged when it made contact in the mud.

### Analysis

There are no surprises in terms of what may have been the major factors in the cause of most of these accidents. Stall/spin (loss of controlled flight), mid-air collisions, and off-field landing attempts still lead the accident categories. Again, most accidents are made by experienced pilots. The number of recent accidents in the Rocky Mountains and other mountainous countries highlight that this type of flying has more risks, and special precautions and training is required. This is not to imply that the pilots ignored these requirements in these accidents. The FT&SC has identified that mountain flying is an area that the committee will address. However, a detailed knowledge of each of the accidents is needed to draw more specific conclusions. It is the responsibility of club CFIs and Safety Officers to identify these factors and apply mitigating strategies locally. More often than not there are club organizational and safety culture factors that contribute to the accident.

Beyond the actions of individual clubs, we wish to look more closely at human factors (HF). It is believed that HF play a significant role in many of these accidents. Of course, this includes aircraft design and the OSTIV *Sailplane Development Panel* is working on improving designs, but the older types of gliders will not be eliminated in the short term. What can be done to mitigate the risks now? Many pilots who have had an accident are normally conscientious. All pilots can make poor decisions though. There are some HF actions we can take as pilots:

- First, assume that you are an accident about to happen! This requires that we admit we are fallible. This will go a long way towards our attitude to professionalism and mitigation strategy.
- Next, learn as much as you can about HF and how this can affect your flying and judgement.
- Now use this professional approach towards planning,

preparation, preflight, the flight, and postflight actions. I like to think of planning as, *"What is about to bite me today?"* Some examples are weather, weight and balance, terrain, etc. Preparation is an action that can be taken as part of risk reduction. These may include transponders for rugged terrain, first aid kits, survival gear, or simply a hat, food and water and a recent checkflight with an instructor. My attitude during a pre-flight is, *"There is a fault in the glider or my equipment that may kill me"*. Can I find it?

During the flight I now assume the worst will occur: I will have a takeoff emergency and I will mitigate it with the S.O.A.R. Pilot Decision Making technique and run through all possible options in the "O" of CISTRSC-O before launch. I will also have a mid-air collision; I mitigate it with my scanning technique and avoid preoccupation in the cockpit with GPS, etc. I *always* assume that I'll have to landout and prepare for the best landing situation. I also assume there will be some emergency when I make that landing: obstacles on the field, updraft, glider malfunction, etc. As these thoughts go through my mind, I still struggle with finding every shred of lift to continue the flight. But, at my predetermined height, I commit to land.

Lastly, post-flight is now the time to be used to review your decisions. Are there areas I could have improved my decision making and the range of options available for the next flight? Remember; we get tunnel vision under stress. You will likely only consider options you have already identified and practised in an emergency.

### Flight Training & Safety committee plans

A theme over the last few years by the FT&SC has been to look at human factors, organizational factors and safety culture. We have implemented seminars and safety reviews (audits). Is your safety culture still generative versus authoritative? We also revamped some of our basic flight training by looking at other countries on the OSTIV Training and Safety Panel who have lower accident rates. Taking their lessons learned and feedback from our club CFIs, we modified our manuals and courses. The third area we are revisiting again for 2004 is human factors; in particular, why do we take risks? Based on our current accident statistics, HF may explain why some of our experienced pilots seem to be at higher risk. The FT&SC will be planning HF seminars to help look at these issues and visit clubs to discuss HF.

We will continue the fight for safer flying by advancing all three areas or "pillars" as identified. Furthermore, OSTIV member countries have agreed that there appears to be a 3-year cycle to safety information. After three years, pilots have forgotten some of the lessons learned and accidents appear to repeat themselves. Therefore, the committee will continue to review and reinforce the three pillars every three years, adding new material as available to a particular pillar.

What has to happen now is that you, the pilot, meet us somewhere half way. What are you going to do as your part to improving safety? Our biggest challenge ahead is that not everyone is getting the message!

## TROPHIES & AWARDS — Phil Stade

The 2003 soaring season has seen high quality achievements by Canadian glider pilots. It continues to prompt questions about the national awards program and whether basic changes are needed if it is to continue to be a major motivator for achievement of excellence in the sport. Significant data has been taken from the Canadian On Line Contest results but more thought is still required on how to define some of the trophy requirements in the GPS age. These should be determined for the 2004 season results.

### FLIGHT TROPHIES

#### **BAIC Trophy** (*best flight of the year*)

The best flight of the year was won again by **Vaughan Allan** of Cu Nim. This was a Pilot Selected TP task in Alberta Rockies wave earning 3978 OLC points.

#### **Canadair Trophy** (*six best flights of the year*)

|             |                      |             |
|-------------|----------------------|-------------|
| Motorglider | <b>Vaughan Allan</b> | 3978 points |
| Glider      | <b>Rolf Siebert</b>  | 2738 points |

We have two names on the trophy this year since the Sporting committee has recommended it. The issue of glider type flown is still open for debate and a final decision.

#### **Stachow Trophy** (*highest flight of the year*)

The Cowley fall wave camp in Alberta provided the opportunity for a lot of cross-country in wave, and although the wave was not too strong, one day it allowed two Regina pilots to collect their Diamond heights. The higher of the two, **Mark Westphal**, is the winner of the Stachow Trophy with a climb to 25,500 feet (7772 m) absolute.

#### **"200" Trophy** (*best 6 "novice" flights*)

This trophy is awarded for the best six flights in Canada of a pilot with less than 200 hours of solo time at the start of the year. No one qualified in 2003.

#### **SILVER C GULL Trophy** (*Youngest pilot earning Silver badge*)

This trophy gives an incentive for our junior members to get out and go for their badges. The trophy goes to **Nic (Nicholas) Kirschner** of Vancouver who completed Silver badge #973 last year at the age of 18.

### COMPETITION TROPHIES

These trophies were awarded at the Nationals at Pendleton (more details in *free flight 5/03*):

#### **MSC trophy** –

15m class Champion      *Walter Weir*

#### **Wolf Mix trophy** –

Standard class Champion      *not awarded – no contest*  
*Dave Mercer top scorer by day 3*

#### **CALPA trophy** –

Club class Champion      *not awarded – no contest*  
*Adam Zieba top scorer by day 3*

#### **Dow trophies** – best assigned task flown

|            |                      |                   |
|------------|----------------------|-------------------|
| 15m class  | 241.2 km @ 96.5 km/h | Walter Weir       |
| Std class  | 198.8 km @ 79.5 km/h | Dave Mercer       |
| Club class | 156.1 km @ 71.6 km/h | Jerzy Szemplinski |

#### **Carling O'Keefe trophy** – Best team – *not awarded*

#### **SOSA trophy** – Best novice – *not awarded*

### OTHER TROPHIES & AWARDS

#### **Walter Piercy trophy** (*instructor of the year*)

The worthy winner is **Karin Michel**. She is the chief flying instructor of her club, the Cu Nim Gliding Club, and puts in a very large amount of time to her club. Karin is positive and proactive through all her duties, while always setting the highest standards for her students and herself as an instructor. Safety and situational awareness are always a focus and Karin continually brings up incidents and experiences from her own and the club's past as opportunities for learning. She is a gifted and enthusiastic teacher.

Her contribution as an instructor is much more than the considerable time she is in the air instructing students. The contribution and inspiration that Walter Piercy provided to our sport are being carried on by Karin. She carries the same torch and she comes highly recommended by her club for this award.

#### **Hank Janzen Award**

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

**Spencer Robinson** of the SOSA Gliding Club wins this trophy for his work in 2003 with Nav Canada, WestJet and other airspace users to implement special arrangements for notifications and traffic advisories when gliding is active at the club.

Spencer headed up a team that managed a potentially serious situation between WestJet flying close to the SOSA club on the letdown into Hamilton. Spencer established a working relationship with the Chief Pilot of WestJet and agreed on a procedure to minimize conflicts between SOSA traffic and WestJet jetliners. He negotiated a new Memorandum of Understanding with the Toronto Centre of Nav Canada, and this agreement has worked very well. This work required an enormous amount of effort and diligence on Spencer's part. With the greatest respect to SOSA members, this was more difficult than attempting to herd a few hundred cats! In summary, Spencer did an outstanding job to promote safety in a difficult environment.

#### **Roden trophy** (*club soaring skills development*)

This trophy is awarded to the club that, for its size, develops the soaring skills of the largest numbers of its pilots and is consistently aggressive in badge development. Badges provide glider pilots at all skill levels with a strong motivation to continually increase their skills and accomplishments in the sport. This year, the club winning the trophy is the 16-member **Regina Gliding & Soaring Club**.