



**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2005
& 2006 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2005.

A more complete copy will be posted on the SAC web site after the AGM.

The full financial report is available from SAC upon request.

2006 SAC ANNUAL GENERAL MEETING

Minutes, 25 March 2006, Vancouver

Introduction

The 61st annual general meeting of SAC opened at 9 am with a quorum present (about 51). Mark Mozel of the Vancouver Soaring Association, which was hosting the meeting, welcomed participants. Doug Scott, Ontario Zone Director, recognizing the 2 fatalities last year and the recent passing of 3 family members of those on the Board, asked for a moment of silence. He then turned the chair over to Phil Stade, SAC president.

2005 AGM minutes

Phil asked if there were any changes to last year's AGM minutes. There were none.

Motion #1

Moved by Phil Stade, seconded Keith Andrews, that *"the minutes of the 2005 AGM be accepted as written."*

Carried

Financial report

Jim McCollum reviewed the 2006 budget and the financial statements for 2005, and discussed various aspects of SAC membership, funds, and expenses. There was strong growth in the funds as a result of capital gains. 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 are no significant changes from the 2005 budget.

Motion #2

Moved by Kevin Bennett, seconded Dan Cook, that *"the 2006 budget with its associated membership fee schedule be accepted."*

Carried

Motion #3

Moved by Phil Stade, seconded Brian Davies, that *"Kent Whittaker, CA, be appointed auditor for SAC for the 2006 financial year."*

Carried

NEW BUSINESS

Motion #4

Moved by York Soaring, seconded SOSA, that *"Be it resolved that a committee consisting of two SAC directors and two other SAC members be formed to request that the Board of directors of the Canadian Owners and Pilots Association (COPA) or their representatives meet with this committee for the purpose of entering into discussions on matters to include:*

- (a) the administration of some or all of the office responsibilities of the SAC by COPA,
- (b) the publication and distribution of *free flight* as a section of *COPA Flight*,
- (c) other issues deemed appropriate by the committee,

and further that the committee report on the SAC web site the results of the request and the results of any meetings or discussions that may take place."

This motion replaces a similar motion passed at the 2004 AGM. The intent is to investigate possible resource sharing without losing autonomy. It was pointed out by several individuals that the motion is to enter into "discussions" and any changes recommended will require membership discussion and approval. Ian Oldaker said that there are several European aeroclub models of operations that could be usefully studied. There was no interest shown in incorporating *free flight* into COPA's newspaper. Phil Stade noted that the Board needs to address this issue in any case so it will be a good place to start.

For – 30, against – 8, abstain – 2

Carried

Note: the "for" votes included those with club proxies.

Safety Management System report

Ian Oldaker gave a short summary of the set of documents that have been prepared to assist SAC and clubs to support the newly developed Safety Management System. George Eckschmiedt (VSA) was concerned that it would be just more paper and no action. Ian said that the schedule of workshops at clubs (and demonstrated at this AGM) would explain the process and that the documents are designed to produce action at the club level as well as giving clubs a means of measuring progress in identifying risks and managing them.

Motion #5

Moved by Kevin Bennett at 1007 am, *"That the meeting be adjourned."*

Carried

Recording secretary, **Tony Burton**

BOARD OF DIRECTORS REPORTS

SAC PRESIDENT – Phil Stade

The primary task of the year was the review and acceptance of the Safety Program so that it would be ready for implementation in 2006. Other routine decisions and deliberations took up the balance of the meeting times.

When I joined the Board in 2002 I reviewed the issues that had been raised over the years. One key issue was the concern members had that SAC was meeting its mandate and effectively dealing with issues. In most cases the discussion involved marketing or insurance. During 2005 SSA was approached to see if these two issues could be addressed by an increased relationship between SAC and SSA. Although marketing may still be an area for cooperation, the possibility of SAC being involved with the SSA insurance program or insurer is a non-starter for now. Our claims history disqualifies us at the insurer level. Our Insurance committee continues to provide us with an excellent program that meets our needs in spite of the accidents we've collectively experienced. Please take time to thank Keith Hay and Richard Longhurst for their hard work and willingness to take on a job that generates very few words of encouragement.

I wish to publicly thank the SAC board that created the Pioneer Fund, the donors, and Jim McCollum for ensuring that SAC is financially viable. Jim's management of the Pioneer Fund during its early years and his recognition that it needed professional management in recent years, has converted the relatively small amount of donations and life memberships into a substantial balance today. This money was donated by individuals convinced that SAC should be financially strong and their intent has been turned into reality. The income stream generated allows SAC fees to be kept low and increasing at less than inflation. Some comments regarding this matter show that the importance of financial stability is highly under-appreciated until it's gone!

The efforts of the FT&SC are now being presented to clubs in the form of the SAC Safety Initiative. Many hours of deliberation have gone into creating a program that will make a positive difference. The cornerstone of this project is for individuals to accept personal responsibility for safety, whatever level of the organization they are operating at. The SAC board has committed to ensuring that all its deliberations and decisions support you and your clubs in creating a safer environment to operate in.

A few years ago a new Roundtable was created to reduce the opportunities for spam to get through to its members. Another hope for the new discussion group was that an atmosphere for positive discussion would be generated. In large part these goals have been realized and participants who step outside acceptable behaviour norms are reminded to

change by others on-line. That's good and as it should be. For a period of time, nasty and unproductive comments had characterized the posts to the old Roundtable. Many pilots left the forum in disgust. With the more responsible use of the forum evidenced today it may be time for the SAC to broaden its use of the Roundtable. The need for clubs and pilots to address specific issues to specific committees will continue, however it may now be possible and appropriate to include Roundtable participants in some discussions.

After participating on the SAC board I now clearly see the need to maintain a strong organization to represent Canadian soaring. I suspect all past board members would have come to the same conclusion. Please continue to look carefully at what SAC can do for soaring in Canada and volunteer to help when the opportunity arises.

PACIFIC ZONE – Kevin Bennett

Although the weather in 2005 was much improved from 2004, it was still below average. There were, however, stretches of great weather that allowed for some great flying. One only has to look at the OLC results to see some of the great flights during the year.

For the third consecutive year, the Canadian Rockies Soaring Club (CRSC) won the Club OLC, with three of the top six clubs being from the Pacific Zone (Pemberton and VSA also). The mountains of British Columbia provide for some of the best and most consistent soaring conditions in the country, but also this same mountainous terrain results in statistically more hazardous flying. During 2005 there was only one reported accident in the Pacific Zone (out of 16 reported nationwide) resulting in a minor insurance claim. This is a significant improvement over past years where the Pacific Zone has had more than its proportionate share of accidents, insurance claims, and fatalities. Although one year does not make a trend, this excellent safety record in 2005 should be commended.

A new initiative has been launched by the FT&SC to continue to improve the emphasis on safety and training that is targeted to improve our accident and safety record nationwide. This enhanced approach is emphasizing a team responsibility to safety... the directors of a club are ultimately responsible for its safety. As this new approach is implemented, there will be seminars held by the FT&SC across the country to introduce clubs and their members to the new program. The SAC AGM is being held in Vancouver in March where a workshop hosted by the FT&SC will layout the new plan.

Membership is a top priority for the SAC board, and most member clubs across the country. National membership has dropped from near 2000 members in 1980 to 1400 members

in 1990 and only 1100 members in 2005. While the decline appears to be flattening, efforts to increase membership are still a priority. Many of the reasons for this decline have been discussed and published in the past. Despite this general decline, there have been a few clubs that have been able to buck this trend. The CRSC has successfully had its membership grow year over year during its ten year existence. The CRSC has a synergistic relationship with a commercial operation at the Invermere airport that results in a lot of the more mundane duties of the club being provided by the commercial operator. The benefit of this synergy is CRSC club members are able to spend more of their valuable leisure time actually flying (seven days a week during most of the flying season). I believe there are some merits to this system which most clubs can adopt that will result in more flying and enjoyment for club members and result in higher retention of existing members.

Happy flying in 2006!

ALBERTA ZONE – Phil Stade

Our annual provincial Spring Safety Seminar in Red Deer was very well attended and the material presented challenged many of us to look at our flying from different angles. The challenge of preparing for the Nationals in Claresholm was taken on by Tony Burton and several volunteers. Congratulations to Tony and the others for the excellent execution of this event in the face of difficult weather conditions.

Following the success of the 2005 Nationals, Alberta pilots have begun to dream and the result is a Western Canada Competition and Soaring Safari which are planned to start June 15, 2006. The North Battleford, Saskatchewan airport will be our competition location and the starting point for the Soaring Safari. The Edmonton Soaring Club near Chipman, Alberta, the Central Alberta Gliding Club at the Innisfail, Alberta airport and the Cu Nim Gliding Club at Black Diamond, Alberta will be the goals for the Safari flights. See you there!

The Cowley Camps of 2005 were some of the lowest attended in the history of the events. Numerous factors conspired to reduce the numbers attending but it was evident from the response at the fall planning meeting that 2006 Cowley Camps will represent a dramatic improvement. We have one of the best soaring sites in Canada and the first National Soaring site right at our doorstep! Volunteers from every club will be contributing to the success of an expanded 2006 Cowley operation. To date we have planned for winch training and familiarization, organized student flight training, expanded extracurricular activities, cross-country training and, of course, wave flight training. We are even dreaming of showers with hot water on tap! Be sure to set aside time to take in the 2006 Summer Cowley Camp. You and your family won't be disappointed!

I have enjoyed the opportunity and challenge of representing Alberta clubs and pilots at the national level since the spring of 2002. It's hard to believe that all the events and debates

I've participated in started with my response to David McAsey: "I'm interested. What's involved?" Good luck to our new Alberta Zone Director, John Mulder.

PRAIRIE ZONE – John Toles

The four clubs in the zone all had a safe year with no accidents or serious incidents. Activity was lower than average due to the wet first half of the season and poor weather on the weekends.

The **Winnipeg Gliding Club** reports the least flying activity of any year in the club's history. Excessive rainfall and poor drying conditions made the airfield unusable for much of June, all of July, and much of August. There were no feasible options for an alternate temporary location. The club is looking for ways to improve drainage at the field.

During the shortened season the club was able to licence one student and get two others solo, but this is far below the average for student activity. With plans for improving drainage, work on the training centre, and an early return of a dry spring, president Kelly Allardyce is optimistic that the club can rebound in 2006 with new students and increased flying activity.

The **Saskatoon Soaring Club** had a reasonably good year considering many weekends were lost to the weather in the first half of the season. Only one of the Blaniks was used, with the other leased to the Grande Prairie club for the season. The L-33 is getting more use as more members are transitioning into it, and the demand should be high in 2006.

In recent years the club has attempted to attract new students to the second half of the season, and this has proved quite successful. It frees up equipment and members for soaring and soaring instruction during the best soaring weather, and the new students start training during the best training weather later in the year. Five new students started instruction last fall and completed the ground school during Sept and October. One student who started in the spring almost completed the requirements for licence. Only a little review, a bit more solo practice, and the flight test are required. Other students made good progress as well.

The **Prince Albert Gliding and Soaring Club** continues to set the standard for enthusiasm and innovation. They started flying in April and continued to the end of November. They have already flown two days in 2006 – both in January. One Silver distance was flown, and one duration flight completed a Silver badge. Longest distance flight was a Diamond Goal attempt that resulted in a 210 kilometre flight.

There has been a lot of discussion on winching recently. The Prince Albert club uses a single drum winch for all launches, with members occasionally flying with the Saskatoon club to get checked out or keep current on aerotow. The club winches two Ka7s and a Phoebus C owned by three members. Their HP-11 is undergoing repairs.

The club attempted to host the provincial competition in June, but the weather prevented flying. It didn't diminish the enthusiasm for a chili supper in the hangar. The club promotes gliding in the area. In May an enthusiastic reporter for the local paper did a full page feature on the club. In September a glider and winch was taken to Melfort for their Centennial Days celebration, offering a display and lots of intro rides. As well, three Air Cadets flew with the club to complete requirements following poor flying weather during their summer camp.

The **Regina Gliding and Soaring Club** also experienced a wet spring and activity was down from previous years. New members resulted in an increase in flight training later in the year. The motorglider continued to set the standard for cross-country activity. The club operates a 2-33 and Grob for training, and has a 1-26 and a Jantar available for soaring pilots.

The on-line contest continues to encourage cross country flying with 15 entrants from the zone this past season. Oran Dowdeswell scored highest followed by Mark Westphal. Both are with the Regina club and operate a DG-400 motorglider.

The heavy late winter snowfall could mean another late start to the season, but enthusiasm remains high, with plans for an active summer of prairie soaring.

ONTARIO ZONE – Doug Scott

2005 was a difficult year in many ways for the Ontario clubs. We are hoping to be able to learn from the things that happened, in order to strengthen our clubs and ensure a brighter future.

Foremost was the tragic accident which took the lives of two pilots from a very small club. I will be working with the FT&SC to ensure that the clubs understand the new SAC safety initiative, and we look forward to increased standards of training and overall safety awareness from each club's leadership.

Revenue and expenses are always an issue. We thank the Insurance committee for negotiating a decrease in rates for 2006. In recent years, some clubs have folded, several have lost money, and the search for financial improvement goes on. The smaller clubs, as always, saw the relative costs of each flight go up, and the larger clubs took a look at how they market themselves, and how they can best attract and retain members. The clubs also worked on evaluations of how they manage their resources, including the makeup and condition of the glider and towplane fleet.

SOSA has been very successful with an aggressive management team, following a well-planned formula to ensure an operating surplus which enables them to improve facilities and upgrade the fleet. Other clubs are looking at increasing their intro rides as revenue sources, are investigating the feasibility of towing with more economical advanced ultralights, and so on. I understand that Gatineau has a relatively large ground school, which is a great start to increased member-

ship. Now is the time for all clubs to take a good look at their long-term strategies and their management and operational styles to ensure that they can, as Spock will say, "Live long and prosper".

Another club has begun to refurbish their gliders to look nicer and to deal with any unseen maintenance issues. Have you taken a very close look at each of your aircraft with a critical eye as if you were either a TC inspector or a guest off the street?

In order to compete with all the other recreational options, each club needs to be attractive, well-kept, with friendly greetings for guests, a well-maintained fleet, and an efficient flight line, with a safe and expeditious training program which keeps students interested and involved. In addition, if each one of us brought just one guest, one neighbour, one friend from work out to the club for a day, think of how many rides that would add to the annual club total. My guess is 5% right there. If the guest takes two rides, that's 10%. And, you could probably get him to pay for the tows. Talk about win/win.

TREASURER – Jim McCollum

Overview The Soaring Association of Canada remained in the black in 2005. This was primarily due to expenditures coming in well below the budgeted amounts, since overall revenue was also down. The trust funds all continued to grow.

Of major concern was a decline in the membership fees, which recorded their lowest level since 1996. The decline reflected a continued decline in the overall number of members and some change in the composition of membership. On the other hand the decline in membership numbers was well below those experienced the previous two years and there have been some positive signals that membership may pick up in 2006. These include the prospect that two clubs that ceased operations several years ago are being resurrected, healthy winter ground school attendance at some clubs, as well as more focused efforts by some clubs to recruit and retain members.

The decline in membership fee income was more than offset by an increase in investment income; this is projected to grow further in 2006 and help stabilize SAC's revenues.

Financial Results for 2005 Total revenue declined in 2005 by some \$3000 and was well below the budget figure. The weakness in membership, with fees down by close to \$6000, spilled over into areas such as merchandise sales, which declined by almost \$3000. These declines were almost fully counter-balanced by an increase in investment income. Attendance was low at both of the SAC instructors' courses, and this accounts for the lower level of revenues under Flight Training & Safety.

Overall expenditures have been lower than usual the past couple of years. To some extent the decline in 2005 is illusory. For example, *free flight* expenses in 2005 did not include the printing costs of the recent December-January issue. The

SAC 2005 FINANCIAL STATEMENT – SUMMARY

STATEMENT OF OPERATIONS – GENERAL FUND

	2004	2005
REVENUE		
Membership fees	\$110,487	\$104,667
Flight Training & Safety	2,160	499
Merchandise sales	7,819	4,984
Free Flight: ads & subscriptions	2,498	2,206
Investment income	9,792	17,890
Other income	2,816	2,125
Total	\$135,572	\$132,371
EXPENDITURE		
Salaries & professional fees	41,732	40,950
Occupancy	5,792	6,027
Office	8,878	8,574
Communications	1,749	1,762
Postage	3,745	1,605
Depreciation	3,788	3,788
Merchandise cost of sales	3,938	2,300
Free Flight	26,026	23,912
FAI Aero Club fees	6,475	5,825
Flight Training & Safety	6,897	8,232
Meetings and travel	16,229	17,341
Publicity	2,262	2,131
Other	4,130	2,081
Total	\$131,641	\$124,528
EXCESS OF REVENUE OVER EXPENSE	\$3,931	\$7,843

BALANCE SHEET – as at December 31, 2005

	2004	2005
GENERAL FUND		
Cash & deposits	\$54,257	\$40,475
Short term assets, net	<u>58,986</u>	<u>81,273</u>
sub-total	113,243	121,748
Inventory	8,319	11,445
Fixed assets	54,362	50,574
sub-total	\$175,924	\$183,767
TRUST FUNDS		
Cash & deposits	\$40,328	\$33,547
Investments	<u>591,761</u>	<u>616,598</u>
General + Trust	\$808,013	\$833,912
Individual Trust Fund balances		
Pioneer Trust	\$513,429	\$527,269
Wolf Mix	79,065	81,743
Air Cadet	34,329	35,817
Peter Corley	5,266	5,316
total	\$632,089	\$650,145

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.

2006 BUDGET

	2005	2006
REVENUE		
Membership	\$112,000	106,000
Flight Training & Safety	2,500	2,500
Sales	11,000	10,000
Free flight (ads & subscriptions)	3,500	2,500
Investment income	16,000	20,000
Other	4,000	5,000
total	\$149,000	146,000
EXPENSES		
Salaries & professional fees	\$43,000	43,000
Occupancy	6,000	7,000
Office expenses, printing	10,000	9,000
Communications (phone, internet)	3,000	2,000
Postage	6,000	6,000
Depreciation	4,000	4,000
Cost of sales	6,500	5,000
Free flight	27,000	27,000
FAI / Aeroclub	6,000	6,000
Flight Training & Safety	10,000	10,000
Meetings and travel	21,000	20,500
Publicity	3,500	3,500
Other	3,000	3,000
total	\$149,000	146,000

Proposed 2006 SAC membership fee schedule

Category	1/2 season		
	\$118	\$59	Affilié au club
Club affiliated			
Corporate	118	59	Société
Spousal	59	30	Époux(se)
Junior	59	30	Jeune
Air Cadet	0	0	Cadet
Associate	59	30	Associé

Comments

- Fees for club affiliated members would increase by \$2 in 2006. The increase is to compensate for the effect of inflation though it does not fully do so; in constant dollar terms membership fees fall slightly. Most other fees increase by \$1.
- 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.
- Half year rates are applicable after August 1st, but for new members only.

fall in postage costs of over \$2000 reflects a rundown of pre-paid postage. With total expenses at \$124,500, one would have to go back some 20 years to find a lower figure. Adjusting for inflation, that is to say recording expenses in constant dollar terms, one would need to go back almost 30. The lower level of expenditures partly mirrors the lower membership level, particularly fewer new student pilots. However, it also reflects a continued effort to seek out savings. For example, FAI-Aero Club fees were reduced by \$550 and this is largely a consequence of earlier efforts made by SAC, both at the FAI and at the Aero Club of Canada levels. Savings were also made in the production of log books and in other printing expenses. Office expenses were also down, particularly once an allowance for directors and office liability insurance, which accounts for half of the total and which increased, is made.

Contributions totalling almost \$25,000 were received by the trust funds. This is about half of the previous year's amount; however, the amount in 2004 was boosted by a large, non-reoccurring donation in memory of the late Douglas E. Carson of the former Bulkley Valley Soaring Club. As in past years, a small proportion of members account for the bulk of the donations and most of these are repeat donors. At the end of the year the book value of the funds stood at some \$650 thousand.

Late in 2004 some changes were made in the administration of the trust fund assets. As it has turned out, these have had favourable consequences. Lower management fees were negotiated, leading to a saving of over \$4000 in management fees. A shift in portfolio managers led to a noticeable improvement in the overall performance of the portfolio. The saving in management fees is ongoing and will increase in the future. While realized capital gains were down in 2005, this is largely a consequence of the management change; a larger volume of securities than usual were sold near the end of 2004 as part of the portfolio was reconfigured. There was a sizeable appreciation in the market value of the restructured portfolio.

2006 Budget and Membership Fees The budget is balanced at \$3000 below last year's level; however, the basic pattern remains similar. Fees have been adjusted up, but only slightly, with the intent of offsetting part of the effect of inflation. This means that in constant dollar, or inflation-adjusted terms, fees should continue to decline (since prospective inflation is greater than the fee adjustment in percentage terms).

On the revenue side it is assumed that there is no further decline in membership or, at least, that any decline is insignificant in amount; hence the fee adjustment results in a modest recovery in membership fees. With the level of interest rates in 2006 above that of 2005, investment income is forecast to increase, more than offsetting declines elsewhere. Sales are projected to recover from 2005's low level, but remains below 2005's budget forecast. On the expenditure side, with one minor exception, the budget calls for all expenditures to be at or below the levels forecast in the 2005 budget.

2005 COMMITTEE REPORTS

AIR CADETS – Jim McCollum

The Soaring Association of Canada and the Air Cadet League of Canada continue to have a very good relationship. In recent years the number of SAC Air Cadet members has steadily increased and last year it stood at 90, a record level.

Jeremy Sawyer, an Air Cadet and member of York Soaring completed his Silver badge and is the recipient of SAC's Silver C-Gull award for 2005. Last season the top cadet from each of the five cadet training camps spent a week at the Gatineau Gliding Club where they received a briefing on soaring techniques and local airspace considerations, did field checks in an ASK-13, flew numerous flights in the club 1-26 (around 35 in total) and had a flight each with an instructor in a Puchacz. The program, which is slated to be repeated this year, replaces the one in which the five cadets spent a week at the Schweizer factory in Elmira, New York. The Elmira program ceased following the sale of the Schweizer factory.

The SOSA Gliding Club initiated an Air Cadet soaring camp during the 2004 season. This was successful and was continued in 2005; some 20 cadets attended and had the opportunity to fly a variety of gliders. The former Central Ontario Soaring Association generously donated a 2-33 to the cadet movement in 2005 and SAC was represented at a number of Air Cadet functions during the year, including their AGM.

In the spring of 2005, Stephen Clark, who was a key employee at the League's headquarters, took a position elsewhere and a replacement was not easily found. Among his various functions, Steve was the League's main liaison for SAC and a good friend of the Association. As a result of the change there was some slippage in various SAC/Air Cadet programs. For example, the distribution of A badges to graduates of the League's glider pilot training program was incomplete and the Cadets did not take full advantage of the continuing flying scholarship program. Jim McCollum will be meeting with officials from the Air Cadet League and DND in April with the objective of strengthening our overall relationship, improving specific programs and considering new ones.

AIRSPACE – Ian Grant

A meeting was held last October between representatives of the Silver Star Soaring, NavCanada, Transport Canada and WestJet. In the last two years the club has had some WestJet traffic pass close to gliders in the Vernon area Class E airspace where one airliner had taken an evasive turn to avoid conflict. The meeting was reportedly productive, and resulted in agreement on arrangements for communication and coordination of commercial traffic and the gliding operation. For more details, see the article in *free flight 6/05*.

Gatineau Gliding Club located at Pendleton east of Ottawa operated last year without an agreement for coordination with IFR traffic. NavCanada cancelled its agreement with the club last year. As a result overflights of Pendleton aerodrome by commercial IFR traffic inbound to Ottawa were observed last year on several occasions. This situation was why the MOU was put in place at NavCanada's request in the first place, and which prompted the Club safety officer to raise concerns in his annual safety report. Club representatives will follow up with NavCanada with the aim of seeking resolution for the coming season.

I continue to keep a watching brief on the minutes of the CARAC technical committees. There has been nothing of concern or interest in the proceedings of these committees over the last year.

Recently however, a senior contact at Transport Canada informed me that NavCanada has again expressed a wish to eliminate the glider transponder exemption in CAR 605.35.(1). Eliminating this exemption, which is similar to provisions in the FARs in the USA, would require gliders to carry transponders in order to access transponder-designated airspace. The view put forward by SAC when this matter was last raised several years ago was that elimination of the exemption would create significant costs and technical difficulties for glider owners, while doing little to reduce the statistical risk of midair collisions, or to facilitate access to airspace by gliders. The Airspace committee will follow up with Transport and NavCanada.

Finally I would like to thank Airspace committee members Scott McMaster and Roger Harris for their continuing support.

FAI AWARDS – Walter Weir

As you can see from the badge statistics, 2005 was a little better than 2004 but still not even close to 2002. Is it the weather that causes these fluctuations? Or just apathy? I'm convinced that badge flying is an important part of maintaining and developing club enthusiasm. I hope we do better next year.

SAC Badge and badge leg statistics, 1996 – 2005

	96	97	98	99	00	01	02	03	04	05	5 yr avg	% of avg
1000 km	2	0	0	0	1	0	2	0	0	0	0.6	–%
Diamond	4	1	0	3	2	1	2	1	1	1	1.2	83%
Gold	6	3	2	4	5	5	5	7	2	5	4.8	104%
Silver	16	8	17	17	7	8	19	19	7	7	12	58%
C Badges	39	30	34	33	15	38	57	26	18	33	34.4	96%
Badge legs	91	79	87	79	67	71	111	99	51	47	75.8	62%

A new family of FAI badges

The 1 October 2005 revisions to the Sporting Code include the creation of a new badge family. A badge is now awarded for distance flights of 750 kilometres and above in 250 km increments – so there is a badge for 750, 1000, 1250, 1500 and so on. As each badge is awarded the name of its recipient and details of the flight are to be recorded in the Soaring Register of the home country. Details of flights of 1000 kilometres and above are to be forwarded to FAI headquarters in Switzerland and an FAI diploma is issued to the pilot.

As a badge flying advocate I find it personally satisfying to plan a task, prepare for the flight, wait for suitable weather, attempt the task unsuccessfully possibly many times and then finally succeed. It doesn't matter whether you are looking forward to 50 km or 1500 – the feeling of satisfaction and accomplishment is the same.

Many pilots claiming their Silver distance flight tell me it was an experience they will never forget and they get great pleasure from reliving the flight in their memory again and again. Try it! Plan a task that's one level up from what you have done so far. Find out what's necessary to accomplish the task and to document it so that it can be accepted. Keep at it until you succeed and I promise the personal rewards will make it worthwhile and enrich your life.

FREE FLIGHT – Tony Burton

2005 was another good year for *free flight* and I trust you have enjoyed reading it. There were one five 24 page and one 20 page issues in 2005.

Thanks to all 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) – that's useful safety reading. Thanks also to all you photographers who sent me good photos, even if some were not used – they are on file. If you have a lot to offer, send samples of your best at low resolution and then I can select a few to be sent at high resolution.

One thing I want to do as time allows is to go back into the archival .pdf files and replace as many of the greyscale photos as I can with the coloured originals. I'll work on the front covers as a first step. Even if SAC can't afford colour printing as a matter of course, at least the electronic versions can be upgraded.

There is no thought of eliminating the printed original. 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 updated with the year's issues and back into 1967. *free flight* is not just a periodical – it is an eminently 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 as always to Ursula for her expert proofreading. I also prepare other material for SAC members – for example an OO "test" and most of the SAC forms, all on the SAC documents page. I enjoy the work of editor – the rest is up to you.

FLIGHT TRAINING & SAFETY – Ian Oldaker

In the fall of 2005 we suffered the loss of two pilots in a fatal spin accident. Our sympathies are extended to their families. The Canadian Transportation Safety Board data report has been issued. There were a number of other serious accidents with the write-off of four aircraft, including one towplane. See separate annual safety report for more details.

Last year I asked a question about safety in Canadian soaring. Should we just take the Canadian solution: blame the government? I said that the ball is really in club hands because they control the launching. Doesn't play by the rules? – don't allow a tow! The real power is in the clubs' hands. FT&SC members suggested the TC road map for the Systems Approach to Safety is key to improving safety. The committee examined this and now has worked out how to implement it. As often said, safety is a leadership issue. We have now identified our safety goals as an Association, and the SAC Board of Directors have approved the current Safety Program Initiative. It is now up to club presidents to buy in, and get their members to buy in. The next step is to put resources where our goals are.

While the training program has been given close attention over many years, we have not over the same time *improved* our safety program. The initiative therefore was to address the question at the Association and club levels. We worked throughout the year. The resulting updated SAC Safety Program mainly affects how the Association and its committees such as the FT&SC operate and interact with clubs. Additionally however, the SAC program defines requirements on clubs for their safety programs. Standards have been approved, and sample Safety Program manuals for clubs and sample Standard Operation Procedures (SOPs) for clubs written. As a kick-off for the program, a number of workshops were organized for groups of clubs across the country in the spring of 2006.

The new program is based on the hypothesis that the best way to improve safety is to involve all members. Our efforts over the past several years with articles, seminars, data, etc, have not improved the statistics... what do we do? TC are requiring a Safety Management System (SMS) to be set up in large or-

organizations... what they have done is to provide us with a wonderful tool on which to base our new program. So we have taken many elements of the TC SMS and developed our own. The new program is based on a model in which the program is to be driven by the leaders of each club. Work has been going on all year to define the program in *standards* and *sample* documents. Safety Management Program for SAC plus its associated documents were approved by the Board of Directors at their fall 2005 meeting.

The program is defined in basically three documents: The first – *Association Standard for Clubs* – states what SAC requires our clubs to comply with. We recognize that the CARs do not specify everything now in explicit detail, and so we have prepared additional standards, the next one being the *SAC Safety Management Program*. This is used by the Association only, though club officers would hopefully be interested. It is the document that specifies how the new Director of Operations of SAC is supposed to set up the Association SMS, how the different items in the SMS are to be implemented, and how they are to be assessed each year. This is not for club use but may be referred to by them to check up on the Association! I suspect TC will use this also to look at the overall SAC program, and this may also reduce the involvement of TC in auditing clubs as TC have been increasingly doing.

The third document is the *Club Safety Program Standard*, the standard for clubs to use; it is not a full SMS, but a safety program that has some elements of a full SMS. So, the club *Director of Safety* and the CFI are the persons who would use this document. Also there is a Guide for setting up the club program, *Guide to Club Safety Program Implementation*. All these are now on the SAC web site.

The spring 2006 workshops are set up to walk people through setting up a Safety Program Manual that defines the various tasks and ways in which the club's safety work is to be done. Specifically a *risk assessment* process will be completed for a mythical club. This takes the group through identifying hazards, assigning risk levels to each, based on their frequency and consequence, to produce a list of risks in descending order of severity. From this list a typical club strategy will be developed for reducing or eliminating these risks. By having members from several clubs participating in group work sessions, we hope for better results than if only one or two people would do this in each club.

So, where are we? We hope members will see that there are contributions that all can make, however small. By defining specific safety-related actions that clubs should take as a cooperative effort, and by saying safety is a first priority at all club get-togethers, etc, perhaps we can influence safety and begin to reduce preventable accidents and hence reduce our current insurance rates.

We are of course trying to get as many members as possible to buy in to the program. We don't wish to sanction people, but to have them willingly follow a better way to improve safety all round. Rather than say this action or non-action will result in a penalty, what we are saying is — as a responsible

member of a national association, each club is expected to follow the SAC safety and training programs.

Reporting of accidents to SAC remained sporadic in 2005, with some reports never received! This is unacceptable of any responsible individual or club. Insurance rates are bound to remain high unless we can learn lessons from these accidents and begin to apply mitigation strategies. Too many accidents are repeats of old ones. This is very noticeable when reviewing the few incident and accident reports that we got.

The committee is developing expertise in accident investigation so that as part of the safety program we can assist clubs and reach useful conclusions. Only by learning from past accidents and incidents can we avoid the same mistake again. This can and has involved tweaking the training program; for example, to require spin avoidance training that had not been included, and to develop better training on recovering from failed launches.

Tom Coulson stepped down from the committee this past year. We owe him our thanks for his membership as he helped develop and ran many instructor courses in Ontario. These and his other contributions over many years were much appreciated; thanks Tom.

Safety Report for 2005 See the separate report by Dan Cook, National Safety Officer. This makes compelling reading and should alert us to many of the risks that we face, and the strategies to reduce those risks in areas such as training and the way in which we operate.

Conclusions Together with support from clubs that now have good safety programs, I hope we can influence those that might be vacillating to join in the current safety initiative! By going through some of the more essential processes of a safety program at the spring workshops, such as risk assessment and strategy development, plus developing an action plan, clubs will be well on their way to achieving a better working safety program. We hope for lower accident rates and in the longer-term lower insurance rates.

Respectfully submitted,
Ian Oldaker, Chairman *Joe Gegenbauer*
Dan Cook, National SO *Gabriel Duford* *Bryan Florence*

ACCIDENTS – Dan Cook

Introduction We had eighteen accidents reported in 2005, involving 2 fatal injuries and the write-off of 4 aircraft. Reporting was somewhat sketchy to non-existent in some cases (four SAC reports received). However, a few clubs had sent their annual accident reports to SAC and this has provided some valuable insights. Many thanks to those who participated in providing information by filing an individual accident report or annual club report. For the purpose of classifying accident damage, major damage indicates repairs approximately \$10K or more, substantial damage \$1K to less than \$10K, and minor damage less than \$1K.

Accident Events

1 Fatal A Puchacz was observed flying in the circuit to land. It was then seen to make an abrupt turn towards the circuit and appeared to enter a three-rotation spin. Both pilots were killed in the steep nose-down impact.

Lessons The Puchacz has a surprisingly fast entry into a spin and this combined with the steep nose down entry and ground rush from circuit height it would be a psychologically difficult situation for most pilots. One must definitely move the stick forward to recover the Puchacz from a spin and this would be difficult against instincts to raise the nose. Often in two-seat trainer accidents, it is difficult to determine who was attempting the recovery. So close to the ground perhaps both pilots were on the controls? In general, who is PiC and would initiate a recovery must be well understood between pilots before the flight. Lastly, this accident emphasizes three aspects of spin training: recognition, avoidance, and recovery. All three need emphasis.

2 Write-off After a normal take-off, at 200 feet the Citabria towplane banked steeply and the glider released. The towplane appeared to stall and plunged nose first into the trees. Weather was very hot and humid and the pilot had been towing 4-5 hours. Pilot suffered serious injuries. No mechanical factors were described.

Lessons Not having more detail in the report, one must surmise that heat fatigue/dehydration may have been a factor in this accident. Do you have a water bottle in your towplanes/at the flightline? Are your tow pilots encouraged to take regular breaks every couple of hours? Again, stall/spin recognition/avoidance training cannot be overstated.

3 Write-off Blanik L-13 crashed during a winch take-off. Glider was being launched with a "Y" bridle attachment. At the start of the launch the wing dropped into grass initiating a yaw. Pilot attempted to raise wing with controls. When release was initiated one side of bridle did not release yawing the glider further. The winch operator did not respond to stop command on radio and the pilot successfully did egress. Glider continued to climb to 250 feet then back-released and entered a turn down to 50 feet where it spun into the ground inverted.

Lessons Bridle attachment for launching gliders has been abandoned in Germany for winch launching for many years now. This method should not be used in Canada. Communication methods should have visual backup systems and/or alternate ability of flightline to communicate with winch operator. Grass cutting continues to be critical high-risk area for glider operations. Lastly, pilots must release immediately when a wing drop occurs.

4 Write-off DG-100 was ground looped on landing when wing caught crop in off-field landing attempt. Pilot was attempting a 500 km flight but when lift decayed a known field was selected for off-field landing. Thermalling was attempted under a nearby cumulus cloud but strong winds drifted aircraft from selected field and a poorer alternate with crops was used.

Lessons Pilot fatigue and preoccupation may have been factors. The temptation to move towards downwind clouds in strong winds when an outlanding seems imminent

will bite you most often unless you are lucky. Good technique is to keep looking for lift until committed to the downwind leg, but the search area should be upwind in strong winds. Keep luck out of it.

5 Major damage Blanik L-13 wing hit tree on landing. During landing roll glider was turned off runway with too much speed to avoid tree.

Lessons Other options were available to the pilot to roll out straight ahead or turn in other direction (no obstacles). The habit of turning off runway in same direction can create tunnel vision (Human Factors). HF studies indicate that teenagers have more difficulty developmentally to assess risk factors adequately until they reach adulthood. Training emphasis with youth should be to develop options for critical situations and use scenario-based training to teach SOAR technique at every opportunity.

6 Major damage Citabria main left landing gear failed 10 cm from the fuselage on taxiing to hangar. The wing and propeller were damaged by striking the ground. Pilot was observed making a normal landing.

Lessons All too common an occurrence with the Citabria when used in towing operations. Many clubs which operate this towplane use non destructive testing (X-ray) annually to inspect the gear. Also a common factor is rough grass fields for tow operations. Has your club done a risk analysis of airfield hazards and come up with short term and long term risk-mitigation strategies?

7 Major damage Lark groundlooped on landing, damaging wing tips and tail wheel. Two instructors (one being checked out on type) ridge soaring, returned to the airfield to land in a steep wind gradient (3000 ft/30 kts – surface/15 kts). During the approach, flaps are increased two more times and each time the spoilers are sucked out reducing the air-speed eventually to 50 knots on short final resulting in undershooting the threshold. During the flare the glider yaws due to the crosswind and the wing touches the ground yawing the glider to 60 degrees on landing.

Lessons Risks are greater in strong wind gradients and energy management is critical. In strong winds flaps are usually not necessary and at higher approach speed many gliders are susceptible to having the spoilers "sucked out". This should be part of the type check-out briefing before flight. Instructors need to stay ahead of the student and take control as soon as the instructor starts to get uncomfortable.

8 Major damage L-13 is damaged in a hard landing when student fails to rotate for the flare. On final approach the instructor twice verbally cued the student to raise the nose by giving the command "pull". With the student unresponsive the instructor had to forcibly move the control stick to rotate the glider before contact with the runway. This student had similar difficulty before (freezing) but had been flying well this flight.

Lessons Having a student freezing on the controls is a difficult situation for any instructor – some have even given up teaching as a result. Some students are petrified of flying or the landing situation. In this case, the CFI must decide if it

is in the best interest for everyone to continue instructing the student. Often slowing down the training until they are more comfortable with the landing phase may be all that is necessary. Instructors must be aware the problem exists and not let their guard down. Easing the student into exercises can help (reduced approach angle, more follow-through practice). Sometimes the problem is that the student is looking at the reference point on final but not moving their gaze up to the end of the runway for the flare. In the ground rush they cannot judge their height and freeze. Do you know how you react in high stress situations?

9 Substantial damage Grob 103 wing damaged when removed from trailer for assembly. No SAC accident report received.

Lessons Several of these types of accidents have been reported recently. Could standard operating procedures be used to minimize risks? Was there a rigging "team leader"? Were tires in place to reduce likelihood of damage? Were sufficient personnel used to complete the task?

10 Substantial damage DG damaged. Wind blew wing stand over when pilot was using a one-man rigging system.

Lessons Labour-saving devices have risks of their own. Uneven ground, wind, and faulty mechanisms have led to similar accidents. Hangar location is the ideal setting to use these devices, otherwise more assistance is needed to be safe in other-than-ideal conditions.

11 Substantial damage DG motorglider propeller damaged. No SAC accident report received.

12 Substantial damage Standard Cirrus canopy damaged when pilot's head struck it. No SAC accident report received.

Lessons Previous canopy damage accidents have been caused by improper seat belt adjustment, use of too-soft seat cushions that compress easily in turbulence, and caps with a hard button on top.

13 Substantial damage PIK-20 groundloop in off-field landing. On final the pilot attempted to land glider much farther down intended landing field to reach an access road. The result of moving reference point up was an overshoot situation when the reference point was lost. The attempt to turn glider away from trees at the end of the field on the ground run with rudder resulted in dropping a wing.

Lessons As a rule, in off-field situations, it is better to get the glider into the field in the first third of the available space, land straight as possible into wind and minimize the ground roll.

14 Substantial damage ASW-15 gear-up landing. Pilot modified procedure for downwind checks to complete water/wheel item when approaching airport. Distracted by traffic closer to the pattern this item was missed. Once in the circuit gear was assumed to be down as it was habit to do so earlier in flight.

Lessons Modifying standard procedures have increased risk for failure. Always visually confirm handles are in the correct position if possible and/or get used to listening to

the changes in wind noise created by down gear. Gear controls should be labelled "open" and "closed".

15 Substantial damage DG motorglider damaged in off-field landing with motor out. No SAC accident report received.

Lessons Similar accidents in the past has led FT&SC to draft a checkout procedure for motorgliders with the aim to reduce the risks associated with this type of aircraft. This document is available and will be on the SAC web site.

16 Minor damage ASW-20 overshoot runway floated down landing field and over fence landing gear up in adjacent field. Pilot had pulled on the gear handle instead of air brakes. Wind was 10 knots at 050 landing on runway 14.

Lessons Confusion between air brakes and flaps cause similar accidents annually, usually with more serious consequences. There are ergonomic measures to deal with this such as different coloured levers and textured handles. Visually check if possible by looking at the air brakes on the wing when you move what you believe to be the correct handle. Get used to feeling the aerodynamic difference on the controls. Discipline yourself to make this a habit and also with your students. Discuss this point at an instructor meeting.

Landing downwind increases the risk factors in this type of situation. Human Factors also indicates that when a pilot does not get the response they expect they can become mentally paralyzed into inaction (deer in the headlights). We are all susceptible to this and when we are surprised by an unfamiliar outcome we need to re-assess. Practising similar drills in various scenarios has proven to be a method of training ourselves out of inaction. In this case the brain goes into automatic mode and falls back to what was learned as a drill. No drill – no action.

17 Minor/major damage L-33 Solo damaged during de-rigging. A maintenance inspection was planned on the spacers for the wing studs. The wing tip was dropped from about three feet.

Lessons Gliders are slippery in and out of the air. Although this may not have been a factor in this accident, as a general rule employ sufficient people to do the job and prepare the work site with tires underneath the wings to support and minimize damage.

18 Minor/major damage LAK landed on pavement gear up. No SAC accident report received.

Incidents

Several incidents reported included:

- Krosno spoiler and aileron controls improperly rigged by assembly crew (similar problem on Jantars).
- Puchacz trim cable wear near trim tab discovered by positive control check of trim controls.
- L-33 spar stub carry through brass washers can fall off when wings disassembled allowing fore/aft play on wings.
- Pilatus B4 kiting problem on take-off with CG hook and powerful towplanes or winch.
- L-23 crotch strap buckle falling into control sleeve block-

ing controls (also possible on Puchacz) passed to Technical committee.

- Inadvertent spin entry from thermal gust.
- L-33 CG hook used for aerotow instead of aerotow hook.
- Lark almost loses directional control on take-off when wing touches the ground.

Analysis

Nine accidents have training-related factors as a major element and most have significant operational factors influencing their outcomes. Club policies/procedures can have major impact to help prevent many factors that can help cultivate an accident environment. Grass cutting operations, airfield conditions, rigging standards in club, checkout policies, control/reception of visitors, etc. will mitigate risks. A club review of risk factors is needed to identify these latent conditions. Club training should also be reviewed for risk factors. Does your club train to release immediately if a wing touches the ground? Do instructors do this at your club or do they try to use their experience to save the launch?

Two areas for this report to focus on deal with stall/spin accidents and Human Factors judgement. The OSTIV Training Safety Panel has identified the stall/spin, air proxies and judgement errors as the three highest risk areas for fatal accidents. Air proxies are less in Canada as we do not soar in congested areas as much as they do in Europe, but this factor should not be discarded. Knowing risk areas, recurrent education, and understanding the limitations of sight and mental perception are required.

Our two most recent fatalities and tow accident relate to stall/spin situation and are our number one problem. Aircraft that spin easily will be around for many decades so our emphasis has to be education and training until technical solutions catch up. Spin recovery training is emphasized each spring but is only 1/3 of the equation. Recognition of situations that lead to stall/spin is also needed. This is best achieved in scenario-based training situations so that conditions leading to stall/spin are easily recognized and thus avoided. Spin avoidance also requires reacting to the stall before a spin has a chance of developing. The wing drop stall recovery (start of a spin) should be emphasized in initial and recurrent training. This recovery can be initiated at any altitude to avoid the spin. Lastly, in the event of a spin, recovery needs to be instinctive. Glass gliders typically require the stick to be moved forward to stop the rotation, which is not always typical in most of our trainers. How many pilots spin solo at altitude to practise? Does your club do wing drop stall recovery as part of spring checkouts.

Many of the accidents were related to Human Factors in what we can call judgement. If the aircraft does something we don't expect a pilot can become unresponsive/indecisive. Some argue that judgement is something we are born with, good or bad. All of us are susceptible to poor judgement at times, even instructors; it is the way our brains are wired. What can be done is to train for situations where we have predetermined courses of action or drills that we can use in emergencies. For automobiles it's called defensive driving – nothing more than drills (best practices) to rely on in driving situations.

Pilots can do this with an instructor or practise for themselves, resolving several options for situations that could happen. Instructors also need to plan ahead and react as soon as they feel slightly uncomfortable with a situation. By this time the student may likely be very uncomfortable but silent. There is little skill training value present in emergencies.

More often than not, if you speak to a pilot who made the right decisions in a difficult situation, they will say at their darkest moment they went back to their training and did what had been drilled into them by their instructor! Judgement can be taught but not ignored.

Conclusion

SAC is about to introduce a Safety Management System (SMS) at the national level. This requires SAC to develop and improve its own program. This will require clubs to enhance their existing safety programs or develop new ones. This is simply a leadership-based safety program to manage safety. It will require analysis of risk areas in the organization and develop risk mitigation strategies. The program requires documentation to keep track of what we want to do and a means to follow up on our successes.

Training and student retention are often argued as conflicting requirements. They are not. Improvements to our training introduced by the FT&SC are intended to reduce injury and preserve aircraft. Problems with retention are more often related to how well people are treated and how well that training is delivered. Scheduling and instructor consistency are more important, not the number/content of lessons. The reason for SMS and more emphasis on initial and recurrent training can be answered by looking at the list above and in the past years' reports. Let's all pull in the same direction!

INSURANCE – Keith Hay

The renewal packages were sent out to each club treasurer or club contact in late December. If as a private owner, you do not have your renewal yet, please contact your club treasurer. The club treasurers are an integral part of the renewal process. Please make their jobs easier by forwarding your premium payment and paperwork promptly. We have had at least one instance where aircraft coverage has been in question due to late payment of the premium. Don't endanger your coverage by not paying the premium on time.

Unfortunately, other commitments will prevent me from attending the SAC AGM this year. I'll miss talking with those of you there. The agenda appears to have some very interesting topics this year. Thanks to the Vancouver club for their work in putting it together.

For those with questions or comments, please use the SAC Insurance committee address, <insurance@sac.ca>, as it is usually the quickest and easiest way to reach me.

1. After canvassing the available Canadian market, we were able to negotiate a renewal with our existing underwriter. For

SAC INSURANCE HISTORY, 1993 – 2005

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Insured Clubs	41	40	39	32	37	37	39	41	38	35	33	36	32
Total Aircraft	384	417	413	393	387	411	359	376	306	276	351	368	337
Hull Value (\$M)	8.57	9.09	9.43	9.13	8.61	10.15	10.55	10.89	9.49	8.56	13.35	13.60	12.7
Hull Premium (\$K)	198	221	244	247	241	267	289	306	300	287	399	473	446
Hull Losses (\$K)	258	205	225	185	151	340	347	280	127	147	387	149	263
Hull Loss Ratio (%)	130	102	89	75	63	127	120	92	42	51	97	32	60
Total Premium (\$K)	298	323	354	356	347	423	435	466	493	508	652	804	733
Total Losses (\$K)	274	253	240	1616	1717	456	401	339	127	147	629	361	273
Total loss ratio (%)	92	79	68	454	495	108	92	73	26	29	96	45	38

2005 total no-claim bonus rebates – \$9,659 claims surcharges levied – \$8261

2006, the average increase over the plan as a whole is 6.5%. The exact increase will vary by specific aircraft. Other underwriters were unwilling to provide a lower bid, or were only willing to underwrite a portion of the complete plan.

2. While our recent claims record has been improving, the available Canadian underwriters do not yet feel that it is a consistent enough record to negotiate a lower premium for the plan at this time.

3. Once again, we looked at providing higher deductible levels, but the drop in premiums was not meaningful when balanced against the risk taken on through a higher deductible. In many cases, the higher deductibles being carried by some power flight operations are because the insurers are unwilling to provide the lower deductibles.

4. Last year the plan rebated a total of \$9659 to those owners with claims-free records. Unfortunately, \$8261 was also levied in additional surcharges to those owners with recent claims. These surcharges will be used to pay claims-free rebates in the current year.

5. We have started to shift the insurance year away from Jan 1 with a goal to realign it with the SAC membership year (Apr 1) and the general start of flying season. This will ease some of the financial stress on clubs in particular by bringing their insurance premiums closer to the start of the revenue streams. It will also move the renewal away from the busy Christmas period and its seeming inevitable personal bills. I know the last thing I want to be thinking about between Christmas and New Years is my own insurance bill!

The shift will be done over 2-3 years so that we don't have to incur a "15 month year" insurance premium. For this year, we will have a 13-month insurance coverage year, making the renewal next year Feb 1 rather than Jan 1. While the initial quote for 13 month's coverage would have been 8.5% on average over the complete plan, we were able to negotiate 13-month coverage for 12-month premium, yielding a premium savings of almost 2%. We are also still able to offer clubs and individuals a payment plan to spread out the premiums across six payments. Interestingly, very few individuals

or clubs choose to take advantage of the payment plan.

6. The underwriter is continuing to provide \$10,000/year to SAC for funding FT&SC initiatives. They see the long-term benefit in training and safety initiatives to promote a better safety record.

Here's hoping a fun, challenging and safe year of flying for everyone in 2006.

MEDICAL – Dr. Richard Lewanczuk

I took over this committee work from Peter Perry who had been an able chairman for many years. I am the Director of the Division of Endocrinology and Metabolism at the University of Alberta and the Regional Medical Director for Chronic Disease Management for Capital Health (the greater Edmonton area). I am also immediate past President of the Canadian Hypertension Society. I frequently provide advice and consultative services to both Transport Canada and NavCanada regarding medical issues, particularly in the areas of diabetes and high blood pressure. I am an instructor with the Edmonton Soaring Club.

I have nothing of substance to report for 2005. There have been no new developments from Transport Canada nor any new issues.

As you will recall there was the issue last year about pilot age and abilities. I did some informal research and found that basically reflexes, reaction times, etc. do decrease with age, but experience compensates. Hence, there is no difference in capabilities/accidents between young versus old (within reason) pilots. Interestingly, the airlines are considering increasing their retirement age for pilots because of this. However, I haven't brought this forward as it was after the controversy had died down.

I am hoping to submit an article to *free flight* on the impact of developing diabetes or hypertension on one's licence. I see a lot of pilots with those conditions sent to me by TC or Nav Canada.

RECORDS – Roger Hildesheim

Last year I asked everyone to try and fly an unusual task for their record claims. Well, this year definitely saw something unusual, only one claim despite the opening of two new FAI categories! Walter Weir has once again caught everyone sleeping and has slipped another record into the books (3 Turnpoint Distance, citizen – 756.4 km) and become the winner of the “Looking for Heros” contest that was announced this spring.

Pilot	Walter Weir
Date/Place	17 October 2005, Julian, PA
Record type	3 Turnpoint Distance, Open & Club, Citizen
FAI Category	3.1.4f
Sailplane	ASW-27b, C-GJSJ
Distance	756.4 km Open, 665.6 km Club
Task	remote start Howard2 PA, Cumberland 53/22 MD, Howard2, Cumberland RR, Howard2 remote finish
Previous record	New, unclaimed

SPORTING – Jörg Stieber

Members: Jörg Stieber joerg@odg.com
Walter Weir waltweir@ca.inter.net
Dave Mercer djmercer@telus.net

Sporting Committee at full strength again

I want to thank Dave Mercer for volunteering to join the Sporting committee.

IGC Plenary Meeting I attended the IGC Plenary Meeting in March 2005 and delivered the Garmin presentation on the use of hand-held Garmin GPS units for badge documentation, standing in for Larry Keegan who had to cancel last minute. The presentation was received well by the delegates. There was a general consensus that hand-held GPS units had potential for documenting badge flights however, their reliability and consistency needed to be established by generating and analyzing a number of flight files.

Agenda, key decisions and minutes of the meeting posted at: <http://www.fai.org/gliding/meetings>

I will be attending the upcoming meeting on March 3–4 in Lausanne. The agenda, reports and related documents can be accessed at: http://www.fai.org/gliding/igc_plenary06

There will be no cost to SAC.

2005 Nationals Rules In February 2005 an intensive Roundtable discussion titled *Nationals Rules 2005 and Beyond* was moderated. The discussion attracted 2787 views and 47 postings. Based on the feedback received from the Roundtable and from the contest pilot session during the 2004 Nationals, the 2005 rules were amended to incorporate the Area Task for TDT scoring as well as speed/distance scoring. Pilot Selected Task and Assigned Speed Task were eliminated since their features are covered by the Area Task.

Nick Bonnière who has maintained and supported the scoring software for many years was kind enough to adapt it to

the amended rules. The Sporting committee thanks Nick for his efforts.

2005 Nationals The Nationals were hosted by the Alberta Soaring Council in Claresholm, AB. The 24 competitors were fairly evenly split in two handicapped classes, Racing Class and Club Class. Competition Director Dan Cook provided great leadership to keep the contest well organized, fair and harmonious. Unfortunately, record rainfall had inundated Southern Alberta during the weeks before the contest. Following the start of the competition, several heavy thunderstorms kept the ground saturated. As a result, convective activity over the farm country was weak and conditions for off-field landings were difficult. Only four competition days, some of them with short tasks, were achieved in each class. The participation of Justin Wills, a veteran of international competitions and one of the world’s top pilots made the Nationals special. Justin provided valuable guidance to pilots and task committee. The winners were:

Racing Class:

1. Justin Wills 2868 points
2. Ian Grant 2171 points (Canadian Champion)
3. Dave Springford 2076 points
4. Ed Hollestelle 1893 points

Club Class:

1. Tim O’Hanlon 2095 points
2. Ron Cattaruzza 1897 points
3. Phil Stade 1671 points

These were the first Canadian Championships where the Area Task was used. A detailed explanation of this task form and a summary of the lessons learned can be found in *free flight 4/05*.

On behalf of the participating pilots the Sporting committee thanks the Alberta Soaring Council, and particularly Tony Burton, for their efforts to make these Nationals happen. Thanks also to the community of Claresholm for making the airport and facilities available.

2005 Seeding List

The 2005 Seeding List was calculated based on the results of the 2005 Nationals. The top seeded pilots (>85%) are:

Dave Springford	96.1%
Ian Grant	95.8%
Ed Hollestelle	90.1%
Jörg Stieber	89.8%

2005 Online Contest Canada – Canadian Decentralized Championships

The OLC Canada continues to be very popular.

- 180 pilots participated
- 1959 flights were submitted
- 423,011 cross country kilometres were documented

Besides inspiring Canadian pilots to set higher goals, the flight statistics documented by the OLC are a very valuable tool in negotiations with NavCan and Transport Canada when it comes to access to airspace, etc.

The Canadian Decentralized Championships 2005 are based on the OLC results. However, the CDNC score maintains the sub-category "pure gliders" of the OLC prior to 2005. This is in recognition of the fact that pilots of motorgliders have more opportunities to access good soaring conditions compared to gliders:

- Launch opportunities from airports without gliding operations.
- Launch timing independent of towplane availability.
- Inconvenience of landing out and availability of retrieve crew no factor.

For the 2006 season the FAI-OLC was introduced which brings back the scoring for FAI triangles. The FAI-OLC will run parallel to the regular or classic OLC. *Free Flight 6/05* contains a detailed intro to the 2006 OLC rules by Ernst Schneider.

Unfortunately the OLC organization was unable to continue our special Canadian rules which allowed US flights by Canadian pilots in order to level the playing field between east and west. In my opinion, under the new OLC rules which accept flights originating in Canada only, a Canada-wide competition is not meaningful.

Nevertheless, the OLC continues to be a great venue for regional competitions, club competitions under the OLC league and as an instrument for documenting flights. Going forward we now have the following options:

- Separate the CDNC from the OLC. Use the OLC as a scoring basis but determine the annual winners of the CDNC according to our own rules. For example:
 - Maintain the status quo by continuing to score flights in the US.
 - Restrict US flights to certain sites (PA/Florida or eastern US).
 - Allow all flights in Canadian registered gliders/motorgliders, independent of the region.
 - Canadian flights only but with a territorial handicap (like the Barron Hilton Cup).
- Use the FAI-OLC. The focus on FAI triangles levels the playing field somewhat but I still have my doubts if we can have a fair contest.
- Just run the OLC as a series of regional contests. Maybe it is just not feasible to have a fair nationwide contest in a country the size of Canada.

In order to celebrate the FAI Centenary, special FAI Gliding Weeks – a global competition – were organized in the northern and southern hemispheres. The scoring period for the northern hemisphere was July 9–24, 2005. Each pilot was scored according to her/his best flight within the scoring period in the respective FAI class. The Canadian rankings are:

Club Class:	Dick Mamini	494 points	Rank: 56 of 979
Std Class:	Jörg Stieber	681 points	Rank: 28 of 986
15m Class:	Ian Spence	528 points	Rank: 78 of 460
18m Class:	Hans Binder	781 points	Rank: 38 of 666

COTS GPS

Garmin kindly made a number of GPS units available to proponents of COTS for testing under realistic soaring conditions. It is the objective to log a statistically significant number of flights to prove that the COTS GPS data are sufficiently reliable for badge documentation even without confirmation by parallel barometric altitude data. The tests are ongoing.

29th FAI World Gliding Championships

The next Worlds for Standard Class, 15m Class, 18m Class and Open Class will be held this year from June 5–17, 2006 in Eskilstuna, Sweden. Web site: <<http://www.wgc2006.se>>

TROPHIES & AWARDS – Phil Stade

On a general note regarding the SAC trophies and awards, I wish to give special recognition to Ursula Wiese who annually does the very fine and historically important job of maintaining the SAC soaring archives, "the Book of the Best", and for preparing the memento trophy and award certificates which go to each awardee.

Flight Trophies

BAIC Trophy – Best flight of the year – Motorglider

Hans Binder (Canadian Rockies Soaring Club)

The flight was in C-GLGV, a DG 800/18m motorglider.

July 25, 2005 Invermere, BC
 Distance 950.68 km
 OLC points / file 764.76 – 57pc5471.igc

BAIC Trophy – Best flight of the year – Pure glider

Dave Springford (SOSA)

The flight was in an LS-8.

July 20, 2005 Invermere, BC
 Distance 615.91 km
 OLC Points / file 557.91 – 57kf36d1.igc

Canadair Trophy – best 6 flights of the year – Motorglider

Hans Binder (Canadian Rockies Soaring Club) – The six flights totalled 4062.9 OLC points all originated at the Fairmont, BC airport. A truly dedicated soaring pilot. All the flights were in C-GLGV, a DG 800/18m motorglider.

1. July 25, 2005
 Distance 950.68 km
 OLC points / file 764.76 – 57pc5471.igc
2. May 25, 2005
 Distance 895.42 km
 OLC points / file 710.72 – 55pc5471.igc
3. August 2, 2005
 Distance 811.42 km
 OLC points / file 668.4158 – 2c5471.igc
4. July 19, 2005
 Distance 775.13 km
 OLC points / file 640.95 – 57ic5471.igc

5. July 13, 2005	
Distance	780.70 km
OLC points / file	639.56 – 57dc5471.igc
6. July 29, 2005	
Distance	770.98 km
OLC points / file	638.49 – 57tc5471.igc

Canadair Trophy – best six flights of the year – pure glider
Dave Springford (SOSA) – The six flights totalled 2649.3 OLC points with the first flight originating at SOSA and other five at Invermere, BC following the Nationals. Congratulations on a great season. All the flights were flown in his LS-8.

1. July 20, 2005	
Distance	615.91 km
OLC Points / file	557.91 – 57kf36d1.igc
2. May 21, 2005	
Distance	533.30 km
OLC Points / file	485.23 – 55ifc251.igc
3. July 19, 2005	
Distance	540.43 km
OLC Points / file	496.19 – 7if36d1.igc
4. July 12, 2005	
Distance	468.25 km
OLC Points / file	395.48 – 57cf36d1.igc
5. July 23, 2005	
Distance	399.05 km
OLC Points / file	367.59 – 57nf36d1.igc
6. July 21, 2005	
Distance	386.86 km
OLC Points / file	346.89 – 57if36d1.igc

“200” Trophy – best 6 flights, pilot under 200 hrs P1 at start
Keith Watson (Rocky mountain Soaring) – The six flights totalled 1876.8 OLC points and they originated at Invermere. The flights were all in C-GKHO, an Astir-CS.

1. May 29, 2005	
Distance	459.28 km
OLC Points / file	451.00 – 55tf8pv1.igc
2. August 6, 2005	
Distance	405.58 km
OLC Points / file	411.86 – 58618pv1.igc
3. July 24, 2005	
Distance	339.14 km
OLC Points / file	336.58 – 57o18pv1.igc
4. July 28, 2005	
Distance	241.01 km
OLC Points / file	236.74 – 58s18pv1.igc
5. May 21, 2005	
Distance	247.26 km
OLC Points / file	231.00 – 551f8pv1.igc
6. July 27, 2005	
Distance	209.44 km
OLC Points / file	209.60 – 58r18pv1.igc

Silver C Gull Trophy – Youngest pilot to earn the Silver Badge.
Jeremy Sawyer (York Soaring) – Our only Silver badge pilot under 21 this year, Jeremy was born 21 May 87 and completed his Silver with an altitude and distance flight on 10 July flying an Astir CS. He received Silver Badge 993.

Stachow Trophy – highest flight of year greater than 5000m
Martin Argerami (Regina Gliding)
 A height gain of 7350m (24,114 feet) on 6 October 2005 at the Cowley Fall camp, flying the Regina club Std Jantar C-GDPJ.

Competition trophies

These trophies were awarded at the Nationals at Claresholm (more details in *free flight 4/05*):

CALPA trophy – Club class Champion – *Tim O’Hanlon*

Dow trophy – best task flown
 Racing class 263.8 km @ 98.8 km/h – *Justin Wills*
 Club class 132.5 km @ 75.8 km/h – *Tim O’Hanlon*

Carling O’Keefe trophy – Best team – *not awarded*

SOSA trophy – Best novice – *Ron Cattaruzza*

Other Trophies

Walter Piercy trophy (*instructor of the year*)

Winner – **Pat O’Donnell**, SOSA

Pat is one of the longest time members of SOSA Gliding Club. He has served as CFI, and continues to provide insightful and valuable suggestions regarding training and safety. Pat is highly safety conscious, and his vigilance in this regard sets a wonderful example for all club members, but especially for students. Pat did the most instructional flights at SOSA last season (approaching 200!). For many years, Pat has been the backbone of SOSA’s midweek evening student flying; this program has enabled students to consolidate skills and given them a “leg up” in attaining solo.

Hank Janzen Award

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

Winner – **Roger Hildesheim**, Gatineau

Roger has been instrumental in setting up Gatineau Gliding Club’s web-based Club Operating Manual and Safety Management Program. He has spent many hours collaborating with other clubs sharing his knowledge and helping out establishing similar programs.

Roger has worked tirelessly on improving the safety culture in the club and has documented the many procedures to mitigate hazards as a result of extensive risk analysis of the club operations and safety practices. He has prepared in depth annual analysis of incidents and produced concrete recommendations to reduce hazards.

He has also presented several safety seminars during the summer at Pendleton and shared his findings with SAC FT&SC. Roger's work has been used at the national level to help prepare safety management material for other clubs.

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. In 2005, pilots in Canada qualified for 33 C badges, 7 Silver badges and 10 Gold badges or Diamond legs.

The trophy is being awarded to the **Prince Albert Gliding and Soaring Club**. With its 9 members, the club presented 4 A and B badges, 1 Bronze badge and 1 Silver badge for a Roden Trophy score of 77.8.

Congratulations to the Prince Albert Gliding and Soaring Club for showing that it actively promotes the post-licence development of its pilots.