



**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2006
& 2007 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2006.

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

The full financial report is available from SAC upon request.

2007 SAC ANNUAL GENERAL MEETING

Minutes, 24 March 2007, Winnipeg

Introduction

The 62nd annual general meeting of SAC opened at 9:40 am with a quorum present (about 24). SAC President, John Toles opened the meeting with a welcome to everyone, and especially thanked the Winnipeg Gliding Club for organizing the AGM on relatively short notice and for the entertaining get-together wine-and-cheeze at a local home.

2006 AGM minutes

John asked if there were any changes to last year's AGM minutes. There were none. John gave a brief summary of the meetings and contacts with COPA on areas of possible cooperation that arose from last year's motion #4 to pursue this idea. There was a meeting in November with COPA. Arising from this in the short term, there will be a four page insert on gliding directed to power pilots placed in the May edition of *COPA Flight*. SAC will maintain contact in areas of common interest such as airspace.

Motion #1

Moved by Keith Andrews, seconded Ian Oldaker, that
"the minutes of the 2006 AGM be accepted as written."

Carried

Financial report

Jim McCollum reviewed the 2007 budget and the financial statements for 2006, and discussed various aspects of SAC membership, funds, and expenses. There was strong growth in the funds as a result of capital gains (see *financial summary on page 9*). He gave a brief history of SAC membership. The main changes from the 2006 budget are the recognition of a potential contribution from the underwriter in support of the activities of the Flight Training & Safety Committee and the greater emphasis placed on publicity.

Motion #2

Moved by Kelly Allardyce, seconded Tony Burton, that
"the 2007 budget with its associated membership fee schedule be accepted."

Carried

Motion #3

Moved by Phil Stade, seconded Keith Andrews, that
"Kent Whittaker, CA, be appointed auditor for SAC for the 2007 financial year."

Carried

NEW BUSINESS

There was no new business requiring a vote. Dan Cook gave a brief presentation on 2006 accidents/incidents.

Motion #4

Moved by Kelly Allardyce at 1140 am,
"That the meeting be adjourned."

Carried

Recording secretary, **Tony Burton**

BOARD OF DIRECTORS REPORTS

PACIFIC ZONE

Unavailable.

ALBERTA ZONE – John Mulder

Almost a year has passed since I have been involved with SAC as the Alberta Zone Director. The minutes on the SAC website lists the work the Board wanted to focus on the past 12 months. This report is brief, but please also read the Priorities Column in *free flight*. There are many projects to work on, few hands and limited time, but with a plan and some time, we should be successful on most. Changing priorities and new issues also take valuable time away from accomplishing the original plan, but there have been a few developments and successes to report.

Insurance...always a hot topic at renewal time. Keith Hay and the Insurance committee have done a great job renegotiating our insurance contract for 2007. Rates are down, and the policy renewal is for 13 months. I haven't received the official renewal document yet, but the reports I have received are a significant reduction in both club and private insurance. We had a safer season in 2006 and hopefully we can maintain the trend.

Airspace...although the issues were not in our backyard this time, the Airspace committee continued to practise their negotiating skills dealing with issues around the Southern Ontario clubs. A good working relationship with COPA was instrumental in our voice being heard at Transport Canada and NavCanada. More information will be published in the annual report of the Airspace committee at the SAC AGM and on the SAC website following the meeting.

For more information, look at the SAC website. Documents have been updated there, the Roundtable has many interesting, and some entertaining, discussions concerning our sport; contact information for the board and committee chairs is there as well. If you have any comments, concerns, or would like to assist on a committee, please contact myself or one of the committee chairs.

PRAIRIE ZONE – John Toles

The Prairie Zone consists of four clubs based around Winnipeg, Regina, Saskatoon, and Prince Albert.

Winnipeg Gliding Club considered 2006 a year of recovery following three or four years of poor weather and field condition that had hampered activity for members and inhibited growth. Total flights increased significantly from the previous year, and the hours flown more than doubled. The fleet of

two towplanes, three club gliders and eight individual gliders were kept busy. As president Kelly Allardace reported, "On some weekends conditions were so good there weren't any aircraft left on the ground." Many good flights were recorded on the online contest. Only a lack of available towpilots on some weekdays prevented even higher numbers. On the training side, the club added four new solo and three newly licensed pilots to the roster. The members were also involved in many social and promotional activities. Like the area farmers, Southern Manitoba pilots are eternal optimists, and look forward to even better numbers for 2007.

The **Saskatoon Soaring Club** had an average year for activity. A late spring delayed flying, and snow in early October brought the season to an unexpectedly quick end. In between, there was a mix of some very good weekends, but many that were not flyable. Midweek afternoon and evening soaring was available on flyable days. Three members became licensed during the season. One new instructor was added to the roster, and one instructor upgraded qualifications. The club got started implementing a Safety Management System with plans to continue working on it in 2007. A fall ground school offered potential for new student interest so, like Winnipeg, Saskatoon is looking forward to growth in the coming year.

Regina Gliding and Soaring Club reported a moderately successful season in that some members got to do a lot more personal flying as a result of fewer students to instruct. A combination of weather, shortage of available tow and glider pilots resulted in fewer flying days involving club ships. Most active was the privately owned DG-400 motorglider, which recorded 77 flights in Saskatchewan and at Invermere. Regina is typical of many smaller clubs struggling with fewer members to share the work of rebuilding and growing while attempting to reduce its fleet from four gliders to two.

Flying was also down this year at the **Prince Albert Gliding and Soaring Club**. Members set up the winch and flew two unseasonably nice days in January, but spring came late and May and June did not produce the usually good flying weather. Although a winch launch club, members were also able to experience some aerotowing this year. Membership included four Air Cadet members, three who are licensed. Work continued on rebuilding a single-seat club glider that has the potential to increase member activity.

The online contest has continued to promote interest in the region. Seventeen pilots recorded flights for a total of close to 15,000 kilometres of cross country flight. Not bad, considering the membership of the four clubs in the zone is less than that of some of the larger clubs in other areas. If not quantity, then quality!

ONTARIO ZONE – Doug Scott

In prior years, I have had successful and enjoyable visits to all the Ontario clubs. In 2006, I visited two clubs, and both times, within minutes, I was driving out on a retrieve. Used to be that I'd visit a new club to try my luck with a new glider – now, I'm trying out a new car on each trip. Here are the clubs which responded to my request for an update.

Air Sailing - Stephen Szikora

Our imminent closing (at the end of this season) is not certain at this point. The wind turbine folks have gone silent. Perhaps they are having financing or approval difficulties. We'll see.

In 2006, Air Sailing Club carried on with 14 members. In spite of the low numbers we flew three club ships and for the first time in ten years showed an operating surplus. We had one member complete his conversion training from a power licence to become glider licensed by the end of the season. We also started training an ab-initio student in 2006 and expect to take him through to licence in 2007. Not bad for such a small club. We had one older member pass away in the year, Doug Milne. In 2007, we are in the last year of our field lease and whether we can continue in any form on the airfield will depend on the wind turbine situation. There is a turnover in membership happening with some of the older members retiring from the sport but we have brought in some younger members to replace them and we may find the energy to rejuvenate the club rather than fold it. If we had to sum it up in one catch phrase ... we ain't dead yet!!!

Bonnechere - Iver Theilmann

The soaring season from May to October at Bonnechere Soaring went well with our small group of six. We continue to operate one day a weekend due to people's involvement with other activities. We have one new ab-initio student this year. One member Karl Kilitz was checked out over the season as a conventional gear pilot and then was signed off as being okay for towing duties. Unfortunately he has been posted to Comox where he hopes to put his flying skills, instructor rating, and towpilot skills to work with a local Air Cadet squadron. His young son Eric, an air cadet, was also doing very well at becoming a qualified glider pilot. As they left, another member of the military who is a pilot, Ashley Mark (no tail-dragger time) expressed an interest in becoming a towpilot. So his training has been started. Also he and his wife expressed an interest in learning to soar. Once again though, shortly after his training started he found out that he is being posted to Brussels in August but they hope to get in three months of gliding before they have to leave. As you can see we may be a small group but we do try to encourage soaring in our area and are looking forward to the coming soaring season.

Guelph - Eva Dillon

In 2006 Roger Harris stepped down as GGSA president and Eva Dillon was elected into the position. Phil Cowling stepped down from his position as CFI and has been replaced by Rudy Hoffer. The club would like to acknowledge Roger and Phil for several years of commitment to these positions and their

assistance to the newly appointed executives. Members from the club including the new president and CFI attended the SAC Safety Seminar prior to the season start and implemented mandatory annual spin training as discussed at the seminar. Challenges the club faces include training/checking out new towpilots in the single seater Pawnee.

Gatineau - Doug Laurie-Lean

The 2006 year at the Gatineau Gliding Club was in fact "the best of times and the worst of times" to quote a famous author. In our case, the weather was not always the most cooperative, but nevertheless we had a reasonably good year. In July, I flew a disabled Inuit girl at the Canada Day Airshow at Rockcliffe airport, and this was followed by a Disabled Fly Week sponsored by the GGC and Freedom's Wings Canada (from York Soaring). We flew 50 disabled people on "Inspirational Flights".

Gatineau has an informal local on-line contest with other local clubs. I don't have the interclub results at hand but MSC did well, and our Ulli Werneburg always comes at the top or very near it.

We are trying to get a better new membership program going each year, as we are a greying club, and membership has declined a little over the last few years. We are not desperate, but need to reverse the trend, which I believe, is widespread in the North American gliding community.

Rideau Valley - John Michell

For the 2006 season, we had several club activities that were carried out to improve visibility to the public, attract additional intro flight (potential member) customers, as well as facilities upgrades.

The club concluded an arrangement with TOPS (the agency that administers the signs along Hwy 416 and other provincial roads) to announce the presence of Rideau Valley Soaring.

In addition, after much discussion, the wording for a new sign at the field was agreed on, and the sign was created and erected at the entrance to the club parking area. This will inform the public about our operating hours and services.

We designed and implemented a new website for the club. Results are very good; this is a key method of attracting new members. The membership has been using an E-group from YAHOO to communicate for a couple of years; this is also a key electronic tool to provide up to date information on mid-week flying opportunities. Check out the new website at: <www.rideauvalleysoaring.com>.

One of the members with an affinity for free power is in the process of upgrading the solar power system at the "Red Shack" (operating hut). This will enable us to better charge radio batteries for the gliders and the ground radio systems. The old system was lacking capacity and was not designed for the current range of battery types and loads.

There was very active participation in the "Interclub Soaring Contest", with excellent results for some new cross-country pilots and a number of more experienced members.

The club was able to field a team of people who transported the Grob 103 via trailer to Lake Placid for the wave camp activity. This is the second year in a row for this group, and their efforts yielded some excellent wave soaring activity, which was enjoyed by some of the new members.

Ground school is underway, a joint effort of GGC and RVSS. This year we have 20 students, compared to 24 last year. This year the course fee included one "Intro Ride" at either GGC or RVSS. We found last year that a number of ground school participants failed to continue with the flight training. This year the price of the first flight is included in the course. Many participants discovered the club through the websites for GGC and RVS.

Because of the rising cost of gasoline, club towing fees were raised. The club is solvent, and operating capital will not be a problem in the foreseeable future. Membership was approximately stable at 32 members, down one or two full members from the previous year.

SOSA - Dave Springford

2006 was a good year for SOSA, once again we increased our number of flights to 3597, up from 3399 last year. We had 11 new solos, 4 new licences, and 4 new instructors. We renovated the clubhouse with the financial assistance of the Ontario Trillium Foundation.

We moved forward with our fleet revitalization purchasing the DG505, a second L-23 and second Junior. We sold the Astir CS77. We have developed cross-country, aerobatic and instructor training programs for our members in an effort to provide further challenges as well as building their skill and judgement to make them safer pilots.

The Nationals were successful. We flew 5 contest days and added an additional 167 launches to the 3597 flights by the club.

Toronto Soaring - David Ellis

2006 was generally another successful year at Toronto Soaring Club. Our membership numbers stayed approximately the same with a few new members joining to fill the places of those that left. The number of flights and flying hours were down from the previous year but this was mainly due to the weather. We had an increase in the amount of winch launching and had a very successful winch experience weekend with Great Lakes GC. GLGC brought their two Krosnos to TSC and at the end of the weekend everyone had as much flying as they wanted. Two of our pilots, Marion Nowak and Derek Mackie, attended the Nationals at SOSA and a number of pilots were to fly at the Provincials.

The social side of the club remains strong with the majority of members having trailers at the airfield and the non flying spouses or significant others are an active part of the

club. The major issue facing TSC is the proposed development of a wind turbine farm in the area around the airfield and we have been working with lawyers, local council and the developers to try and prevent this from impacting our flying.

York Soaring - Peter Foster

2006 was an eventual year for York Soaring, as we are in the midst of several transitions in our organization and our approaches for the future.

In October, 2006 our President, Walter Chmela announced that, after 45 years of effort on behalf of the York Soaring Association, he would be stepping down from his role effective March, 2007. As founder, visionary, and primary motivator behind YSA, Walter's resignation was anticipated ... but nevertheless marks the start of a new York Soaring as we face the challenge of developing the systems and governance structures needed to guide us into the future. However, YSA is moving towards that future benefiting from the legacy of Walter's long-term stewardship, including the ownership of our own airfield and a considerable fleet of gliders.

2006 proved to be a bit of a challenge to YSA, with weather taking its toll on our flying. Late in 2006 the club upgraded its tow fleet with the completion of our home-built Super Cub, putting us in the unique position of conducting tow operations with a brand new aircraft! As the new addition settles in and our finances build up, the club is also starting to plan ahead towards upgrades to the glider fleet.

While York Soaring (like all clubs) is facing its share of challenges, we are quite optimistic that 2007 will be a pivotal year in our transition to a new era.

EASTERN ZONE

Unavailable.

TREASURER – Jim McCollum

Financial Report for 2006 and Budget for 2007

Overview The Soaring Association of Canada remained in the black in 2006, the twentieth consecutive year it has avoided red ink. The overall result was primarily due to expenditures coming in well below budget. The trust funds continued to strengthen, particularly in market value terms. At year's end the Association had a net book value of over \$880 thousand, with the trust funds accounting for the bulk of this.

Financial Results for 2006

Total revenue increased in 2006, despite a decline in membership revenue. The decline in membership revenue was less pronounced than in the previous two years and was related to a shift in the composition of membership rather than a fall in its overall level, which was essentially unchanged at marginally over 1100. Revenue for Flight Training and Safety includes a contribution of the insurer, the purpose of which is to help reduce its risk exposure through enhanced safety programs. Interest income is becoming an important component of revenue and is expected to become even more so in the future.

Overall expenditures have been lower than usual the past three years. In constant dollar terms they are running about 35 and 25 per cent respectively below their 1980s' and 1990s' averages. Most areas of expenditure came in below budget. The increase in *free flight* costs is due to the inclusion of the printing costs of the December/January issues for two years in the 2006 results. Other areas that were well under budget were postage and meetings and travel. To some extent the low level of postal expenses reflects the running down of prepaid postage, in the absence of which postal expenses would have been around \$1000 higher. Office expenses were slightly under budget and similar to the previous year's amount; directors' and office liability insurance accounts for the largest portion of this. Publicity expenses includes the payment to Segelflugszene for the online contest for 2005, the invoice was not received until March, 2006 and an allowance for 2006.

Donations totalling \$15,315 were received by the trust funds. The number of donors is small and has declined in recent years. There were 37 donors to the Pioneer Fund, with a handful of members accounting for the bulk of the total, 5 donors to the Air Cadet Fund and one to each of the Corley and World Contest Funds. Revenue from the 2005 Nationals helped bolster the Wolf Mix Fund. There was a significant appreciation in the market value of the trust funds in 2006. At the end of the year the trust funds had a book value of \$685,596 and a market value of \$887,250. Last year the trust funds had a rate of return of around 5 per cent using book values and close to

19 per cent using market values. The more favourable terms for portfolio management fees, negotiated in late 2004, resulted in a net savings to SAC of almost \$5,000 last year.

2007 Budget and membership fees

The budget is balanced at \$154,000. This is at a higher level than the past few years, but not unlike the budgets of a few years ago. Accounting for the increase on the expenditure side are Flight Training and Safety and publicity. The Association has already made arrangements with the Canadian Owners and Pilots Association for the inclusion of a special supplement, focusing on the attractions of soaring to power pilots, in a spring issue of the *COPA Flight* newspaper. Hopefully this will encourage more power pilots to our clubs. Other expenditure areas have been held at last year's levels or decreased slightly; the decreases include professional fees and salaries, postage and meetings and travel.

The adjustment in the fee schedule is aimed at offsetting inflation, although, as has been the case the past several years, it does not quite do this. As a result in constant dollar terms fees continue to trend down.

2007 BUDGET

	2006	2007
REVENUE		
Membership	\$106,000	\$104,000
Flight Training & Safety	2,500	11,000
Sales	10,000	9,000
Free flight (ads & subscriptions)	2,500	2,000
Investment income	20,000	22,000
Other	5,000	6,000
total	\$146,000	\$154,000
EXPENSES		
Salaries & professional fees	\$43,000	42,000
Occupancy	7,000	6,000
Office expenses, printing	9,000	9,000
Communications (phone, internet)	2,000	2,000
Postage	6,000	5,000
Depreciation	4,000	6,000
Cost of sales	5,000	5,000
Free flight	27,000	27,000
FAI / Aeroclub	6,000	6,000
Flight Training & Safety	10,000	15,000
Meetings and travel	20,500	19,000
Publicity	3,500	9,000
Other	3,000	3,000
total	\$146,000	\$154,000

SAC 2006 FINANCIAL STATEMENT – SUMMARY

STATEMENT OF OPERATIONS – GENERAL FUND

	2005	2006
REVENUE		
Membership fees	\$104,667	\$102,422
FAI fees	1,170	1,100
Flight Training & Safety	499	10,842
Merchandise sales	4,984	9,739
Free Flight: ads & subscriptions	2,206	1,989
Investment income	17,890	19,007
Other income	955	705
Total	\$132,371	\$145,804
EXPENDITURE		
Salaries & professional fees	40,950	40,360
Occupancy	6,027	6,148
Office	4,391	4,085
Communications	1,762	1,413
Postage	1,605	2,396
Insurance	4,183	4,377
Depreciation	3,788	3,788
Merchandise cost of sales	2,300	3,730
Free Flight	23,912	27,484
FAI Aero Club fees	5,825	5,825
Flight Training & Safety	8,232	13,729
Meetings and travel	17,341	14,213
Publicity	2,131	3,355
Other	2,081	3,137
Total	\$124,528	\$134,040
REVENUE over EXPENSE	\$7,843	\$11,764

BALANCE SHEET – as at December 31, 2006

	2005	2006
GENERAL FUND		
Cash	\$40,475	\$27,860
Mutual funds (note 3)	306,824	318,054
Accounts receivable	25,231	5,543
Inventory	11,445	10,152
Capital assets (note 4)	50,574	46,786
sub-total	\$434,549	\$408,395
TRUST FUNDS		
Cash	\$33,547	\$35,590
Investments (note 5)	616,598	650,006
sub-total	\$650,145	\$685,596
World Contest Fund	\$935	\$1,235
Funds Total	\$1,085,629	\$1,095,226
Individual Trust Fund balances		
Pioneer Trust	\$527,269	551,345
Wolf Mix	81,743	88,800
Air Cadet	35,817	40,092
Peter Corley	5,316	5,359
total	\$650,145	\$685,596

NOTES TO FINANCIAL STATEMENT

- 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.
- 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.
- Mutual funds**

	2005	2006
market value	\$344,952	\$366,074
- Capital assets** Fixed assets are office and computer equipment. Book value for 2006 was \$46,786 after depreciation.
- Fund investments**

	2005	2006
• equity funds	\$616,598	\$650,006
(market value)	\$716,737	\$851,660

Proposed 2007 SAC membership fee schedule

Category	1/2 season		
	\$120	\$60	
Club affiliated			Affilié au club
Corporate	120	60	Société
Spousal	60	30	Époux(se)
Junior	60	30	Jeune
Air Cadet	0	0	Cadet
Associate	60	30	Associé

Comments

- Fees for club affiliated members would increase by \$2 in 2007. 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.

2006 COMMITTEE REPORTS

AIR CADETS – Jim McCollum

Since the late 1990s the number of air cadet members in SAC has grown steadily; at the end of 2006, there were 98, a record number. While the growth has been significant, the figures are nevertheless small relative to the potential. In 2006 there were 457 air cadet squadrons in Canada and some 25,500 cadets. While a number of organizations for younger Canadians have experienced membership declines in recent years, the air cadets have grown.

SAC and some clubs have spent considerable effort in fostering better relations with the air cadet movement in recent years. The relationship has not been one-sided and the Air Cadet League has encouraged graduates of its glider pilot training program to join a gliding club to enhance their aviation skills.

SAC offered three continuing flying scholarships with a value of \$500 each. The 2006 recipients come from British Columbia, Quebec and Ontario. These scholarships are payable to the club of the recipient's choosing for credit to his or her account there and apply to the 2007 season. The scholarships and its associated fund have received considerable support from Frank Woodward, a retired Boeing engineer and a member of Canada's first international soaring team. All graduates of the glider pilot program receive a SAC "A" badge.

The SOSA Gliding Club hosted a successful air cadet camp again this year and a number of cadets received basic training at York Soaring. The top cadet from each of the five cadet glider pilot training camps attended a one week soaring event at the Gatineau Gliding Club, following their graduation in August. This worked out very well; most earned a C badge and came close to achieving the solo flight time requirement to do cadet familiarization flights. A member of GGC donated FAI flying certificates to the five cadets, as well as "B" badges — while SAC processed the C badge claims for free.

In 2007 SAC is expected to have a representative at the graduation ceremonies of each of the five training camps and efforts are underway to further enhance cooperation and raise the profile of soaring community within the cadet organization.

AIRSPACE – Ian Grant

Several developments took place on the airspace file in 2006. Early in the year, contacts with Transport Canada officials led the Airspace committee to understand that Transport and NavCanada were discussing concerns about the mix of gliders and airline traffic near Hamilton airport (CYHM). In early June, the *Toronto Star* and Hamilton *Spectator* ran articles which quoted people in government, airlines and local gliding clubs,

described the air navigation system around Toronto, and highlighted gliders as a safety concern.

A meeting subsequently took place between representatives of SOSA Gliding Club, NavCanada, Transport Canada and Westjet, to discuss the risks of potential conflicts between gliders and Westjet operations into Hamilton. The meeting built on experience at Kelowna (*see free flight 6/05*) and resulted in several measures to coordinate glider and airline operations in the Hamilton area, including an updated Memorandum of Understanding, issuance of a NOTAM, and radio calls in Westjet's standard operating procedures. The meeting, however, also gave the impression some senior officials at Transport were in favour of transponders in gliders, and that a further review of airspace in the Toronto Montreal corridor might be pending.

In October the committee learned via the National Office and COPA of further correspondence between Transport Canada and NavCanada about a plan to alleviate the risks inherent in the mix of high-speed IFR traffic and recreational aircraft in Class E airspace in the Toronto area. In response to a demand by Transport, NavCanada proposed a significant expansion of the Toronto Class C terminal control area. There was no consultation with stakeholders such as SAC or COPA.

A meeting took place on 4 November at Transport Canada headquarters in Ottawa with Merlin Preuss, Director General Civil Aviation, and members of his staff to discuss this proposal and to ask for consultation with airspace users before implementation. Representing recreational aviation were SAC Executive Director Jim McCollum, Airspace committee chairman Ian Grant, and COPA President Kevin Psutka.

During the meeting Transport stated that it lacked the authority to direct NavCanada to consult. They did state that if it could be shown that the proposal raised other safety concerns, which may not have been adequately addressed by the NavCanada proposal, they could ask them to reconsider. This was subsequently done in a letter from COPA to Transport. In a follow-up meeting a number of adjustments were made to the proposal. The area of the affected airspace was reduced and reclassified to Class E transponder airspace.

While the original proposal might have had only limited impacts on soaring, the adjusted proposal is nevertheless preferable. Ultimately there were consultations and the glider transponder exemption was not used as an excuse to upgrade to Class C.

Meanwhile, on 28 August a mid-air collision took place between an ASW-27 glider and a Hawker 800 business jet near Reno, NV. The business jet landed at a nearby airport with minor injuries to its crew. The glider was destroyed but the pilot parachuted to safety. The National Transportation Safety

Board preliminary report with more details is available at <<http://www.nts.gov>>. The SAC Roundtable also contains links to several news reports. The US Federal Aviation Regulations currently exempt gliders from transponder requirements. This incident underscores the risk and may be expected to influence regulatory attitudes in future.

Earlier in the year, the UK Civil Aviation Authority (CAA) issued a proposal to introduce the carriage of transponders in *all* aircraft in *all* UK airspace from 31 March 2008. The British Gliding Association (BGA) among others mounted a vigorous response. A summary of responses to the CAA consultation is available through links on the British Gliding Association website at <<http://www.gliding.co.uk/bgainfo/airspace/>>.

In view of these developments, it seems that SAC member clubs continue to face the prospect of future changes in airspace and transponder requirements aimed at further reducing the risks of mid-air collision with transport aircraft. The issue can't be ignored.

Increasingly, technical barriers to transponders have fallen with the appearance of compact units such as the Microair on the market. Nevertheless, the costs are still large, with the instrument and accessories costing upwards of \$2500, plus installation, plus recertification every two years. On the benefit side, transponders would reduce collision risk with IFR aircraft and might facilitate access to transponder designated airspace.

Is it a solution? We need to do some soul-searching on glider operations and IFR, the risks, possible mitigation options, and cost-benefit tradeoffs. A debate in the soaring community would assist the Airspace committee refine its position.

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

Respectfully submitted

FAI AWARDS – Walter Weir

Walter Mueller Walter was born in 1920 in Farnau, Germany, and learned to fly in the spring of 1937 in a primary single seat Zögling 38. He got his Canadian power licence in 1960 and did his Gold distance in a Ka-6E in 1983, straight out from Cowley, Alberta to Maple Creek, SK. He was away from soaring for a while but in 2001 he bought an Open Cirrus and is now one of the six members of the Grande Prairie Soaring Society which flies out of Beaverlodge airport on a 5000 foot winch line. In October, Walter completed his Gold badge with a 3700 metre height gain out of Cowley. He told me, "I was so happy I felt like a little kid!"

Walter writes:

"Since I returned to soaring/gliding again in 1981 at the age of 60 I have accumulated 660 hours. This is really not all that much but I am happy I can still do it and this year was my most successful year with 88 hours. What I like to point out is that I am not an aviation expert or a top-notch soaring pilot nor a WWII fly-

SAC Badge and badge leg statistics, 1997 – 2006

	97	98	99	00	01	02	03	04	05	06	5 yr avg	% of avg
1000 km	0	0	0	1	0	2	0	0	0	0	0.4	–%
750 km	–	–	–	–	–	–	–	–	1	1	1.0	100%
Diamond	1	0	3	2	1	2	1	1	1	0	1.0	–%
Gold	3	2	4	5	5	5	7	2	5	1	4.0	25%
Silver	8	17	17	7	8	19	19	7	7	13	13	100%
C Badges	30	34	33	15	38	57	26	18	33	19	30.6	62%
Badge legs	79	87	79	67	71	111	99	51	47	60	73.6	82%

ing ace. (During most of the war I was a flight instructor, and in the last few months of the war, a fighter pilot in the Me-109. I was happy that I got out of that mess alive.) I am just an average pilot who was an enthusiastic glider pilot as a teenager and thank goodness I kept that enthusiasm into my eighties. Now I am looking forward with anticipation to the next flying season."

Walter's story illustrates the value of badge flying — lifetime achievements never forgotten. Get yourself organized for next summer — plan for your own achievement. You won't regret it.

Badge statistics

As you can see from the table of badge statistics below, 2006 was not too bad a year compared to 2005 and 2004. Some categories were up and some down. I don't know about the weather in the west, but in the east it seemed to start out well in the spring and then got worse as the summer went on. Let's try to do better next year.

Sporting Code changes

The IGC intends to disallow the use of cameras for badges by 2009. Since I have not seen a single camera claim this year I don't think this change is going to have any major impact. Flight recorders have certainly made badge flying easier and much more accurate. Have a look at page 5 of the claim form now – it's on the SAC website under "Documents". If an approved flight recorder is used maps, tow certificates and landing certificates are no longer required.

FREE FLIGHT – Tony Burton

2006 was another good year for *free flight* and I trust you have enjoyed reading it. There were five 24 page and one 20 page issues in 2006. 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. Thanks as always to Ursula for her expert proofreading. 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.

I spent a lot of time this year in constructing replicas of "pre-desktop publishing" issues of the magazine so that they could be archived on the SAC *free flight* back issues page as .pdf files. It's a fairly time-consuming process. One added benefit is that

the replicas often have better reproduction of the photographs than the printers originally made. All the issues from 1988/6 back through 1984/2 (29 in all) were rebuilt. I intend to keep going with this in 2007 and make replica going to at least 1981 when Ursula, then I, became editor.

My work on the “searchable” index for *free flight* continues slowly as I have time and inclination. *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: safety issues, training methods, soaring techniques, etc. And of course, the history of the sport in Canada (people, contests, gliders, events) is available with a few keystrokes. I particularly wish to thank Susan Snell in Winnipeg who has been assisting with the archive and the index and is hosting all this material on her server.

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.

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. A considerable amount of work was done in 2006 with Ian Oldaker on the rewrite of the SAC instructor manual and on preparing a redesigned book layout for the new edition of the student training manual, “SOAR and learn to fly gliders”. I enjoy the work of editor — the rest is up to you.

FLIGHT TRAINING & SAFETY – Ian Oldaker

Last year we had a very successful season of safe flying. There were very few serious accidents, though we had some write-offs; and there were few injuries. This is a great improvement on recent years; congratulations to all members for a job well done. We cannot relax however, and we must maintain our vigilance to ensure we build on this safety story to reduce our accident rate.

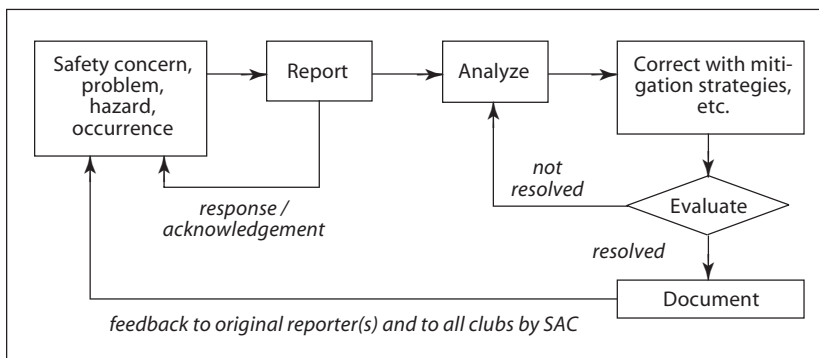
That said, we continue to have a sorry situation with reporting of accidents and incidents to SAC. One or two clubs are the exception to this, and the Flight Training and Safety committee (FT&SC) thanks them for these reports and the accompanying detailed analyses. These help us to see trends and to focus on areas that may need alerting to the broader group of pilots in the Association. Only by looking at what went wrong can we hope to find ways to avoid making the same mistakes again! This all assumes that the FT&SC will provide timely, sage advice and feedback to clubs and the SAC members in general. It is now a central requirement of the SAC Safety Program that timely feedback be provided to the reporters, so we are attempting to improve our feedback. But to do this we need reporting

from individuals and the clubs. Only in this manner can we provide safety alerts and suggestions for safety improvements.

Last year we held workshops across the country to introduce club leaders to the program and to start with hazard identification, risk assessments and the setting of mitigation strategies. Some clubs now are examining improvements to their safety programs, using the new SAC Safety Program documents, published this time last year. Feedback has and is being given to them. The club safety program documents that we have seen so far are encouragingly of an excellent quality. The SAC Safety Program was described briefly in my last annual report, and the documents are posted on the SAC website. Assistance from members of the committee is available to all clubs to develop pertinent updates to their club safety programs and to keep them relevant to their club's operational style. Look at the SAC website for updates to these documents, recently completed.

As I said last year, the SAC Safety Program is based on the hypothesis that the best way to improve safety is to involve all members. The club Safety Officer cannot be given sole responsibility for club safety! It must be every pilot's responsibility, but to get all pilots to respond, clubs must include them all in developing and/or improving their programs. This is the same thesis for any industrial safety program based on Safety Management System (SMS) principles. We have taken the main elements of SMS and developed our own documents for club use. Each club program has to be driven by the leaders of the club, where else can the members get the materials to do the job? Yes, the leaders have specific tasks within the program, and these include reporting and feedback to their members, paying particular attention to providing lessons learned from their look at the incidents and accidents. At the same time, providing strategies to reduce the identified risks is an important part of club leaders' tasks within the safety program. It is a continuous process, illustrated below.

During the past year the *Soaring Instructors Manual* and the student manual, *SOAR and Learn to Fly Gliders* were revised; the latter has now been printed. This was generally updated and brought up to date particularly in the spin avoidance, winch launching (see also para below) and flying the circuit sections. A wonderful job was done by Tony Burton to edit the book; my thanks to him and the other pilots who contributed. Work was also done to streamline the instructor courses, and these were run successfully in 2006 in Quebec, Ontario,



and Alberta with the training of approximately 15 new instructors and upgrading of several others. We are continuing to work on the instructor course content, to use the Internet more, and to concentrate on the flying part of each course. Translations of documents into French were continued, starting with the Safety Program documents.

During each World Gliding Contest, OSTIV runs a Congress (conference) at which many technical and general interest papers are presented. During the 2006 Congress in Sweden the Training and Safety Panel (TSP, see also below) met. Very important work done in the UK on winch-launch techniques was presented. The results have now been used to improve our manuals in this vital area that has been the phase of flight responsible for a large proportion of fatal accidents.

At the same Congress I presented a paper entitled, *The Canadian Safety Management Programme*. It generated a lot of interest and positive comments. It has been submitted for publication in *Technical Soaring*, OSTIV's technical journal. Other subjects of discussion at the Congress were also reported in *free flight*. I encourage any interested member to write and seek publication in this OSTIV journal.

Thirty years ago soaring was very much a self-run sport in that the Association produced its own training manuals and ran its programs from a small national office in a home base-ment in Ottawa. Though we ran our instructing program from the start (including the training of instructors in national courses across the country) and, for example, test flew new gliders to make recommendations to the DoT for Canadian type approvals, we have to this day not been given authority for the licensing of pilots. We have come a long way since then though, even overcoming an effort in the 1980s by the current Transport Canada to implement a three-class instructor system, supervised by them.

Safety was a low-visibility aspect of the SAC operation 30 years ago, as a small safety committee (often one person!) concentrated on gathering statistics at each year-end. The accident/incident reports were used mainly to show accident categories. The instructor and safety committees were combined about 25 years ago, so that safety, which is also connected to the training and hence performance of pilots, could be integrated into the SAC instructing and emerging safety programs.

At that time a new international committee was formed in the OSTIV organization to discuss safety and training across national boundaries. It is now known as the TSP, and we have had representation since its inception. Many safety and training topics have been discussed and have found their way into improving and updating our instructing manuals and safety program. The Association could have continued without representation and inputs from this and other national and international bodies. By participation in exchanges with other countries and through international contests for example, we can keep up with the latest techniques and concepts. We can even lead the way when Canadians were first to develop and use winglets. I think you will agree that through this type of cooperation, our training and safety programs, and our stand-

ards of flying from early solo to our top contestants, are examples of which we should be proud.

At the present time Transport Canada is implementing Safety Management Systems (SMS) into the large aviation organizations. Smaller organizations such as SAC and its clubs are not required by law to do so yet, but as a national association representing many clubs, we felt we should do so at the national level now. This has been our focus over the last two years, pushed in part, I may say, by very strong pressure from some clubs at recent SAC AGMs. We do respond to the membership's wishes, though the results may not always be what was envisioned!

Our documents have been reviewed by Transport Canada's representative of SMS work and suggestions for improvements are being made. He mentioned that, "In addition to gaining insight on how an organization with independent members can benefit from SMS, the fact that they (SAC) used the SMS Small Operator Guidance to develop their program also allowed me to do a quality assurance review on the contents of our guide by comparing what we wrote and how they interpreted it." In addition, the Director of Civil Aviation recommended that we ask for TC recognition of this program, and this we are seeking.

So, where are we in 2007? We hope that members will see there are contributions that all can make, however small. Each of us needs to assist with defining specific safety-related actions that our club should take as a cooperative effort, starting with a safety discussion as a first priority at all club get-togethers. Perhaps in this way we can influence safety and begin to reduce preventable incidents and hence further reduce our insurance costs.

Safety Report for 2006 "Safety is Knowledge"

See the separate report by Dan Cook, National Safety Officer. I call it *Safety is Knowledge* because we are again showing that we are not learning from the past. *Many of the incidents reported to SAC have happened before*. Read all about it folks, you probably heard it here first many years ago! By keeping yourself informed about how others forgot something, it should alert us to many of the risks that we face. This again should suggest strategies to reduce those risks. All of us should constantly examine the way in which we operate as individuals and as clubs – unless we try to improve all the time by applying lessons learned, inevitably we will go backwards!

Wrap-up

In the 1960s and '70s the instructors committee consisted of two members, Walter Piercy and John Agnew. Walter and John wrote the original instruction manual on what must have been a steam-driven typewriter! Today we have representation from most regions of the country. Our newest member, Richard Sawyer comes to the committee after several years as CFI at one of our largest clubs, York Soaring, and we welcome him.

I became chairman thirty years ago and it is now time to hand over the reins to young and capable hands, and I am very pleased to do so to Dan Cook, whom I know will be an able

and very competent chairman. We wish him well; I know you will give him your full cooperation and assistance. I would be remiss if I forgot past members of the committee without whom the work could not have been done. I could not have wished to work with more knowledgeable people and I sincerely thank them all.

Respectfully submitted, Ian Oldaker
Members: Dan Cook, National Safety Officer, Joe Gegenbauer, Gabriel Duford, Bryan Florence, Richard Sawyer

SAFETY – Dan Cook

In 2006 we have had six accidents reported which include the write-off of two aircraft. There was one non-SAC related gliding accident in which the pilot was injured in a landout but the information is not included in this report. 2006 is a marked improvement from previous years where the average has about 18 accidents per year including a fatality. There has been speculation that the reason could be the implementation of the SAC Safety Management System but it is too early to interpret any direct results from this program. It could just be the fact that there has been more discussion about safety and we are all a bit more self-aware. Whatever the reason, it is a trend we need to keep working on if we wish to sustain a better track record.

Ideally, if safety systems function properly we will have to address fewer reports of accidents and rely more on the reporting of incidents to identify risk mitigation strategies. Safety systems require continuous analysis of hazards and risk to take appropriate actions to improve safety. Club safety officers need to continue to seek this information from their pilots for their analysis and forward their finding to FT&SC to keep the national system functioning. You are on a great start but please keep up the work to implement the process. For the purpose of classifying accidents below, major damage indicates repairs approximately \$10K or more, substantial damages \$1K to less than \$10K, and minor damage less than \$1K.

Accident Summaries

Write-off LS-4 on initial climb-out, the towplane suffered a power loss due to fuel starvation at 150 feet agl. The glider pilot immediately released. Insufficient runway remained to land straight ahead so the pilot executed a 110 degrees turn to the right to avoid the trees and landed on another runway. Landing on very soft terrain a ground loop followed, damaging the right aileron and fuselage. The towpilot was able to restart the engine and continue climb out.

Lessons learned: Towpilots to apply proper procedures in fuel management and to execute the approved take-off checklist. Some clubs have a hazard/risk zone in towing operations where a glider pilot has few low risk options during launch interruptions.

Write-off Self-launching glider lost most of its power at 320 feet agl at a soaring camp operating site. The pilot thought

enough power remained to make a circuit around the heavily wooded area. On downwind the glider lost more power and settled into the trees.

Lessons learned: Motor gliders require special handling techniques for launch interruptions because of the added drag from the wind milling propeller. Landing straight ahead is usually the only option below a critical height. The critical height to turn back to the field with a windmilling propeller can be significantly higher than a conventional glider by hundreds of feet. A partial power loss should be treated as a complete power loss.

Minor Damage ASW-27. Pilot was towing glider to the line as directed by the club down a newly-designated taxiway (long, uncut, uninspected). Wing dolly snagged the top of a hidden, abandoned steel tiedown post, damaging one aileron and scuffed some gelcoat a bit. No SAC accident report.

Minor Damage L-33 pilot intended to touch down on the runway then let the glider continue to roll close to the hangar end of the runway. As the wheel touched, the pilot closed the partially deployed spoiler to let it “taxi”, but the result was the glider became airborne. The reflex reaction of the pilot was to open the airbrakes. The glider then “quit flying” and dropped onto the runway at about stall speed. Minor damage to wheel shroud resulted from the hard landing.

Lesson learned: L-33 approach normally with “partial spoiler”, but in the L-33 you must *not* fully open the dive brakes during the flare or hold off. It simply quits flying and drops abruptly.

Minor Damage Grob 102 was damaged in its trailer towing to and from winter storage. The club had made a trailer change for the two Grob 102s, which resulted in improper tail security and to damage of the rudder.

Minor Damage SZD 51-1 Junior – outlanding, hit rock. No accident report.

Incidents

- K6 slightly damaged while being rolled onto the wrong handling dolly.
- Grob G103 Acro had a small hole punched under the wing when wing likely lowered onto the K6 tail dolly.
- K13 tail was lifted too high by a pilot and caused the nose skid to impact the left wing of an ASW19, causing a dent in the gelcoat.
- K13 was moved into the hangar near a workbench and was slightly dented in the rudder’s trailing edge.
- Towrope was progressively getting shorter at a club. Pilots were either bouncing around in the prop wash or electing to stay higher on tow. Current rope is about 120 ft versus 180 ft normally used.
- Thermal entry by glider causes conflict with glider already in thermal.

- Glider gear up landing. Pilot hears a bang in flight (gear dropped), returns to field and on downwind checks raises gear.
- PW-5 pilot making first flight on type finds canopy was rather noisy. After landing the canopy levers were opened and pushed up, the entire canopy came off. DI did not detect that emergency canopy release had been pulled and not re-installed properly.
- Krosno rudder pedals slip forward in flight because locking pin not fully seated in locked position. Lack of lubrication.
- Krosno canopy unlocks in flight. Passenger's knee may have moved locking lever that does not have a positive latch mechanism. On-going problem.
- Grob 102 took off with airbrakes not locked. Confirmed visually but not pushed over-centre to lock. Familiarity on type may have been a factor. Also similar incident occurs with a Puchacz.
- Several incidents of gliders taking off or attempting to take off with tail dollies attached. Several gliders involved are L- 33 Blaniks.
- Standard Cirrus wing dropped in a crosswind takeoff and glider started to groundloop. Pilot released without further incident. C of G hook and under-estimation of the strength of the crosswind were factors. This is a recurrent theme; in this case the pilot did the right thing! Are we highlighting the need to release immediately with other pilots?
- Cross-country pilot returns to field and after a quick pass lands and groundloops. Winds were gusting to 25 knots and wind was crosswind on landing so pilot could reach the tie-down area easily. On landing, the wing was observed to touch the ground with the tail high.
- Air proxy was reported to TC between a glider and a King Air twin engine aircraft.
- Air proxy reported between two gliders in the circuit. One not using active runway made radio call that was not intelligible. Effective communication would have been acknowledgement from the second glider in circuit.
- Air proxy between two seat glider on downwind and a 1-26 which passes 15m overhead in the opposite direction. 1-26 blown downwind and trying to get upwind to start circuit.
- Solo student makes a slow low approach and landing in 20 knot headwind. Did not adjust circuit base leg closer to compensate sufficiently for the wind and additional speed for the wind gradient.

Analysis

There were two major accidents and one incident associated with launch interruptions reported. Many clubs have a hazard/risk zone (height and location) in tow operations where the glider pilot has few options for a safe landing if there is a launch interruption. Some of these zones may be seasonal

such as soft fields in the spring or corn crops in the late summer. Has your club identified them? Is there risk mitigation that can be done? Some clubs have modified or restricted their towing operations (short term) until they could afford a more powerful towplane (long term) to reduce the risk of low level launch interruptions. Also the FT&SC has produced a guide for motorglider pilots and CFIs on the website to help them prepare pilots for such emergencies.

Landing and takeoff continues to be our most vulnerable stages of flight for the majority of accidents. "Options" in the take-off checklist CISTRSC-O is the time to assess the wind strength and direction and how it will effect your takeoff and possible launch interruption. If conditions appear to be marginal make a change such as runway or time of launch to opt for better conditions. If the decision is made to go ahead, plan to release if the wing touches the surface and have landing areas determined for each phase of the launch until you can make a normal circuit.

Hangar rash and line incidents will continue to plague us. Carelessness can only be countered by training and a well disciplined approach to moving gliders, conducting a DI, flight line operations, etc. CFIs may need to be more formal in this training if investigation show that new members are having the majority of incidents. If experienced club pilots are the culprits then complacency is creeping in. In this case hangar rash and line incidents could be an indicator of a more insidious problem that could develop into more serious accidents. CFIs should immediately hold a pilot's meeting to get to the root of the problems. Finger pointing is not the answer but working together to identify hazards and solutions to reduce risk is the way ahead.

Air proxies are becoming critical internationally and we manage a few incidents each year. Aviation experts claim that there are ten incidents not reported for every one that is reported. Airspace is an issue and knowing, communicating effectively, and avoiding places where there will be higher collision conflicts is half the battle to minimizing risk. The second half of the battle is seeing and avoiding. New scan techniques have been written about in *free flight* and have been included in our SOAR manual. Are we disciplined enough to change our own technique? Is our own technique working or are we just lucky? Latest scan techniques are based on human factors and limitations of human sight. They are designed to stack the odds of detection in your favour. Why not learn to use them.

Several takeoff or attempts with wheel dollies attached and incidents of spoilers, canopies, etc unlocked or open indicate a lack of a walk around before the flight or the rushing of checklists. Pilots are responsible for their own safety but we can structure our operations/organization to build in additional safeguards to protect them and our equipment. Flight line supervisors who do not see a walk-around before the flight should not allow a launch to continue.

Training ground personnel and wing runners to be alert to these problems can also help avoid a potential disaster.

I also received a report from a club referring to their continuous training program, which includes:

- Mandatory calls must be made out loud (even solo), at 100 and 300 feet.
- Group briefing each day (weather, field condition, traffic, any abnormalities and procedures)
- Conduct two pre-season “intensive” check flights.
- Training program also includes an unannounced “check flight”. Items are reviewed with the CFI.
- A review exam of 25 questions that is completed by all to stimulate thought and currency. This exam is reviewed in group.

Does your club have a recurrent training program or do you fly just a couple of circuits to get the “cobwebs” out each spring? An annual check flight should include at least the items on a license check flight.

Conclusion

You have seen we have made some major improvements in our accident rate. Just being more aware and discussing safety openly can improve safety culture. Also the trend in reporting is that the number of incidents is greater than the number of accidents. This is ideal and an indication that the safety system in clubs is working better. By dealing with incidents through analysis and improving our risk mitigation we will improve safety. SAC has introduced the Safety Management System (SMS) at the national level. Many clubs are stalled at the analysis phase and are having difficulty producing the Club Safety Program Manuals due to the work involved. Working to complete this manual will continue to bring the club safety culture to be more proactive rather than reactive. The process will allow you to look inward at what needs to be done to address active hazards and latent conditions in your safety net. The bottom line is we all benefit.

Now how can I get more clubs to send in their annual safety analysis listing all the incidents??

INSURANCE – Keith Hay

First, I want to thank Richard Longhurst for his continued years of service and guidance of the Insurance committee. He continues to be a valuable source of information and advice on the committee. I also want to recognize our broker Grant Robinson of Jones Brown Inc. It is of great benefit to SAC to have a broker with the expertise and background that Grant has with aviation insurance, group plans and the SAC plan. Grant and the staff at Jones Brown also provide SAC with the bulk of the work in administering the plan throughout the year as well as managing the renewals.

All this would not be possible without the cooperation and assistance of club treasurers in distributing and collecting the renewals for their club. Thanks to all.

2006 in review

Our claims record continued to improve this year, with 2006 having our lowest claims rate in many years.

2006 saw the SAC insurance plan move from a 1 January to 1 February renewal date. This was the first step in realigning the insurance year towards the SAC membership year and start of flying season. This should ease some of the financial stress on clubs by bringing their insurance premiums closer to the start of the revenue stream. This should help to reverse the trend we have seen over the past couple of years where it is taking noticeably longer to get all renewals in to the broker.

Failure to have premiums paid by the renewal timeline or not to have SAC membership paid up and submitted to the SAC office in a timely manner causes extra administrative work for everyone concerned and could delay settlement of a claim or result in the total denial of a claim. Current SAC membership is one of the requirements for coverage under the SAC plan. While some might say “we’re not flying yet, so it’s not a big deal”, claims can occur in the off-season and be substantial as in the case of the Ontario ice/snow storm several years ago that collapsed a hangar roof.

Should your coverage require changes or no longer be needed, also please let us know promptly so that misunderstandings

SAC INSURANCE HISTORY, 1994 – 2006													
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Insured Clubs	40	39	32	37	37	39	41	38	35	33	36	32	29
Total Aircraft	417	413	393	387	411	359	376	306	276	351	368	337	336
Hull Value (\$M)	9.09	9.43	9.13	8.61	10.15	10.55	10.89	9.49	8.56	13.35	13.60	12.7	12.3
Hull Premium (\$K)	221	244	247	241	267	289	306	300	287	399	473	446	454
Hull Losses (\$K)	205	225	185	151	340	347	280	127	147	387	149	263	115
Hull Loss Ratio (%)	102	89	75	63	127	120	92	42	51	97	32	60	26
Total Premium (\$K)	323	354	356	347	423	435	466	493	508	652	804	733	726
Total Losses (\$K)	253	240	1616	1717	456	401	339	127	147	629	361	273	115
Total loss ratio (%)	79	68	454	495	108	92	73	26	29	96	45	38	16

not occur. While most members and clubs are diligent with getting their premiums and SAC memberships in promptly, we have noticed a trend towards “lagging” premium payments. With the availability of the installment premium plan, there should be no reason for late premiums. We will be sending out reminder notices to members with late payments to encourage them to submit their applications and premiums promptly.

For 2006, SAC continued to apply a “Claims Surcharge” for those having claims within the last three years. This amount is in turn rebated to all owners with a claims-free record in the form of a “No Claim Bonus” at each renewal. For 2006 the plan rebated a total of \$7632 to those owners with claims-free records. As \$9276 had been levied in 2006 to those owners with recent claims, the surcharge difference will be used to help pay claims-free rebates in the 2007 year.

Going forward for 2007

Renewal packages this year were sent out to each club treasurer or contact in mid-January in advance of the 1 February renewal date. We have had some success this year in pushing up the date we have been able to get quotes from underwriters, in part due to moving the renewal preparation away from December. The policy renewal process for 2007 started in September 2006, earlier than in previous years. This was in part because we had indications through our broker that the aviation insurance market in general was “softer” this year, with the entry of at least one new underwriter, and with underwriters in general more willing to negotiate.

As well, our group claims record has been improving over the last 3–4 years, helped by the fact that some of our worst years are starting to ‘fade into history’ past the underwriters window of review. So, for the first time in many years we knew as early as late summer 2006 that, in all likelihood, we would have competitive bids from companies other than our current underwriter. Our improving claims record is one of the biggest reasons that insurance companies have been more willing to work with us this year. Let’s continue working on keeping it that way!

This year we had positive interest in the plan from two underwriters in addition to CAIG (our current underwriter). Other underwriters we approached declined to participate at this time for a variety of reasons. This compares with many previous years in which the interest from other underwriters was more like “if your current underwriter doesn’t want you, we’d be willing to provide coverage at the same or higher premiums”. In the end, the other two responding underwriters were not prepared to better the policy package and overall premium decrease we were able to negotiate with CAIG. Over the years, CAIG has been excellent at handling our claims as well as continuing to offer coverage to us, even during those years when our claims were well over 100% of the premiums they earned.

All the above factors combined to enable us to negotiate substantial changes to the SAC insurance plan for 2007. We have been working on trying to get most of these changes for sev-

eral years now, including options for deductibles and differential hull rates between club and private ships. It is satisfying to finally be able to present an improved group insurance plan to the SAC membership for 2007.

1. Decrease in base rates

For the first time in many years, primarily due to our improving safety record, we were able to present a negotiated decrease in insurance costs to present to the SAC Board. On average the base premium decrease for 2007 was approximately 2.5% for club aircraft and 16.5% for private aircraft. Actual decreases will vary for individual aircraft. The difference between club and private aircraft is due to the new differentiation in hull rates. Additional premium savings are available via the deductible options outlined below.

2. Hull deductible options

For 2007, we are introducing a new hull claims deductible option on aircraft with hull values over \$15,000. This option will allow clubs and individuals some flexibility in the amount of risk they are willing to shoulder. The standard hull deductible remains at \$500 each and every occurrence. The options are as follows:

Option 1: Hull Deductible, 5% of insured Hull Value.
Premium savings of 5% of Hull Premium.

Option 2: Hull Deductible, 10% of insured Hull Value.
Premium savings of 10% of Hull Premium.

3. Differential private/club hull rates

Several years ago, the liability rates were split between club and private ships in light of higher liability risk and payout for club ships. While we have tried in the past to get the same distinction for hull risk, 2007 will mark the first year that we have been able to obtain distinct club and private ship hull rate schedules. On average, club hull rates are about 0.5% higher than private hull rates.

4. Annual check flight and pilot questionnaire

This year will introduce a mandatory pilot questionnaire and claims declaration for *all* aircraft. This is a change from previous years where this was only required for new aircraft/pilots. All pilots flying the insured aircraft as P1 must complete the annual SAC spring checkflight process for the application to be valid. While it has been generally understood that SAC members do annual checkflights as per SAC FT&SC and club guidelines, this formalizes the process and provides evidence of due diligence to the insurer and FT&SC. For clubs, this will require a statement covering all their members flying aircraft as P1. For private ships, each owner and principal pilot must provide both hour currency and date of last checkflight. Note that the requirement is for the last checkflight to have been in the *preceding* 12 months. This recognizes that some private owners start flying before their club’s soaring season starts up in the spring.

5. Shift in renewal date

2007 will see the continuation of the process to realign the insurance year with the 1 April SAC membership year and the general start of flying season. This will ease some of the fin-

ancial stress on clubs, in part by bringing their insurance premiums closer to the start of the revenue streams. The 2007 policy will be written for a 13 month term from 1 February 2007 to 1 March 2008. The premium being charged is still based on a normal 12 month policy, with no additional charge for the 13th month of coverage

6. No Claim bonus

Again, SAC will apply a "Claims Surcharge" for those with claims in the last three years. This amount is in turn be rebated to all owners with a claims-free record in the form of a No Claim Bonus at each renewal.

7. Safety fund credit

CAIG is continuing to provide \$10,000/year to SAC specifically for funding FT&SC initiatives and programs. They see the long-term benefit to training and safety initiatives to promote a better safety record and control future losses to the plan. Lower losses result in benefit to the insurer, SAC and each of us as individual members and clubs.

Many members will have seen the exchanges on the Roundtable on the Safety Fund Credit clause in the insurance agreement, and particularly some SAC members' individual concerns with the Safety Fund Credit. I have discussed this extensively with the SAC Board and they have seen the same type of clause in some of their own individual experiences. This type of clause and its administration is quite common in aviation policies across the country. The SAC policy is valid in all provinces and the insurance company (CAIG), brokerage (Jones Brown) and broker are all licensed and regulated to do business across Canada. Since both Jones Brown and SAC are based in Ontario, their business and policies are subject to annual audit and review by Ontario regulators.

We have submitted the clause to the Ontario regulators, in part at Jones Brown suggestion, for review. While we have not yet received their final reply, I have had several exchanges with them as they have had some difficulty understanding why there should be any question regarding what they view as a rather straightforward clause. Once we receive a final reply, we will forward it to the SAC Board.

For those with any questions or comments regarding the SAC insurance plan, the quickest and easiest way to reach us is to use the Insurance committee e-mail address, <insurance@sac.ca>. I do try to reply within a couple of days, though it sometimes may take somewhat longer depending on holidays and more complex issues

Thanks go to the Winnipeg club for hosting the SAC AGM this year. For those members who were able to attend, I was happy to have been able to present information about the insurance plan and was glad that my presentation and individual discussions were able to answer any questions you had. I will be posting a version of the presentation to the SAC website for those of you not able to make it to Winnipeg.

Here's hoping a fun, challenging, and safe year of flying for everyone in 2007.

MEDICAL – Dr. Richard Lewanczuk

There were no significant issues for 2006. There were three cases where advice and guidance were necessary regarding individual pilots and medical concerns.

As promised, an article was published in *free flight* regarding high blood pressure and diabetes and their implications for soaring pilots. In addition, a previous article on over-the-counter medications was reviewed and updated for publication.

In my previous year's report, I had indicated that there had been concerns with the aging pilot. While the controversy has died down, I have further explored the issue with medical colleagues in Transport Canada. It was indicated, once again, that the issue of age and medical fitness was challenging.

Basically, age *per se* is not a direct consideration in licensure, but it is recognized that as a pilot ages the chance of having a significant medical problem increases. Transport Canada's medical regulations have been created with respect to risk. If a given medical condition is associated with a risk of in-flight incapacitation exceeding 1%, then licensure is usually denied. Hence, it is not age that is the issue, but the medical problems that go along with aging that can lead to a loss of licence. Accordingly, Transport Canada is not prepared to impose more stringent medical requirements on older pilots. On the other hand, it is expected that pilots with new medical conditions will report these to their CAME. Failure to do so is not only an offence, but could have legal implications should an accident occur.

Thus, for the benefit of all older pilots, it is important that all medical conditions be reported, so that more stringent regulations are not imposed upon us.

RECORDS – Roger Hildesheim

After a very slow 2005 season with just one record claim, 2006 peaked with 10 (one of which is still pending). Of the record claims received, only one was territorial.

The quality of the submitted claims was variable this year. If everything is in order, it takes about an hour to process a claim. However, if information is missing or inconsistent, the time required for processing goes up exponentially. Please review all of your material with your OO. Remember, I need to be able to verify your file data integrity and your start/finish/turnpoint information using your flight file. To quote Jerry Maguire, "Help me, help you..."

- Last January, **Tracie Wark** returned from Australia with a citizen triangle distance (feminine) and citizen 500 km triangle speed (feminine & club) records.
- A small soap opera was played out internationally in 2006 between two Canadian pilots. It started with **Spencer Robinson** (in Australia) beating **Dave Springford's** citizen 300 km speed triangle record. Not to be outdone, Dave Springford came back from Uvalde with a new record to beat Spencer in July.

- A granddaddy of a record (Dave Marsden & Ed Dumas in 1975) was retired this year with the multiplace flight of **Anthony Kawzowicz and John Brennan** in SOSA's new DG-505. Could this be a sign of things to come using the new SOSA 2-seat *Überflügel*?
- **Charles & Kris Yeates** have also shown us that love, marriage, travel and record flying go hand-in-hand with a new multiplace free O&R citizen record and a new (pending paperwork) 100 km multiplace citizen speed triangle set in Australia.
- **Jerzy Szemplinski** boxed the flying season from Mifflin, PA with a 947.6 km citizen free 3 turnpoint distance flight (Club) in May and a 760 km 3 turnpoint triangle distance (Open & Club) in October.

Pilot **Tracie Wark**
 Date/Place 10 January 2006, Tocomwal, Australia
 Record type Triangle Distance, Feminine, Citizen
 FAI Category 3.1.4h
 Sailplane Type LS8-18, VH-PNL
 Distance 502.9 km
 Task Tocomwal (S35°48'38" E145°36'15"), TP#1 (S35°22'43" E143° 32'08"), TP#2 (S34°31'51" E144° 49'51"), and return
 Previous record: None

Pilot **Tracie Wark**
 Date/Place 10 January 2006, Tocomwal, Australia
 Record type 500 km Triangle Speed, Feminine, Club, Citizen
 FAI Category 3.1.4h
 Sailplane Type LS8-18, VH-PNL
 Speed 112.9 km/h (Fem), 97.4 km/h (Club)
 Task Tocomwal (S35° 48'38" E145° 36'15"), TP#1 (S35° 22'43" E143° 32'08"), TP#2 (S34° 31'51" E144° 49'51"), and return
 Previous record: None

Pilot **Spencer Robinson**
 Date/Place 10 January 2006, Tocomwal, Australia
 Record type 300 km Triangle Speed, Club, Citizen
 FAI Category 3.1.4h
 Sailplane Type LS4, VH-XOK
 Speed 98.0 km/h
 Task Tocomwal (S35° 48'38" E145° 36'15"), TP#1 (S35° 28'17" E144° 23'43"), TP#2 (S35° 04'14" E145° 23'07"), and return
 Previous record: Dave Springford, 92.0 km/h

Pilot **Jerzy Szemplinski**
 Date/Place 06 May 2006, Mifflin, PA
 Record type Free 3 TP Distance, Club, Citizen
 FAI Category 3.1.4c
 Sailplane Type SZD-55-1, C-GXXG
 Distance 947.6 km (1007 km raw)
 Task Start N40° 38'55", W077° 36'08"
 3 GPS TPs
 Finish N40°53'06", W077° 22'39"
 Previous Record Not claimed

Pilot **Anthony Kawzowicz (John Brennan)**
 Date/Place 15 June 2006, Rockton, ON
 Record type 300km Speed Triangle, Multiplace, Territorial
 FAI Category 3.1.4h
 Sailplane DG-505 Orion, C-FGLP

Speed 87.1 km/h
 Task Rockton, Mt. Forest, Aylmer, return
 Previous Record Dave Marsden (Ed Dumas), 69.9 km/h, 1975

Pilot **Dave Springford**
 Date/Place 31 July 2006, Uvalde, TX
 Record type 300 km Speed Triangle, Club, Citizen
 FAI Category 3.1.4h
 Sailplane LS-8, C-GIEZ
 Speed 108 km/h (118 km/h unhandicapped)
 Task Start N29° 17.500', W99° 44.100'
 TP#1 N28° 51.431', W100° 30.738'
 TP#2 N28° 14.898', W99° 48.393' and return
 Previous Record Spencer Robinson, 98.0 km/h, 2006

Pilot **Jerzy Szemplinski**
 Date/Place 25 Oct. 2006, Mifflin, PA, USA
 Record type 3 TP Distance, Citizen, Open & Club
 FAI Category 3.1.4e
 Sailplane Type SZD 55-1, C-GXXG
 Distance 760 km (715.2 km Club)
 Task Start N41° 05'40" W077° 22'03"
 3 GPS TPs
 Finish (N40° 42'42" W077 °27'59")
 Previous Record: Walter Weir, 756.4km (Open), 665.6 km (Club), 2005

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 26 November 2006, Kingaroy, Australia
 Record type Free O&R distance, Multiplace, Citizen
 FAI Category 3.1.4b
 Sailplane Duo-Discus, VH-GKC
 Speed 313.8 km
 Task Kingaroy, Millmerran, return
 Previous Record Charles Yeates (Kris Yeates), 259.9 km, 1999

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 28 December 2006, Temora, Australia
 Record type 100 km speed triangle, Multiplace, Citizen
 FAI Category 3.1.4h
 Sailplane Janus, VH-UIU
 Speed 125.6 km/h
 Task Temora, Stockinbinga, Bribbaree, return
 Previous Record Pat Templeton (Dave Springford), 112.7 km/h, 2002

SPORTING – Jörg Stieber

Members: Jörg Stieber joerg@odg.com
 Walter Weir waltweir@ca.inter.net

IGC Plenary Meeting I attended the IGC Plenary Meeting in March 2006. Agenda, key decisions and minutes of the meeting posted at <http://www.fai.org/gliding/meetings>. I plan to attend the upcoming meeting on March 2/3 in Lausanne. The agenda, reports and related documents can be accessed at: http://www.fai.org/gliding/igc_plenary07.

The concept of using certain commercial off-the-shelf (COTS) GPS units for verification of badge flights to Gold level which has been championed by Canada, will come to a final vote. If there is a "yes" vote, pilots will be able to use certain (yet to be determined) COTS GPS units for Silver and Gold badge flights, starting October 2008, replacing photographic evidence which will be phased out then. There will be no cost to SAC for my attendance.

OLC — Glider vs Motorglider

	<i>Pure Glider</i>	<i>Sustainer</i>	<i>Self Launcher</i>
Launch Opportunity (Location)	Can only launch from locations when and where gliding operations are being conducted.	Can only launch from locations when and where gliding operations are being conducted. Can fly under power to advantageous entry points such as wave or sea breeze.	Can launch independent of the availability of towplanes, from locations that are best suited for the attempted flights. Can fly under power to advantageous entry points such as wave or sea breeze.
Launch Opportunity (Time)	Even if towplanes are available, depending on demand and turn-around time, the optimum launch window will likely be missed.	Even if towplanes are available, depending on demand and turn-around time, the optimum launch window will likely be missed. Not a problem when not connecting due to early launch, can sustain until conditions improve.	Can launch at times where no tow pilot is available. Since there is no dependency on external factors, it is easy to launch during the optimum window and make best use of the conditions of the day.
Landout inconvenience	Unlike for a central contest, that runs for a week to ten days, it is not feasible to have a crew standing by for an entire OLC season. Pilots are unlikely to push into uncertain conditions (blue) or push the limits of the day with the prospect of landing out far from home and having to find a retrieve crew on a Sunday evening.	Not a factor.	Not a factor.
Extra weight of the engine.	Not a factor.	Not very significant.	Significant extra weight. However, while central competitions are often decided in marginal conditions, the winning OLC flights are conducted in strong conditions where the extra weight of the engine installation is not a factor. Compared to central competitions, the penalty for engine start/landout is minimal.

2006 Online Contest Canada

The 2006 OLC had about the same participation and total kilometres as last year:

Total flights scored in Canada: 1,942
 Highest no. of flts scored by a club: 495 – Canadian Rockies
 Total kilometres scored in Canada: 416,358 km
 Highest km scored by a single pilot: 30,546 – Hans Binder
 Highest km scored by a club: 116,846 – Canadian Rockies

A complete summary of the 2006 OLC season is posted at: <http://www.sac.ca/documents/OLC-2006-results.pdf>

Under the rules introduced by the OLC organization for the season 2006, Canadian pilots' flights in the US are not eligible anymore for scoring within the OLC Canada. For pilots flying in the US as well as Canada this means they can only see all their flights combined on the OLC North America. Typically, pilots who fly in the US and Canada will follow the OLC North America while pilots who fly in Canada only, follow their regional OLC.

Due to the significant inequity in conditions east vs. west, a meaningful competition at the national level is not possible under the present rules. Consequently, the results of the OLC 2006 were not interpreted in the context of the Canadian Decentralized National Championships (CDNC). Not surpris-

ingly, under the rules of the OLC 2006, the results of the all-category are identical for the OLC BC/AB with the results of the so called OLC-Canada.

With the 2005 season, the OLC eliminated the category for "pure gliders". We believe, for the situation in Canada with few and very widely scattered gliding operations, particularly in the west, it makes sense to maintain a pure glider category to recognize pilots who attained their achievements under more limiting circumstances without the confidence and flexibility that comes with the iron thermal in the back. The attached table comparing gliders, sustainers and self-launchers clearly shows the advantage of motorized gliders. The only question is really if sustainers are closer to pure gliders or motorgliders.

2006 Nationals Rules After extensive discussion with the competition community we decided it is too much effort to maintain and update software for uniquely Canadian scoring for essentially one contest per year. A majority of Canadian competition pilots favoured the use of US scoring software and scoring rules which were proven and de-bugged in many contests. As a consequence, section 11 (scoring) of the rules for US Sports Class Nationals was adopted for scoring and integrated into the Canadian rules. The scoring rules for Sports Class were preferred over US Standard or 15m Class rules to provide for handicapped scoring.

WinScore, the standard US scoring software, which is being professionally maintained, has been adopted for scoring.

2006 Nationals

The Nationals were hosted by SOSA. With 14 competitors in the handicapped Racing Class and 9 competitors in Club Class, the turnout for National Championships in Ontario was disappointing. I believe a number of local pilots did not show because the weather forecast for the first week was not promising which turned out to be true. However, we saw some good days at the end of the contest. A total of 5 contest days were achieved.

The US scoring incorporated in Canadian rules worked reasonably well, however there were a few incompatibilities that will have to be addressed for 2007. July 3 was declared a non contest day due to deteriorating conditions not allowing all competitors a fair opportunity to start. Of the few competitors who went on task everyone landed out with only two pilots achieving marking distance. This gave rise to various protests and a major controversy (more details below).

Unfortunately, the publication of scores and news from the contest was slow and a fair bit behind the events. The Sporting committee will stress the importance of timely publication of scores with organizers of future contests and recommend that the Contest Manager appoint a publication manager with the exclusive responsibility of publishing a daily bulletin of scores and news.

On the positive side, the Club Class turned out to be very competitive with SOSA pilots in club ships taking first and second place. In total, there were five club ships in the competition and three junior pilots.

Jim Carpenter flew SOSA's brand new DG 500 in Racing Class with a rotation of contest novices in the rear seat. From the perspective of getting junior/novice/club pilots involved, the Canadian Nationals 2006 were certainly a success. The winners were:

Racing Class:	1.	Dale Kramer	3673 points
	2.	Dave Springford	3579 points
	3.	Nick Bonnière	3571 points
Club Class:	1.	Sergej Morozov	3518 points
	2.	Anthony Kawzowicz	3409 points
	3.	Kerry Kirby	3007 points

On behalf of the participating pilots, the Sporting committee thanks the members of SOSA, particularly Contest Manager Martin Brassard, Dave Springford, Virginia Thompson and CD Dugald Stewart for their efforts and time to make these Nationals happen. A detailed account of the Nationals was published in *free flight 4/06*.

2006 Seeding List

The 2006 Seeding List was compiled based on the results of the 2006 Nationals. The top seeded pilots (>85%) are:

Jörg Stieber	97.48%
Walter Weir	97.40%
Dave Springford	97.39%
Nick Bonnière	91.31%
Ed Hollestelle	90.87%
Willem Langelaan	88.79%
Jerzy Szemplinski	86.77%

The complete Seeding List is posted at the documents section of the SAC website: <<http://www.sac.ca/documents/Seeding-List-2006.pdf>>

Nationals Fallout

As indicated, declaring 3 July a non-contest day resulted in numerous protests from a particular pilot followed by postings on the Roundtable, letters to the SAC Board and the FAI asking that the Nationals be de-sanctioned. The Sporting committee provided a detailed report to the Board and posted to the Roundtable.

Unfortunately, many hours of volunteer time were consumed in this process. The controversy has caused significant damage to competitive soaring in Canada, the extent of which will be seen in future years in terms of low participation levels at Nationals and a lack of volunteers coming forward. One member of the Sporting committee has resigned because he didn't consider this a good use of his time.

At the root of the controversy was a technicality in the US scoring rules that declares pilots who land back at the field to be non-contestants. It is important to note that 3 July would clearly not have been a contest day under the international (FAI) rules, nor under the Canadian rules before inclusion of Section 11. Under Section 11, the day would have automatically been cancelled if the pilots who landed back would have started and landed at the nearest airstrip, 5 kilometres from the start line, instead. I am certain the jury made the correct decision to declare the day a non-contest day in accordance with Section 11 on the basis that not all contestants had a chance for a fair start.

Comparison between Canadian and International Rules

The Board has directed the Sporting committee to ensure that Canadian rules are not in conflict with FAI rules. The table on the next page compares Canadian rules with US rules and FAI rules in a number of key criteria. The analysis shows that Canadian rules are well aligned with FAI rules. The Canadian competition rules are currently being updated for the 2007 season. Some changes are mandated by the Board, others are necessary to address shortcomings that came to light during the 2006 Nationals.

International Competition Calendar

The complete calendar is posted at the IGC website: <<http://events.fai.org/gliding/igc-calendar.asp>>. Some highlights are:

- 14 July 07 Lillienthal – Glide (Pre-worlds), Luesse, Germany
- 28 July 07 5th FAI Junior World Gliding Championships, Rieti, Italy

Criteria	US Sports Class Nationals 2006	FAI 2005 (current)	Canadian Nationals 06
Competition Class	Any (Sports class) Max takeoff weight: 750 kg	<i>Sporting Code, section 3, chapter 7</i> Open Class: max 750 kg 2-seat Motorglider: up to 850 kg 18m Class: max 600 kg 15m Class: max 525 kg Std Class: max 525 kg Club Class – no water World Class – 300 kg	Open 18m 15m Standard Club Class World Class (All FAI class definitions)
Competition Tasks	Turn Area Task Modified Assigned Task	Racing Task (assigned task) Turn Area Task (speed) Pilot Selected Task (speed) Turn Area Task (distance) Pilot Selected Task (distance)	Turn Area Task Modified Assigned Task
Start	Circle 5 mi. or greater but less than 20 mi.	Line or circle	Circle radius 5 km
Finish	Circle radius 2 mi. or less; minimum finish altitude set by CD.	Line or circle, with specified floor and ceiling.	Circle radius 2 km, floor 500 ft agl.
Scoring	Speed only (distance score only for outlandings)	<ul style="list-style-type: none"> • Speed/Distance • Distance only • Place Scoring (Grand Prix) 	Speed only (distance score only for outlandings)
Competition Day	11.1.3 Every entrant has to be given a fair opportunity to compete and at least 25% of contestants have to achieve a handicap distance of not less than Minimum Task Distance (50 mi.) <i>Definition of Contestant:</i> Land out or reach half MTD before returning to the contest site. This excludes all pilots who don't go on task.	8.2.1 a) launch opportunity for each competitor b) more than 25% of competitors fly at least 100 km Note: competitor = participant	Old (2005) Canadian Rules: More than 20% of the entrants who launched achieve a distance greater than 80 km. 2006 Rules: According to Section 11
Penalties	Section 12 <i>Task Penalties</i> – applied against daily score – subject to penalty factor. <i>Contest Penalties</i> – applied against cumulative score: <ul style="list-style-type: none"> • Safety • Unsportsmanlike conduct • Underweight / Overweight • Failure to submit flight documentation • Airspace violations 	8.2.5 Applied against daily score, daily score cannot be less than zero. 8.9.4: Penalties for disciplinary and safety infractions on non-contest days are applied against the cumulative score.	Section 9 Applied against daily score, daily score cannot be less than zero.
Protest time period	24 hours	14 hours (2 hours on the last day)	24 hours
Jury	3.1.4 Contest Competition Committee Chaired by CD + 3 members appointed by CD: <ul style="list-style-type: none"> • Non competitors • Experienced competition pilots, contest officials or pilots with a good understanding of sailplane competition. 	2.2 International Jury No competitors, not involved with running of the competition	CD, 2 members of the task committee (competing pilots), 2 additional members appointed by the CD, preferably non contestants.

28 July 07 14th European Gliding Championships (Std, World, 20m 2-seat, Club), Lithuania

2 Aug 07 14th European Gliding Championships (18m, 15m, Open), Issoudun, France

26 July 08 30th FAI World Gliding Championship (Open, 18m, 15m), Luesse, Germany

6 July 08 30th FAI World Gliding Championship (World Class, Std, Club), Rieti, Italy

Acknowledgements

Regrettably, Dave Mercer resigned from the committee. I want to thank Dave for volunteering his time to make a difference for competitive soaring in Canada.

TROPHIES & AWARDS – Phil Stade

It has now been several years that the OLC has been the source of data for all of the flying trophy decisions with the exception of the Stachow Trophy. The expanding use of flight recorders and the widening choices available for using cheap GPS units is an opportunity for pilots to participate in the OLC in even greater numbers. The beginning of the 2007 flying season is a great time to encourage club members to make use of the OLC. What are your flying goals for 2007?

Flight Trophies

Canadair Trophy – Best 6 flights of the year – Motorglider

Hans Binder – Canadian Rockies Soaring Club
4146.1 OLC points, 5019.7 km, 836.6 km average

The six flights all originated at the Fairmont Airport and were the best of Hans' 58 recorded flights, flying his DG-800/18m C-GKGV. Another exceptional year of soaring with 30,546 km logged on the OLC for an average flight distance of 526 km! Congratulations Hans for leading the way.

1. Date	July 2
Distance / OLC Points	900.19 / 750.08
OLC File Number	672c5471
2. Date	July 23
Distance / OLC Points	901.49 / 746.98
OLC File Number	67nc5471
3. Date	May 31
Distance / OLC Points	820.89 / 676.75
OLC File Number	65vc5471
4. Date	July 26
Distance / OLC Points	823.35 / 675.03
OLC File Number	67qc5471
5. Date	July 14
Distance / Points	819.70 / 672.48
OLC File Number	67ec5471
6. Date	June 27
Distance / OLC Points	754.06 / 624.77
OLC File Number	66rc5471

Canadair Trophy – Best 6 flights of the year – Pure Glider

Tim Woods – York Soaring Association
3553.1 OLC points, 4141.9 km, 690.3 km average

Although Tim flies out of York Soaring his best 6 flights originated at Invermere, BC, flying his ASW-27, C-FWKR. Take the time to review his June 29, 2006 flight on SeeYou in 3D. An amazing flight! Congratulations Tim.

1. Date	June 25
Distance / OLC Points	753.41 / 648.25
OLC File Number -	66pa10d2
2. Date	June 23
Distance / OLC Points	717.41 / 629.31
OLC File Number -	66na10d2

3. Date	June 27
Distance / OLC Points	727.79 / 607.92
OLC File Number -	66ra10d2
4. Date	June 21
Distance / OLC Points	712.21 / 607.78
OLC File Number -	66la10d2
5. Date	June 18
Distance / OLC Points	616.54 / 537.88
OLC File Number -	66nia10d2
6. Date	June 29
Distance / OLC Points	614.55 / 521.90
OLC File Number -	66ta10d2

BAIC Trophy – Best flight of the year – Motor Glider

Hans Binder – Canadian Rockies Soaring Club
750.1 OLC points

Date	July 2
Distance / OLC Points	900.19 / 750.08
OLC File Number -	672c5471

BAIC Trophy – Best flight of the year – Pure Glider

Tim Woods – York Soaring Association
648.2 OLC Points

Date	June 25
Distance / OLC Points	753.41 / 648.25
OLC File Number -	66pa10d2

“200” Trophy – best 6 flights,

pilot under 200 hrs P1 at start of season
Richard Jones – Toronto Soaring Club
1705.9 OLC points, 1,731.9 km, 288.7 km average
Schreder, HP18 (Rumpf), C-FQCC
All flights from Arthur east, ON

Congratulations Richard! Great flying in Southern Ontario.

1. Date	July 7
Distance / OLC Points	388.74 / 386.31
OLC File Number -	677a1cb3
2. Date	August 16, 2006
Distance / OLC Points	308.66 / 308.55
OLC File Number -	68qa1cb1
3. Date	June 15
Distance / OLC Points	272.16 / 267.85
OLC File Number -	66fa1cb3
4. Date	June 14
Distance / OLC Points	260.21 / 256.40
OLC File Number -	66ea1cb3
5. Date	August 30
Distance / OLC Points	250.73 / 252.99
OLC File Number -	68ua1cb1
6. Date	July 18
Distance / OLC Points	251.44 / 233.83
OLC File Number -	67ia1cb2

Competition Trophies

These trophies were awarded at the Nationals at Rockton, ON (details in *free flight 4/06*):

CALPA trophy – Club class Champion
Sergei Morozov – LS4a – 3518 points

Racing class – Dale Kramer, winner
Club class – Sergej Morozov

Dow trophy – best task flown not awarded
Carling O’Keefe trophy – best team not awarded
SOSA trophy – best novice not awarded

Other Trophies

The nominations for this year’s winners of these two SAC trophies were few but of excel-lent quality, so choosing the winners was difficult. It is clear however that all nominees are very supportive of their clubs and put in a lot of their time to foster flight training of new pilots as well as look after and improve the safety of their pilots’ flying and of the clubs’ operations. These pilots included:

Eric Richard, AVV Champlain
Richard Sawyer, York Soaring
Jean Guy Hélie, CVV Quebec
David Ellis & David Gossen, Toronto Soaring
and Anthony Kawzowicz, SOSA

Even if your nominee did not win this year, past year’s efforts should not go unnoticed, so we encourage you to submit their names again. Since there was a nominee from my club, I asked Dan Cook to select the winners. I am therefore pleased to announce the winners for 2006:

Hank Janzen Award

(club or pilot with best contribution in the year to flight safety)
Winners – **David Ellis & David Gossen**, Toronto Soaring

When it was found that wind farm companies were planning to surround the Toronto Soaring club with large wind turbines, and had not planned for any aeronautical activities, David Ellis (president) called an emergency meeting at the club and “The Team” was activated. Ultimately, David Ellis and David Gossen (treasurer) shouldered the burden, attending many town meetings and strategizing with lawyers. They found there was little hope of legal action resulting in reserved airspace, so they embarked upon a more constructive initiative.

The two Davids met with company project planners, the township and neighbours, and tried to mobilize various aviation groups. The meetings with the project planners and the township were fruitful. A meteorological tower was relocated from the planned position off the end of one of the club’s runways, to remove that hazard. In addition, the company followed through by agreeing to consider locating the turbines off the approach/departure paths for a reasonable radius of the air-

field to prevent them from becoming a hazard to club operations. The town agreed to include the club operation in the Town Plan as a unique characteristic of the township, a nod to our 35-year history.

The wind farm project has stalled, but now is expected to proceed with the renewed push for Green Energy. The outcome is not certain and their work is far from over, but David Ellis and David Gossen gave freely and tirelessly of themselves to expertly steer an industrial giant to become as good neighbours as possible under the circumstances. All for the safe operation of their club in the aeronautical sport they love.

Walter Piercy trophy *(instructor of the year)*

Winner – **Anthony Kawzowicz**, SOSA

During the year, Anthony flew 155 instructional flights for 65.4 hours. Last year he flew only slightly fewer! Anthony was responsible for training four of our eleven solos this year as well as two of our four new licensees. He also competed in the Canadian Nationals, flying SOSA’s Jantar to second place in the Club class. He also flew a new two-place Canadian speed record for a 300 kilometre tri-angle in SOSA’s DG-505 together with John Brennan.

Anthony arrives at the field early (0800) to meet with his students and get them flying before the weekend rush. He truly believes in mentoring students and is constantly in communication with his students to set up times to fly. The students love to fly with Anthony, and his results speak for themselves!

Anthony was also involved with the renovation project of SOSA’s clubhouse. Over several weekends, he assisted with the finishing touches to the clubhouse. Never one to sit around idly, he also helps with other tasks around the airport such as glider waxing and grass cutting while waiting for the weather to improve (or the sun to come up).

Roden trophy – club soaring skills development

Winner – **Air Currency Enhancement Society**, Nova Scotia

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. Pilots in Canada qualified for 19 C Badges, 13 Silver Badges and 8 Gold badges or Diamond legs in 2006. The Air Currency Enhancement Society (ACES), with its 11 SAC members, qualified for 2 Gold/Diamond legs which resulted in a Roden Trophy score of 54.5 Congratulations to the pilots of the Air Currency Enhancement Society for actively pursuing new achievements.

Stachow Trophy *(highest flight)*

No applications were received for 2006 flights.

Silver C Gull Trophy *(youngest Silver C recipient in year)*

No awardee for 2006.