

**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2007
& 2008 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2007.

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

The full financial report is available from SAC upon request.

MINUTES – 2008 SAC AGM

15 March 2008, St-Hubert, QC

Introduction

The 63rd annual general meeting of SAC opened at 9:05 am with a quorum present. SAC President, John Toles and Sylvain Bourque opened the meeting with a welcome to everyone. John thanked Simon-Pierre Dupont, Sylvain Bourque, and AVV Champlain for their organization of the venue for the event.

Motion #1

Moved by Ian Oldaker, seconded Eric Gillespie, that *“the minutes of the 2007 AGM be accepted as written.”* Passed

Presentation of reports

Jim McCollum presented the financial report for 2007 and the 2008 budget, with questions by Dave Springford and Tim Wood and responses by Jim McCollum, Eric Gillespie, and Pierre Pepin.

Motion #2

Moved by Pierre Pepin, seconded Dave Springford, that *“the 2008 budget with its associated membership fee schedule be accepted.”* Passed

Motion #3

Moved by Bruno Begio, seconded by Ian Grant, that *“Adams and Associates Ltd. be appointed to do a financial review of the financial statements of the Soaring Association of Canada and express a professional opinion thereon.”* Passed

Dan Cook presented the FT&SC safety report and accident summary. He introduced and thanked the members of the committee: Joe Gegenbauer, Bryan Florence, Richard Sawyer, Gabriel Duford, as well as Ian Oldaker, OSTIV representative.

Keith Hay presented the insurance report.

Old Business: There was no old business.

New Business

Motion #4 (from SOSA) Moved by Eric Gillespie, that *“The Board establish long term funding for competition flying with a minimum of \$20 000/year to the competitors attending the world contest, and on years when the worlds contest is not held, fund junior team to a minimum of \$20,000.”*
Tabled pending discussion and input at the club level.

Motion #5

Moved by Peter Musters, that *“A National bursary program be implemented by SAC.”*
Tabled for further discussion with a request for more detailed background information.

Bill Brian thanked the people who put together the new website.

Motion #6

Moved by Dave Springford, seconded by Sylvain Bourque at 10:20 am, *“That the meeting be adjourned.”* Carried

DIRECTORS REPORTS

PACIFIC ZONE – Dave Collard

The Pacific Zone consists of four clubs: Canadian Rockies Soaring Club, Silver Star Soaring Association, Vancouver Soaring Association, Alberni Valley Soaring Association; and three Commercial Operations, Invermere Soaring Centre, Pemberton Soaring Centre, and Vancouver Island Soaring Centre. From the Columbia Valley on our eastern border to the Port Alberni Valley on Vancouver Island our zone is blessed with some of the most beautiful scenery in the world as well as some of the most challenging for cross-country soaring. The annual number of cross-country kilometres recorded by clubs in the Zone bear witness to what can be accomplished, in spite of the challenges, when experiences are shared.

On behalf to the Pacific Zone I would like to extend a big Thank you to those SAC members responsible for putting in place the new SAC website at the end of 2007. I am looking forward to the 2008 soaring season and the opportunity to visiting each club site.

Canadian Rockies Soaring & Invermere Soaring Centre

2007 was another successful soaring season with many memorable flights. Our site at Invermere airport in the beautiful Columbia Valley of British Columbia has for the seventh successive year recorded a first place finish in Canada in the on-line contest. A total of 127,425 km was flown by 21 pilots resulting in a fourteenth place finish of 1259 clubs worldwide. A marvelous 1001 km flight was also flown on 21 June by club member, Allan Spurgeon. Several new members soloed this season as well as many members added to their badge collection. We are looking forward to 2008 and another exciting soaring season. Come out and join us.

Silver Star Soaring Association – Vernon

Silver Star Soaring had a busy 2007 season starting in April and finishing at the end of October. Our club flying membership has grown to 15 and, with the addition of two new private ships, the club now has 2 club and 5 private gliders. Through Dan Cook's leadership, our club voted to become a service provider to the Freedom's Wings program. Several flights under this program were given in 2007 with the assistance of club members. As a strong supporter of community involvement, Silver Star Soaring was once again a participant on June 17th, 2007 in the 3rd annual Father's Day Airshow at the Vernon Airport. SSSA had a booth set up on the grounds along with gliders. As part of the airshow our member, Malcolm Rhodes, provided a high-speed pass with water drop.

The season ended on a very positive note when we paid off all the club debt on the books. The results over the past several seasons of prudent fiscal management and efforts of the club members in providing discovery flights in the promotion of

soaring. The members voted in favour of acquiring a second 2-place glider for the 2008 season.

Pemberton Soaring Centre – Pemberton

Pemberton Soaring Centre Ltd. had a successful season in 2007, despite the weather we were dealt with. The weekend weather over the course of the spring and summer was generally cloudy and not conducive to soaring flights. Therefore, many of our weekend glider pilots didn't bother making the journey to Pemberton. We licensed seven glider pilots this past season and had 16 students training with us. We generally have about 40 glider pilots who come and fly with us throughout the season. There are also about 10 glider pilots who own their own gliders who come out for tows or just launch themselves with their motorgliders.

Our sightseeing passenger flights were marginally up over last year. The weekend weather played a role in those numbers not surpassing the previous year. Our passenger flights in 2006 were up by 15% over the 2005 numbers.

In 2008, we hope for a good season with good soaring conditions on weekends and weekdays. We do not foresee any equipment changes or acquisitions in 2008.

Alberni Valley Soaring Association & Vancouver Island Soaring Centre

The 2007 season was a transitional event for the Alberni Valley Soaring Association. With the commercial start-up of the Vancouver Island Soaring Centre by Andrzej Roznowski, in 2007, our club is looking forward to the 2008 season and the positive energy working to the benefit of both operations. If you are going to be in the Port Alberni area this summer, please give us your support.

VSA No report received.

ALBERTA ZONE – John Mulder

In 2007 I had the opportunity to participate in the 50th Anniversary of the Edmonton Soaring Club. The other major events I attended were the Cowley Summer and Fall camps. Reports for each club (as printed in *ASCent*) are reprinted below.

Central Alberta 2007 was a safe and interesting year for the Central Alberta Gliding Club. Many of our members reached for and achieved many of the goals that they set for themselves. The flying season this year started very late. Our first checkout flights were in late April and then the spring monsoons set in and we weren't able to get back to the field until the last weekend in May. However we made up for lost time and were at 500+ flights and counting as the year closed.

The first event this year was the local Sportsmen Show where the club rented a booth. We set up the Bergfalke to let the public have a good up close view of a glider. It would appear that this was a worthwhile venture as contacts were made with the Camrose Flying Club who came down for a day to experience the joys of planned forced approaches, and we gained a new member. We had two successful corporate days

this year. We also took flying the local troop of Junior Forest Wardens and had a pile of very happy kids.

CAGC had a safe year. While there is always room for improvement, we are happy to report that there were no major incidents or accidents to report. The culture of everyone looking out for everyone is working well. Under Carol Mulder's expert guidance, CAGC undertook the achievement of badges very seriously this year. Congratulations to all. We were happy to add to our family four new members. Two have come from the Air Cadet ranks who wish to continue their flying careers and two new ab-initio pilots.

Some notable equipment changes happened this year. Blaine Moore and Roman Budzis have each bought motorgliders. John Mulder has bought a Genesis 2. Leo Deschamps and Tim Radder have bought Blaine's Slingsby Dart and the 1-26 has two new members in the Ownership Group. Thank you, Tom Rowe. With the long absences of the ASC towplane this year, the kind use of his Pawnee made all the difference to a successful summer. It ended up doing 30% of our tows.

Grande Prairie While we didn't get all the flying we would have liked this summer we actually had a great year. We now have IRB, our L-13, flying and she is a beaut. With all the snow, we had a late start to the season. Walter, Les and Terry took IRB to Chipman to be checked out and to do the initial test flights. It was great to have a two-seat aircraft again. I am not sure why it can be sunny all week and then rain on the weekend. The weather coupled with runway resurfacing at Beaverlodge severely cut into our season. Against all odds though we did manage 69 flights this summer.

Robin Mills is a new member to our club. Robin's son, Reid, was a frequent visitor to the field and soon learned how to run the wing. There were three other people who were very interested and we hope to add them as members next year. Walter Mueller is going strong. He had over 40 hours flying this summer in his Open Cirrus, getting almost all of his hours at Chipman and at Cowley. In his spare time he built a main wheel dolly so we can move IRB sideways into the hangar easily and this fall he spent the wet days building a wing dolly that took most of the excitement (and danger) out of putting IRB on the trailer for the winter.

With some regret we decided to put our K8, PVL, up for sale. PVL needs an overhaul complete with new fabric and with the purchase of IRB the club is not in a position to support both.

Things are happening at the Beaverlodge Airport. This summer the runway and ramp were resurfaced. In September, the County set up a maintenance yard and office at the airport, so we now have access to the telephone, a washroom and a briefing room in the County Office. Next year, a chain link fence will be erected to limit airport access and will keep on-lookers from driving onto the field when we are flying.

This country has always had a "next year" attitude, and we have five current pilots and a great deal of interest, so we are definitely looking forward to the 2008 season.

Edmonton The Edmonton Soaring Club started 2007 with a free "Flight Theory for Gliding" seminar through the Continuing Ed division of a local school board in January. We had 15 participants and 9 signed up for our ground school. On the other hand, none of them actually joined ESC, so we are re-thinking our marketing plans for next year. Even so, ESC had almost 15 student pilots this year. Our membership increased over 2006 with students being almost half of us. They also accounted for a significant part of the flight activity. To help cope with the teaching load, we introduced student flying on Thursday nights in addition to the weekends. The plan worked well but added a heavier load to our relatively small number of instructors. Five students passed the Glider Pilot flight test and four got their licence. Bob Howse, still in his teens, sailed through everything in a single year.

Since 2007 was our fiftieth anniversary we set aside the Canada Day weekend to celebrate. On the Friday, as part of our effort to provide community service, we hosted young people from the county 4H Club to flights. Certainly the young people were fascinated by the flying. Saturday we tried to make as many flights in the day as possible. The first took off a little after 0430, and the last flight when it was almost dark. There were well over 60, though of course without much soaring.

During the year we resolved to provide more community services. On the administrative side, ESC had a casino in April and we hope to use the funds to upgrade our hangar facilities by building another one for the towplanes and private gliders, and develop a single point electronic data capture system on the flightline.

We put an extra effort on familiarization flights to help celebrate half a century of soaring in Edmonton. We had a media blitz with ESC members talking on radio stations and at least two local television outlets in June 2007 about the joys of soaring along with ESC's history. We had just short of 30 cancer survivors out in mid-July 2007 to go for free familiarization flights. The feedback was that most everyone had a good time and some said they'd tell friends and family to come out for a flight. It sure helped to have great weather and the ground support for the hectic pace of activity. There was also a smaller group of medical students from the University of Alberta who came out for some familiarization flights too. Once the free gift certificates and fam flights were tallied up, ESC enjoyed its best flying year ever, with over 1160 flights as of 1 October. We also heard some familiarization flight certificates that we donated to services groups for fund raising were very well received. This only raised our public profile in the Edmonton area.

Six ESC members and two gliders participated in the Cowley Fall camp this year and we hope to have more participants in 2008. In the meantime, CBC Edmonton was good enough to provide us a digital copy of their 1982 Cowley-based production, *Riding the Mountain Wave*. Jack Towers, a former ESC member, attended our October 2007 member meeting to give us some history of how the production came about and what happened to make some of the camera work look so good. Looking to 2008, ESC hopes to increase its membership, and

the number of flights we get in over the year in a safe as well as fun environment.

Cu Nim Cu Nim started 2007 season cautiously, we had a real desire to be a financial success. Many know that Cu Nim has a high asset value, but for a few years we have been tight for cash flow. Early in the season, we decided to sell one of the Scout towplanes to save on the cash flow items of annual inspections and insurance. For the same reason we decided to not insure one of the three Blaniks. The year has turned out great financially! After a few months we did insure the third Blanik to get into service, and flying has been going strong all year. As I write this in the first week of November, flying is still continuing on the weekends. We did not miss the second towplane, and the third Blanik was used often. To date, the club ships have racked up 839 flights for 392 hours.

The cross-country week did not turn out nearly as well as some other years, primarily due to weather. Some years there is no right week, just a few right days. We have had *no* flights logged from Cu Nim over 300 km for the whole year. Very unusual! But glider pilots are optimists, thus we are sure weather conditions will be great locally next year.

The SAC instructor course held at Cu Nim went well and really helped the club out by providing a trained group of new instructors who will provide lots of instructional flights to future students. We gained several new students this year, keen to solo, that had prior soaring or power flying experience which makes for much quicker progress and a lighter load on the instructors.

Runway maintenance is a huge job (especially in the spring) given the amount of grass and the resident enormous gopher population. Our old 1947 Ford tractor is underpowered for mowing duties and is probably the most dangerous bit of gear on the field. It has now been replaced by a lovely new Mahindra 50 hp unit that arrived at season-end.

Members were volunteering their time to make the club better as usual this year, and many contributed and made the Cu Nim Gliding Club a very fun place to be at, and to be associated with, again this 2007 season.

PRAIRIE ZONE – John Toles

The Prairie Zone represents clubs in Manitoba and Saskatchewan. There are currently four clubs centred around Winnipeg, Regina, Saskatoon and Prince Albert. I have had the pleasure of representing these clubs as zone director for the past five years. I also accepted the challenge of serving as SAC president during the last two years. Generally, the accomplishments have outweighed the frustrations of this position, and I appreciate the support I have received from my home club, the zone, and SAC members in general.

Last March the Winnipeg Gliding Club hosted the SAC Annual General Meeting, providing an opportunity for lots of participation from clubs in the zone. They are a very active group,

combining a healthy balance of flight training, recreational flying, competition, and socialization. Data about their fleet of club and private aircraft, as well as flight activity can be found on the club website.

The Saskatchewan clubs, along with neighbour Alberta, are involved with active provincial soaring councils. The Soaring Association of Saskatchewan has provided assistance for instructor training, competition, and hosting of events as well as member assistance grants to clubs. During the past couple of years, the two provincial associations have been working together to encourage cross-country and competition flying. In June, they jointly sponsored a four day Western Competition hosted by the Saskatoon club at the Cudworth airport. Three of the days produced good soaring conditions. As well as friendly competition and socialization, there were opportunities for introduction to cross-country flying in the Saskatoon and Prince Albert club two seat gliders. The Prince Albert winch was also available for those interested in experiencing winch launching or keeping current on the winch. Ten Alberta and Saskatchewan gliders took part. This next year, we plan to make it bigger and better, with North Battleford as the site. The goal is to have this as a proven venue for the Canadian Nationals in 2010. Everyone is welcome to come and participate. Dates will be announced soon, with planning around the July long weekend.

The clubs got off to a slow start again last year due to late snow melt and wet conditions. However, the season produced some excellent soaring days. Prince Albert again proved that soaring from winch launches is quite attainable. There were two Silver duration legs and a Silver distance achieved. Ryszard Gatkiewicz also had a flight of over five hours off the winch in his LS-8. He participated at the US Nationals in Hobbs, NM and is again ready to be a force at the national level. Saskatoon had increased activity in training and the On-Line Competition flights. The addition of a privately owned Apis should promote further competition. The Regina club is currently in a rebuilding phase. The privately owned DG-400 had many good flights, and participated in the Western Comp.

After a long, cold winter, we are all looking forward to spring and a new soaring season.

ONTARIO ZONE – Eric Gillespie

The 2007 soaring season was marked by generally very good gliding conditions that set the stage for a solid season for many clubs. As the reports below indicate, most clubs either held their own or had increases in memberships and total flights. SAC continues to try to support all clubs' marketing efforts. As many members know by now, early in 2008 the new SAC website went live. Many thanks to Luke Szczepaniak, Susan Snell, Bob Lepp, Gabriel Duford and others who helped create a much more vibrant and user friendly product to introduce online visitors to soaring.

While spirits (and gliders) were generally flying high this year, as always safety remains an issue. Accidents and incidents

were down, which hopefully reflect the ongoing commitment by all clubs and SAC to better safety management. At the same time, a fatal glider accident in August reminds all of us that our sport contains inherent risks requiring every participant to be vigilant at every moment in or around gliders. The accident remains under investigation by authorities and further details and/or recommendations will be released as they become available.

Looking ahead, most clubs are already starting to organize for the 2008 flying season. If every club committed to trying to retain just a few more of the new members who join this coming year we could reasonably see the soaring community grow by 5–10% in one year! We also wish our World Team pilots Willem Langelaan, Dave Springford, Jerzy Szemplinski and Manager Jörg Stieber the very best in Germany this coming August. All fund-raising efforts by clubs and members will be greatly appreciated.

Air Sailing – Stephen Szikora At Air Sailing, we started our fortieth season under a cloud (normally a good thing in our sport) of uncertainty. It appeared we had lost our airfield, but we were nevertheless determined to make our last season a good one. With 14 members, good communication and excellent weather, we managed to do a lot of flying – doubling the number of flights and hours flown over any of the last five years. It was not only our last hurrah attitude but also a renewed focus on badge flying that made the season fun. Part way through the season, a large hang gliding club joined us on the airfield and this added a spark of activity and interest. Both clubs learned to appreciate the flying skills of the other and we worked our way around the operational issues that arose. Late in the season, the airfield owner had a change of heart (or wallet) and we managed to negotiate a year-to-year extension of our lease, ensuring that Air Sailing and our hang gliding guests will be flying in 2008.

Bonnechere – Iver Theilmann Once again Bonnechere Soaring, with the help of funds from winter hangar storage, has survived another season of soaring with its limited membership. Since we have only five really active people, who also like to do other summer sports, we continue to operate just one day a weekend, putting the L-13 and the Skylark 4 to good use when we do fly. One of our five is in his second year of flying and working towards his licence and is looking forward to flying in 2008. Another keen local new private pilot, who has been instrumental in helping expand the nearby Deep River airstrip, has expressed an interest in gliding and becoming a towpilot. This would be most helpful – we just have to find the time to train him.

This year a more concerted effort was put into maintenance of the glider field. The big thing there is to cut back the windrows on the edge of the strip as the trees have been growing bigger. This will have to be continued with in 2008. It is a big job for a small group with a limited amount of time as 3000 feet of the 5000 foot runway is quite narrow. As well, the whole 33 acres was given a good cutting. Not having our own field maintenance equipment does present some problems. For cutting the field we have been lucky to find a person in

the area who has been willing to rent us his tractor and brushhog for a very reasonable hourly rate if we supplied the driver.

Vandalism is a bit of a worry for us. In some areas the vegetation is a bit sparse (particularly in the main launch area) and unfortunately we do have some person or persons who come on to the airstrip and proceed to rip up the runway from time to time doing doughnuts and leaving debris which causes extra work. Two years ago some idiot even drove a snowmobile right over the hangar during the winter. As well, a car that was outside the hangar to be used for towing gliders on the field was trashed. As the strip is back in the bush away from any eyes and cannot be secured by gates or fences it makes it easy for those persons to get away with it. However, we are looking forward to another successful soaring season.

Gatineau – Doug Laurie-Lean 2007 was a banner year for the Gatineau Gliding Club (GGC) in which it saw the tendency towards declining membership turn around and grow from 61 to 87 members, taking it to third place in Canada after SOSA and York Soaring. Among the marketing drives for our sport of gliding was our presence at the Ottawa Flying Club's 'Grass Roots Aviation Day' back in March, in which besides having a booth, brochures and gliding videos, we had Ulli Werneburg's ASW-24 on static display, and looking very aerodynamically sleek among the Cessnas. We also flew in to Mike Potter's Vintage Aviation Museum fly-days in June and September and placed our Puchacz on static display for a myriad of young and old to take turns at sitting in the cockpit. On Canada Day, we also displayed the Puchacz at the National Aviation Museum and performed a demonstration flight with a paraplegic aviation buff as passenger – with a Spitfire and a Catalina flying boat in the circuit at the same time.

As part of our outreach activities to the greater communities at large, we had our usual (for the past four years) Freedom's Wings Canada (FWC) fly-week for the disabled using York Soaring's Grob-103 with hand controls, to fly about thirty disabled passengers on 'Inspirational Flights'. We also had another Fly-Week for Canada's top Air Cadets from their Flying Scholarship Program, and exposed them to aerobatic flights with a qualified aerobatic instructor, and they also were able to experience flights in our more modern two-seat sailplanes such as the Puchacz, ASK-13, and Blanik. They progressed to thermalling flight as well, flew away from the airfield circuit for perhaps their first times, and some made 'B' and 'C' qualifying flights.

Martin Lacasse of our club also organized a fly-in for the Bush Pilots Association, which turned out to be a very successful weekend with hamburgers and hot dogs, and with several power pilots experiencing their first joys of silent flight in our gliders. Of particular note among the various power planes flying in were a towering Cessna Caravan amphibian, a Rotorway Executive homebuilt helicopter, and a Globe Swift among the many other more standard types.

The friendly interclub competition, organized by Ulli Werneburg and others, between MSC, RVSS, and GGC, was won this year by RVSS.

Adding to the increased membership and contributing to the increased glider utilization was the fact that with the 'greying' of several of our members (especially towpilots and instructors), and the increased number of them joining the ranks of retirees, we had a record number of mid-week fly-days this year. Thus, with the multiple blessings of a time-expired WW II airfield, excellent clubhouse, camping facilities and large outside swimming pool, and increased membership, it was a very good year.

Great Lakes – Wayne Store Although membership remains stable, our club camaraderie is a strength that is flourishing. Because of the skills and time volunteered by members, our Libelle is nearing airworthy status and the refabricating of the towplane wings have been accomplished. Some other accomplishments that come to mind: several new pilots sent solo, Jim Miller qualified as a new instructor after completing the SAC course, each day a different fledgling cross-country pilot flew in the Ontario Provincials with experienced club pilots in the back seat of our two Krosnos, and in the fall we visited Toronto Soaring with a club ship to let members experience winch launching. This day was completed with a chili dinner held at Toronto Soaring and a promise to "do it again".

Guelph – Eva Dillon Guelph Gliding and Soaring Association (GGSA) located outside of Elmira, Ontario completed the 2007 flying season with about twenty active members. Training and introductory flights were offered in the club 2-33 and Lark and several 3-5 hour flights were achieved by members in the club 1-26 and 1-34. Six privately owned aircraft, four club aircraft, and one towplane provide members with an excellent person to glider ratio. Two members participated in the SAC Instructor's Course at SOSA in July and three students commenced training mid season. Club contacts in 2008 remain as Rudy Hofer (CFI), Paul Nelson (SAC representative), Dave Pullan (Treasurer), and Eva Dillon (President).

Rideau Valley – John Mitchell 2007 was particularly busy for RVS, we had a number of very enthusiastic new students, and the weather was very good. The club membership has become quite enthusiastic about the interclub contest. We see good utilization of club and private ships for these events. *(This is a MSC / GGC / RVS interclub competition, flown every 2 weeks weather permitting. The seasonal totals are based on the best 6 flights from the season).*

We also had three Air Cadets show up at the end of the season. These young people were washed out of their training course, and wanted to finish their ratings. We were able to graduate these three students. They were responsible for some of the extra hours flown this year.

This year we sent two candidates off to the SAC instructor course. The two candidates are graduates of the cadet program, and both finished their original rating at RVS. As they are now instructors, this solves part of the instructor shortage for the club.

There was a shortage of trainer time during the summer, and we stopped selling "5-pack" memberships to help solve the

problem. In September the shortage had been resolved, and we were able to start selling "5-pack" memberships again.

This year was the first full year we had the new signs erected on Hwy 417, and we did see considerable "Intro Ride" business as a result.

The club is also solvent, and financially the year was a success. We are not running at a deficit, as was the case a few years ago. The club equipment was enhanced with the purchase of a second Massey Ferguson 135 (old MF) tractor for grass cutting. The small towing tractor (Allis Chalmers 716H) had a catastrophic failure, and will be replaced. A temporary replacement was arranged in the form a Sears 10 HP tractor, this will not be adequate and a larger glider towing tractor has recently been acquired (Ariens).

Club membership (regular, cadet, and 5-pack) was up from last year, and Intro Ride totals were also up.

London – Cal Gillett

We had a very good year at London Soaring with two students flying solo and new club members generating a keen interest in gliding. Our club was part of Doors Open Oxford, which is the county the club resides in. A variety of people young and old attended the three-day event and with static displays and gliders in operation. This gave everyone an idea of what soaring is all about.

We have been a gliding club for the past 36 years starting operation at a field close to Highway 4 and 401. The club's only ship was a Pratt-Reid and finally a 1-26. Today we are flying four club aircraft that include a Blanik L-23, Blanik L-13, Grob 102 and a 1-34. All our towing is done with a refurbished 150hp Champ. Our clubhouse is to be the envy of all clubs and we owe it all to our landlord and student Murray MacKay.

Cross-country training is done in-house by Sue Eaves who enlightens our spirits and builds courage and confidence. She asks, "what is your objective today and where are you going", rather than how long are you going to stay up. More and more London Soaring pilots are exercising their skills and knowledge to go cross-country.

London Soaring survives as a non-profit organization and without our club volunteers we certainly would not survive to enjoy this marvelous sport.

SOSA – Dave Springford Flying operations at SOSA started on 17 March and finished 1 December with a total of 3509 flights for 2007. We continued to train instructors, adding seven new instructors to our roster. Student training saw six new solos and two newly licensed pilots.

With the dry spring and good soaring conditions many cross-country pilots had an early start to an excellent soaring year. According to the OLC, SOSA members flew 77,550 km in 208 flights for an average of 372 km per flight. The longest flight flown from Rockton was 803 km by Adam Zieba who flew 9.5 hours on the 2nd of July. Adam also flew 704 km from Rockton

on 21 July. Andy Gough and Wilfried Krueger also flew flights over 700 km from SOSA. In total, there were ten flights from Rockton over 600 km, including one by Sergei Morozov of 629 km in the club's LS4. The club's DG-505 was flown to a new Canadian two-seat record for a 400 km task by Anthony Kawzowicz and Alf Marcellissen.

Our aerobatic training program continued to challenge our members while learning new flying skills and judgment and produced one new aerobatic instructor, Lorna Novosel.

Toronto Soaring – David Ellis 2007 was another good year for Toronto Soaring Club, helped of course by the good weather. Our membership remained at the same level as previous years. However, we saw some former members return to the club for a flight and social gatherings and expect to see some of them re-join in 2008. This year the club chose to sideline our 2-33 and 1-26 due to insurance costs and reduced demand for these aircraft. In spite of this, the flying hours on club aircraft was up over 2006 and we had one new solo pilot for the year. We now have a trailer for our Junior thanks to the generosity of SOSA.

TSC hosted the Ontario Provincial Championships this year (reported in *free flight*) and the competitors were lucky enough to enjoy three days of soarable weather. This event helped the club focus on completing those tasks that need to be done and the airfield has never looked better, thanks to the efforts of club members and wives/better halves. Five club members flew in the competition, some for the first time.

The flying year was culminated with our second annual winch weekend in conjunction with Great Lakes Gliding Club. This was another successful event for both clubs, with some GLGC members experiencing their first winch launch while others were just getting re-acquainted.

York Soaring – Peter Foster As predicted, 2007 was a pivotal year for the York Soaring Association, a year of transition in leadership and a year where we set into motion a number of initiatives to redefine our club and to better equip ourselves to meet anticipated challenges and opportunities.

After a remarkable 46 years at the helm of YSA, Walter Chmela stepped down as President and Treasurer in March. As the founder, visionary and primary motivator behind York Soaring, Walter guided this club with a commitment, dedication and firm fiscal oversight that few could ever equal. It can be truly said that this club would not exist at all without his enthusiasm and hard work.

2007 saw York Soaring being active on several fronts. As you can imagine, the Sustaining Membership has been very busy with the transition to a membership-driven governance structure. Meanwhile, flying activity was up an impressive 29% as we recovered from a slow, weather-cursed 2006.

Along with our soaring neighbours to the north and south, we find ourselves located in a prime environment for wind-powered electrical generation. We have spent much time

dealing with local government and power companies in an attempt to establish a reasonable cordon around our airfield.

Our fleet has seen significant upgrading in 2007 with the purchase of a 235 hp Piper Pawnee towplane, a Blanik L-23 Solo, and the operational deployment of a homebuilt Smith Cub that had been completed at the end of 2006. We are now having a hard look at the remainder of our fleet and are putting into place plans for future upgrades.

Returning visitors to the club will note that, with the assistance of Youth Flight Canada/Freedom's Wings, we have completely refurbished our washrooms to make them wheelchair accessible. The Freedom's Wings program also benefited York Soaring with the publicity surrounding the visit by Ontario's Lt. Governor, The Honourable David Onley, who was overjoyed at the opportunity to have a glider flight.

2007 was a year of challenge, recovery, transition and change. But I can safely say that the York Soaring Association is looking forward to 2008 as a year of growing opportunity.

EASTERN ZONE – Sylvain Bourque

2007 was very good weatherwise in Quebec. This season, sunshine was synchronized with the weekends.

ACCE – *Marc Arsenault* Aéroclub des Cantons de l'Est is a new club formed in 2005 by private members from Outardes. We fly at Bromont airport. The membership, 15, was the same as 2006. We are hoping for new students and we have now two in training. All the other members are licensed pilots and three of these are instructors. We have five single-seaters and a two-seater. We make about 200 flights per year. We do a combined operation with the Air Cadets during the spring and fall weekends.

Le membership est le même que l'an dernier, soit 15. Bien que nous espérons comme partout, la signature de quelques nouveaux élèves, présentement nous en avons deux en formation. Les autres sont tous licenciés, dont trois instructeurs. Nous opérons 5 monoplaces et un biplace. Le compte total de nos envolées s'échelonne autour de 200 vols. Tout cela en opération parallèle avec les Cadets de l'air au cours de plusieurs fins de semaine. Malgré le haut mouvement de trafic, le tout est conforme à la plus haute sécurité et efficacité sans parler du plaisir que nous en tirons tous.

ACES – *Robert Francis* ACES (Air Currency Enhancement Society) was formed in early 1991. The society arose from discussions of the officers at the Regional Gliding School (Atlantic) of the Air Cadets. ACES was incorporated 29 May 1991 as the Air Currency Enhancement Society. The name was chosen to reflect the fact that the society would have access to and be using C-FACE, one of two original RGS(A) gliders. The society was strong until about 1994. ACES was comprised of 28 members and regularly distributed a newsletter, *Call Sign*.

The following is ACES flight history:

1994 - 18 flights	2000 - 126
1995 - 12	2001 - 103
1996 - 44	2002 - 282
1997 - 4	2003 - 24
	2005 - 25 ...

... then Hurricane Juan blew through that fall and demolished our serviceable glider.

Over the years 2005–07, enough interest was generated to form a syndicate to purchase a 1-26 for the club. In the summer and fall of 2007, two 1-26s were acquired, C-FZDF from Regina Gliding & Soaring Club and later C-FZDD from the Gatineau Gliding Club. The 1-26 was selected based upon club goals and plans. We have been very successful in generating interest and membership. We are just a young start-up club struggling to find that magic formula that increases membership along with revenue to further our development.

One of our priorities is to provide youth the resources to further their gliding/soaring skills and generate a renewed interest in soaring in Atlantic Canada. We have been quite active, even in the winter months. We've got a lot of work to do yet, but have a young and enthusiastic membership to help make us successful. Since 2005 and a low of six members, we have essentially doubled each year and now stand at about 24. Membership fees have increased to accommodate our flight operations and plans are being formulated to keep us moving forward.

Champlain – *Gabriel Duford* Membership was stable this year at 43. The club has two twin Larks, a Pilatus PC-11 and a Jantar Std. We sold our L-13 Blanik in early 2006. We also have eight private single seaters at our club. For the second year now, AVVC Champlain does the initial training of its student pilots with two Lark IS28B2. We were somewhat concerned that training would take longer than on the Blanik, but surprisingly, this has not been the case. Moreover, newly-licensed pilots are really much more competent, being almost ready to fly the club Jantar). In 2007, three members, each of whom already own a glass ship, purchased a Grob 109B touring motorglider. Obviously, they would not fly the beast enough to justify its price and the insurance costs, so part of the plan was to make it available to club members. The project was extremely well received.

The G109B has been used for cross-country training (out-landing field choice and approach practice) and to acquire new knowledge by getting checked out on the type. The list of pilots interested in getting checked out in 2008 grows every other week. A training program is being put in place by the Chief Flight Instructor, who is also a member of FT&SC. The program is planned to be discussed during the annual FT&SC meeting and to be part of the SAC training program in the near future. As well, our runway received an additional 500 feet of asphalt, which means that we now have a hard-surface runway for the first 1000 feet which is greatly appreciated by all pilots, gliders and towplane propellers. Overall, a very dynamic club with innovative ideas materialized in the past few years and an enthusiastic membership looking forward to achieve other ambitious goals.

Outardes ACO (Outardes) left Bromont airport in 2006. They now operate at Champlain and take rides from our towplanes. Membership dropped from 13 to 10 in 2007. ACO kept their L-13, a L-33 and two Pilatus. They sold their Pawnee towplane.

Montreal Soaring Council – *Peter Trent* MSC held the Nationals in 2007, a very successful venture. They held another very successful Lake Placid camp where several pilots got Gold. We participated in the TV program, “*Petite Seduction*” which brought many persons out for intro rides but did little for recruitment.

Québec – *Jean-Paul Hélie* CVVQ had an excellent year. Membership rose slightly from 52 to 55 members. We completed 348 instructional flights, in large part due to two ever-present towpilots : Claude Rousseau and Ronald Cooke.

Contributing to the positive season were both a good safety record with no accidents and a vibrant social calendar, with major events on the St-Jean and Canada day weekends, that encouraged members to come to the field and stay for the dinner, thanks to the organizational efforts of Claude Blanchet. This year Claude also took his culinary efforts on the road to Baie St-Paul, making Thanksgiving a wonderful party.

In total the club had 1308 flights with 166 being done at our satellite field in Baie St-Paul. This number of flights was accomplished despite a season of frequently non-ideal weather that unfortunately prevented any long cross-country flights such as the 300 kilometre distances that have been highlights of recent seasons.

In starting our annual operations in Baie St-Paul we discovered that many club members who in the past have been organizers had actually scheduled overseas trips. This left new roles and responsibilities in the hands of other members who stepped up to the challenge. Unfortunately, many junior and intermediate members choose to stay in St. Raymond so we ended up doing more passenger flights.

The wonderful environment of Baie St-Paul did present us with several outstanding wave days and during one of these gifts from Mother Nature, Jean-Guy Hélie was able to reach 22,972 feet and obtain his Diamond altitude (see OLC entry for 28 October 2007). Conditions were so good for this flight that just after his peak he still encountered a gust of +14 knots! We are fortunate as a club to have such a wonderful wave camp location, though the small site limits our abilities to accept visiting ships.

Baie St-Paul leaves nothing to compare against Lake Placid, it is not only great to fly in another location that makes it interesting, but also as always for wave flying or distance, it is a question of being there at the right time.

Au Club de Vol à Voile de Québec cette année nous avons connu une excellente année, nous avons eu une légère recrudescence au niveau des membres passant de 52 à 55 membres,

348 vols d’instruction ont été accompli, grâce à nos vaillants instructeurs et nos pilotes remorqueurs toujours présent sur semaine, Claude Rousseau et Ronald Cooke et les autres.

Nous avons connu une excellente année puisque nos opérations n’ont connu aucune raté et pas d’accident ou d’incident à déplorer, de plus nous avons eu droit plus souvent qu’à notre tour à des repas de fin de journée extraordinaires pour ceux qui y ont participé tout cela grâce à la générosité de Claude Blanchet, il a même transporté ses talents culinaires à Baie St-Paul pour notre Camp d’onde à l’occasion de la fin de semaine de l’Action de Grâce, et je n’ai pas parlé des feux de camp et feux d’artifice pour la St-Jean et La Confédération qui ont égayé tout le monde présent.

Nous avons obtenu un total de 1308 vols pour compléter l’année dont 166 à Baie St-Paul. Pour ce qui est de la météo dans la région de Québec, elle a été ordinaire ne nous permettant pas souvent qu’on s’éloigne afin d’accomplir des vols de distance intéressants (+ de 300 kilomètres).

Nos opérations à Baie St-Paul ont commencé début septembre comme à l’habitude sur une note d’inquiétude dû au fait que plusieurs membres responsables du club partaient tour à tour en voyage à l’étranger ce qui nous laissait plus de tâches et responsabilités à nous ceux qui restions sur place, mais le tout s’est déroulé sans encombre et s’est terminé de très bonne façon. Un seul regret, dans nos opérations à Baie St-Paul, les planeurs du club ont servi plus souvent à transporter des visiteurs parce que nos membres novices et intermédiaires n’y étaient pas pour recevoir de l’instruction.

Toutefois Baie St-Paul, son environnement, avec l’aide de Dame Nature a livré d’autres secrets afin que l’un d’entre nous puisse si hisser jusqu’à 22,972 pieds pour un Diamant et si vous êtes curieux un peu, allez voir le vol (OLC) de Jean-Guy Hélie du 28 octobre dernier et vous pourrez constater que quelque minutes à peine après avoir atteint ce niveau, le planeur a été soulevé, emporté par une gust qui a touché +14 nœuds, c’est donc dire que nous sommes privilégiés d’avoir tout ça juste à coté de chez nous. Il est malheureux que notre champs ne puisse pas accueillir autant de visiteurs de d’autre club, que nous le voudrions, à cause de son étroitesse.

Nous avons au cours de l’année accomplie deux médailles d’or FAI. Nos membres ont fait des sorties variées au Ridge et à Sugarbush. Notre programme de sécurité 2008 est terminé dans sa production et est mis en route depuis la semaine dernière.

Baie St-Paul n’a rien à envier à Lake Placid, si ce n’est que de voler en d’autres lieux qui rend la chose tout à fait intéressante, mais pour l’onde ou pour la distance il s’agit tout simplement d’être là au moment où ça se passe.

TREASURER – Jim McCollum

Financial Report for 2007 and Budget for 2008

Overview Soaring Association of Canada remained in the black in 2007, the twenty-first consecutive year it has avoided red ink. Revenue was stronger than expected, while expenditures were well below the budget projection, resulting in a surplus for the General fund and for the Association as a whole.

Financial Results for 2007 Total revenue increased in 2007, exceeding both the previous year's level and the budget projection. The major factors accounting for this were a modest rebound in membership with an associated increase in membership fees received and an increase in investment income; other revenue items were fairly close to the budget projections.

Overall expenditures have been lower than usual the past few years. In nominal (current dollars) they have been running somewhat below the level of the mid-1980s. In constant dollar terms they have been falling almost constantly since the mid-1980s and are close to a thirty year low. Several areas of expenditure came in below budget. 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 well under budget, as well as being below the previous year's amount; budget; directors' and office liability insurance accounted for close to 70% of office expenses last year. Publicity expenses included the soaring supplement that appeared in the Canadian Owners and Pilots Association's "COPA Flight" publication and which was distributed to some 17,500 pilots. Some publicity projects had to be temporarily set aside, but hopefully will be undertaken this year. Meetings and travel and other expenses were also down from 2006 and from the budget figures.

Donations totalling \$7677 were received by the trust funds. This is half the amount of 2006, although there were some special circumstances that year. The number of donors is small and has declined in recent years. There were 35 donors to the Pioneer Fund – less than half the number of the 1990s and the opening years of the 21st century. There were three donors to the World Contest Fund, two to the Air Cadet Fund, one to the Corley Fund and none to the Wolf Mix Fund. At the end of the year the trust funds had a book value of \$737,573.

2008 Budget and Membership Fees The budget is balanced at \$150,000, the same level as last year and similar to the budgets of recent years. Taking into account last year's financial performance, it is proposed not to increase fees. In constant dollar terms this is equivalent to a fee reduction of around 2.5%. For a number of years fee increases have been held below inflation, so that fees in real terms have drifted

down. A tax receipt is issued for membership fees; taking this and inflation into account, membership fees for 2008 are approximately 50 per cent of the level of twenty five years ago.

2007 BUDGET		
	2006	2007
REVENUE		
Membership	\$106,000	\$104,000
Flight Training & Safety	2,500	10,500
Sales	10,000	8,000
Free flight (ads & subscriptions)	2,500	2,000
Investment income	20,000	20,000
Other	5,000	5,500
total	\$146,000	\$150,000
EXPENSES		
Salaries & professional fees	\$43,000	43,000
Occupancy	7,000	6,000
Office expenses, printing	9,000	9,000
Communications (phone, internet)	2,000	2,000
Postage	6,000	5,500
Depreciation	4,000	4,000
Cost of sales	5,000	5,000
Free flight	27,000	26,000
FAI / Aeroclub	6,000	6,500
Flight Training & Safety	10,000	12,000
Meetings and travel	20,500	19,000
Publicity	3,500	9,000
Other	3,000	3,000
total	\$146,000	\$150,000

SAC 2007 FINANCIAL STATEMENT – SUMMARY

Statement of Operations – GENERAL FUND

	2006	2007
REVENUE		
Membership fees	\$102,422	\$110,160
Flight Training & Safety	10,842	11,850
Merchandise sales	9,739	8,491
Free Flight: ads & subscriptions	1,989	1,976
Investment income	19,007	31,863
Other income	1,805	4,386
Total	\$145,804	\$168,726
EXPENDITURE		
Salaries & professional fees	40,360	42,085
Occupancy	6,148	6,247
Office	8,462	6,327
Communications	1,413	1,882
Postage	2,396	2,286
Depreciation	3,788	3,788
Merchandise cost of sales	3,730	1,641
Free Flight	27,484	25,426
FAI Aero Club fees	5,825	5,825
Flight Training & Safety	13,729	14,671
Meetings and travel	14,213	12,346
Publicity	3,355	4,800
Other	3,137	1,940
Total	\$134,040	\$129,264
REVENUE over EXPENSE	\$11,764	\$39,462

Balance sheet – as at December 31, 2007

	2006	2007
GENERAL FUND		
Cash	\$27,860	\$35,583
Mutual funds (note 3)	318,054	295,259
Accounts receivable	5,543	8,329
Inventory	10,152	17,045
Fixed assets (note 4)	<u>46,786</u>	<u>42,998</u>
sub-total	\$408,395	399,214
TRUST FUNDS		
Cash & deposits	\$35,590	\$49,447
Investments (note 5)	<u>650,006</u>	<u>688,126</u>
	\$685,596	\$737,573
World Contest Fund	\$ 1,235	1,785
Funds Total	\$1,095,226	1,138,571
Individual Trust Fund balances		
Air Cadet	40,092	43,145
Pioneer	551,345	593,363
Wolf Mix	88,800	95,571
Peter Corley	5,359	5,494
total	\$685,596	\$737,573

Note 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**

	2006	2007
fair market value	\$366,074	343,790
- Capital assets** Fixed assets are office and computer equipment. Book value for 2006 was \$46,786 after depreciation.
- Fund investments**

	2006	2007
equity funds	\$685,596	737,573
(fair market value)	\$851,660	894,182

Proposed 2008 SAC membership fee schedule

Category	1/2 season		
	\$120	\$60	
Club affiliated	\$120	\$60	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 all categories of membership will remain unchanged in 2008. In inflation-adjusted terms, membership fees continue to fall in 2008.
- Membership fees are eligible for a tax receipt.
- Half year rates are applicable after August 1st, but for new members only.

Commentaires

- Il n'y aurait aucune augmentation de cotisations en 2008. Les cotisations, ajustées pour l'inflation, continuent à diminuer en 2008.
- Toute cotisation est sujette à reçu pour fin d'impôts.
- Les tarifs demi-saison s'appliquent le 1er août, et pour les nouveaux membres seulement.

2007 COMMITTEE REPORTS

AIR CADETS – Jim McCollum

Some 230 air cadets completed the Air Cadet League of Canada's glider pilot training program and were awarded their glider pilot licences in 2007. The number of young persons in the Air Cadet program continued to climb, reaching 26,500 – exceeding the combined total for army and navy cadets.

As in 2006, the top five cadet glider pilots spent a week at the Gatineau Gliding Club, with most gaining sufficient P1 air-time to do familiarization flights with the cadet program next season, all qualified for a B badge, and at least two qualified for a C badge. The new director of cadet operations at DND is Major Bill Fox, taking over from Major Al Wardle. Major Fox is an enthusiastic person and has expressed an interest in joining a gliding club next season. He did two flights in a Puchacz during the cadet week.

The operation at Debert, NS is an interesting one in that it reflects an increasing interest in soaring by the cadets. The Air Currency Enhancement Society (ACES) is a joint club – air cadet operation that has recently acquired two 1-26s. Recent discussions that I have had with Air Cadet officials suggest that they may be becoming more open to soaring and gliders beyond 2-33s. The cadets currently have 77 2-33s.

There were 76 air cadet members of SAC in 2007. This is down from recent years and is more than accounted for by a drop in the number of cadets in southern Ontario. Another factor is that some have become junior members of clubs, once they reached the age 19 limit for the Cadet Program.

The recipients of the SAC pilot training achievement and continuing flying awards were announced at the Air Cadet League of Canada's semi-annual meeting held in Ottawa on 23 November. Congratulations to:

Angela Day, Kanata, ON
Matthew Swan, Fort Erie, ON
Colin Van Es, Carstairs, AB

The recipients are selected by the Air Cadet League of Canada and the scholarships are supported by the Air Cadet Fund. In recent years this fund has received important support from a retired engineer at Boeing Aircraft who, along with Shorty Boudreault and Barrie Jeffery, was a member of Canada's first team to participate in the World Contest.

AIRSPACE – Ian Grant

Readers will recall that 2006 was an eventful one for airspace. This report summarizes ongoing developments for 2007. In the spring, NavCanada implemented changes to the controlled airspace structure in the Toronto area to improve pro-

tection for air transport aircraft. The changes had minimal impacts on soaring in comparison with the proposals first put forward. This favourable outcome resulted directly from the representations made by SAC and COPA to senior officials at Transport Canada and NavCanada.

Our call for consultation has also borne fruit. In March, NavCanada kicked off a review of airspace and services in the Windsor-Toronto-Montreal area. According to the terms of reference, available on NavCanada's website, "customers and other stakeholders will participate fully in the identification of issues and in the development of solutions. Full consultation with stakeholders will be conducted before implementation of any changes."

NavCanada is living up to its promise so far. Members of the Airspace committee have participated in several consultation meetings. The most recent meeting with recreational aviation groups was held in Mississauga in November. The discussion was constructive, with the focus mainly on Toronto and Hamilton. This review is likely to take many months before concrete proposals are put forward for consideration.

Several developments outside Canada also are noteworthy. In the USA, the Federal Aviation Administration (FAA) has issued a notice of proposed rule making (NPRM) on the need for better air navigation systems to cope with the projected growth in air traffic. The NPRM describes ADS-B as a key technology to achieve this goal. ADS-B on-board equipment broadcasts an aircraft's location and velocity. When displayed in the cockpit, information about other aircraft obtained through ADS-B can greatly improve situational awareness. The Airspace committee has been informed that Paul Remde of Cumulus Soaring will lead a discussion at the Soaring Society of America convention in February on ADS-B and what it might mean for soaring.

In Europe, Mode S is being adopted to address future growth in air traffic. Mode S transponders are assigned unique addresses, allowing radar to interrogate them selectively and receive individual replies. The UK Civil Aviation Authority (CAA) has issued a revision to last year's proposal which makes a few concessions to feedback from users. The CAA proposal is to be implemented in two phases. Phase 1 will mandate carriage of Mode S transponders in all UK airspace where transponders are currently required, effective 2008. Phase 2, scheduled for 2009, will remove the current transponder exemption from gliders and will require Mode S transponders in controlled airspace below 10,000 feet and in any new transponder mandatory zones. The CAA has also instigated technical studies on a low-power SSR transponder (LPST) for aircraft such as gliders.

At this time, it's not clear to the committee how the different proposals in the US and Europe mesh, nor which way Canada

might go. Nevertheless, as noted in last year's report, these developments suggest 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 2007 FAI General Conference decided to establish a new FAI Technical Commission on Navigation and Airspace. Ian Grant and Scott McMaster have the honour of been nominated as the delegate and alternate for Canada. Hopefully, this new commission will provide a forum for exchange of information in this area that is important for our sport and the freedoms we enjoy.

Finally, I would like to thank committee members Scott McMaster and Roger Harris, and the SAC Board and Executive Director for their collaboration throughout the year.

Respectfully submitted

FAI AWARDS – Walter Weir

Planning for badge flights is a good winter activity. For cross-country flights you can plan several possible routes then, when a good day comes, you can choose from among them depending on the wind and the weather. Read the Code so you know what is required. Careful preparation can make the difference between failure and success.

You can download the Sporting Code from the new SAC web site <www.sac.ca>; click on "Document Vault" in the left hand menu bar. You don't need to read the whole thing. However, what you do need you should print so that you can easily work back and forth through the pages you require. Print out Chapter 2, FAI BADGES, which is only two pages. Then you will also need Chapter 1, GENERAL RULES and DEFINITIONS which is six pages long and Chapter 4, VERIFICATION REQUIREMENTS & METHODS which is another 12 pages.

Now read the two pages of Chapter 2 and refer to Chapter 1 for definitions of the terms used. Only go to Chapter 4 when a reference directs you there. Questions? E-mail me or check out the *Official Observer & Pilot Guide, Annex C* to Sporting Code, which was mostly written by Tony Burton and is also available on the SAC website.

Part of preparation is to make sure an OO is available. Nothing is more frustrating than finding out that there is no Official Observer on the field when you are ready to go. In the early 80's when I was getting serious about badges and records I made many copies of the OO application form and handed them out at the AGM to every qualified member. We were a small club – but that summer there were no qualified members who were *not* OOs. That's the way it should be in your club. Applicants must be holders of a Silver badge, or be a current SAC instructor, or have been continuously active with soaring activities for the past three years. The OO application is available on the SAC web site home page at "Documents Vault" under "Badges & Records".

	98	99	00	01	02	03	04	05	06	07	5 yr avg	% of avg
1000 km	0	0	1	0	2	0	0	0	0	0	0.0	–%
750 km	–	–	–	–	–	–	–	1	1	2	0.8	250%
Diamond	0	3	2	1	2	1	1	1	0	1	0.8	125%
Gold	2	4	5	5	5	7	2	5	1	2	3.4	59%
Silver	17	17	7	8	19	19	7	7	13	16	12.4	127%
C Badges	34	33	15	38	57	26	18	33	19	27	24.6	110%
Badge legs	87	79	67	71	111	99	51	47	60	90	69.4	130%

Table of statistics

You can see from the table above that 2007 was a good year for badges. Much of the credit goes to "badge mentors" like Carol Mulder of Central Alberta and Jean Richard of Montreal Soaring who take an active interest in the pursuit of FAI badges by club members. I'm convinced that this is a major generator of club moral and enthusiasm. Be a badge mentor for your club! Of the 60 badge legs 17 were Diamond, 13 were Gold, and 60 were Silver.

FLIGHT TRAINING & SAFETY – Dan Cook

Accidents in 2007 Tragically we had another fatal accident this year. The accident analysis has not been completed and final reports are not out at the time of writing this report. The accident does not appear to be a low "g" sensation type event. Human factors will likely be included in the reports and we should be placing more emphasis in understanding these aspects and how they can affect aviation safety. There were three additional accidents and the details can be found in the Annual Safety Report. The number of accidents is improving.

Safety Management Program (SMP) The implementation of SMP requires the FT&SC to report on program performance. The program has been slowed somewhat by the legal review of manuals. The legal review is necessary to provide a sustainable national program. This review is specific to what SAC support can be given and executed at the national level due to the non-corporate nature of our association. The language of policy documentation needs to reflect this structure. The SAC Board of Directors and FT&SC are totally committed to the concept of improving safety through a nationally supported program. Although policy statement and guidelines for the program management will likely be modified, the tools and recommended internal processes to clubs will remain the same. To this end, two e-mails were sent to each club requesting the program continue at the club level with hazard identification and risk assessment towards producing a club Safety Program Manual and Operating Procedures. Club contact list is taken from the SAC website and not all are functional. SMP Performance measurement report is as follows:

- Accident/incident reports
Although formal SAC accident reports were not sent on all four accidents, they were all reported to SAC/FT&SC. Inci-

dent reports were not as well reported on an on-going basis. Some clubs summarize at the end of the season in safety reports. We could improve here with a little effort.

- **Safety reports**
Five reports from clubs were received. (This included Canadian Rockies, Air Sailing, WGC, VSA and Silver Star). Others may be in the mail at time of writing.
- **Safety Program Manual**
Two have been submitted – from GGC and Silver Star.
- **Safety Audits**
Most clubs did the safety audits some years ago but they have not been updated. The new simplified format is on the SAC website Document Vault – Flight Training & Safety. Clubs can easily review their audits and add any new information and resubmit for the current year.

Transport Canada FT&SC had requested Transport Canada Civil Aviation for assistance with translations. The department does not have an adequate budget and we have not been given a formal reply but we are not optimistic. We asked if TC was considering a separate classification for touring motorgliders (TMG). TC will classify these aircraft as ultralights or gliders when they are type certified and the respective CARs will apply. There is not a plan to create a new certification. FT&SC will make some training recommendations for those TMG registered as “gliders”.

Integrated Safety Investigations Methodology

Ian Oldaker attended this intense Transport Safety Board course on behalf of FT&SC and is preparing a Field Investigation Manual for SAC. The method taught is an eight-step process to get at the safety shortcomings that might have contributed to the accident. The plan is that the manual will assist glider accident investigators, at clubs or by the FT&SC, in particular when there is no TSB investigation.

OSTIV report Ian Oldaker attended as Chairman of OSTIV Training and Safety Panel (TSP) and the Canadian delegate. Some highlights of interest: The safety reports from members identified that TMG & MG accidents with engine failures or engine/fuel mismanagement, airbrakes opening on take-off, props hitting the ground on landing are some areas of concern in motorglider training. The active role of club safety officers was an important factor in club safety. Instructor fatigue on winch launching accidents was a significant factor. Inadvertent spins are mostly experienced by experienced pilots and therefore are a target group for training.

Most European countries have safety audits on 2-4 year cycle similar to SAC. From the simulation discussions, the UK mainly uses simulators for aerotow, approach control, landings, winch cable-break recoveries, and ridge soaring. The consensus was that the lack of feedback on control stick and rudder pedal forces made it initially difficult to get the real feel. It was suggested that students can enhance their primary training through simulators/TMG and can halve the time taken to go solo on the two-seat glider.

Human Factors discussions highlighted that telling many people about HF is not enough; they must be *convinced* of the need to understand it. TC documents in HF training are available on the web <<http://www.tc.gc.ca/CivilAviation/publications/menu.htm>>. This has the US-introduced concept of “task shedding” in which pilots have to shed tasks in order to concentrate on the primary task – that is to fly the aircraft. During instruction, this should be done by deliberately loading the pilot, so that they develop the ability to aviate when needed. An HF new model for I'MSAFE was presented by Dr. Marja Osinga and adopted by members:

- I** – Illness
- A** – Alimentation (food and drink, and its quality both before and during flight)
- M** – Medication
- S** – Stress (mental and physical)
- A** – Alcohol
- F** – Fatigue
- E** – Emotion

Simulators and Simulation Currently there are several persons within SAC working independently or in small groups on simulator projects. Paul Moggach is probably the most advanced in development/use. He has been invited to the SAC AGM on 16 March to display, demonstrate and discuss through hands-on use the potential of these technologies. Those interested should plan to participate to discuss and share ideas. Several members in Quebec, Cu Nim, and Silver Star are working on projects. There is potential for a simulation newsgroup. FT&SC is interested with respect to instructor training and further development. One risk area identified in the SMP process is that most SAC pilots do not fly enough because of our short season. Simulators may help.

Soaring Coaches Manual The initial draft has been made but there is need for a champion to take this project on for FT&SC. The next step is to search for articles from *free flight* to include as annexes as most of the material has been written. The FT&SC decision was that soaring coaches (not instructors) would deliver/manage this aspect of training in clubs. SAC instructors would be responsible for training to Bronze badge. An instructor could also be a coach, but a coach need not be an instructor. Please contact the FT&SC if you wish to help.

Updated terms of reference The FT&SC updated the draft terms of reference and have submitted to SAC BoD. We expect that these will be published soon.

Instructor 2007 Courses A total of 14 instructors were trained on courses held at CVV Quebec on weekends by Gabriel, Cu Nim Aug 13-18 by Dan, and SOSA Jul 9-14 by Ian/Richard. In addition a fall Class I clinic was held in ESC. Contact FT&SC if you have instructor requirements for 2008. Tentative planned locations in 2008 are Champlain, Red Deer and Ottawa.

FT&SC Projects

- The FT&SC has drafted a **COPA Guide to Gliding and Becoming a Tow Pilot**, which is being posted to the COPA website.

- **CFI Forum** The forum was cancelled due to lack of interest. There is a Roundtable post and thread if interest is resurrected. Post your ideas or speak to FT&SC representative.
- **FT&SC web site** Work is ongoing with Gabriel Duford as part of the SAC website. The intent is to get a useful searchable database for accidents and lessons learned and some links to ground school through Learning Management Software with ATutor that Paul Moggach is managing. The goal is to also have an incident/accident reporting capability through the website.
- A "**Human Factors for the Instructor Course**" presentation has been completed in PowerPoint and may migrate to ATutor in the future. Also in production is an instructor "refresher training" package for delivery this spring on a CD. The "refresher training" package should be reviewed by all instructors.
- **Spring Checkout recommendations** are posted on the Roundtable and will be drafted into a recommendation handout in the Document Vault on the website.
- There was an FT&SC recommendation to increase the **Class I and II instructor Clinics** to a minimum of two flights to review material.
- A **DI Book** has been drafted and will be posted on the SAC website Document Vault.
- **SAC risk areas** identified in SMP also included "currency and low frequency of gliding activity as a risk area and made recommendations to promote flying more such as selling block time in glider packages, selling block tow packages of 12 at a discount, encourage badge flying and club cross-country by coaching and task setting, develop inter-club competitions, use flying barometer poster, and consider setting club annual minimum flights (12 hours/20 flights).

In conclusion, I would like to thank all the committee members for their participation. Ian Oldaker continues to work hard representing FT&SC by chairing OSTIV and attending some seminars I could not attend. I hope to have other volunteers outside the committee to work on projects on behalf of FT&SC as there is more work than time available.

Dan Cook - Chairman & National Safety Officer,
 Joe Gegenbauer, Gabriel Duford, Bryan Florence,
 Richard Sawyer, & Ian Oldaker, past chair & ex-officio

FREE FLIGHT – Tony Burton

2007 was another good year for *free flight* and I trust you have enjoyed reading it. There were four 24 page, one 20 page, and one 28 page issue in 2007. 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 — and 20 page issues mean I had a very thin in-basket. Thanks as always to Ursula for her expert proof reading which is a much more daunting job than most people realize. 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 again early in 2007 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 photos than the printers originally made. All the issues from 1984/1 back through 1981/1 (19 in all) were reconstructed, stopping where 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.

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 are on-line.

A special editorial project that I completed was the large format 4-page insert that was published in COPA's *Flight* in May to encourage power pilots to take a look at soaring. The material came from several sources, including the long September X-C flight story in *free flight* made by Wilf Krueger, used as an example for power pilots of the perhaps surprising ability of sailplanes to fly long distances.

Finally, I did a little redesign of the front cover and contents page graphics in order to freshen up these pages. Omitting "Vol Libre" created a reaction. Even though our francophone members had opinions on both sides, I put it back in to turn down the "heat".

INSURANCE – Keith Hay

For those with questions or comments regarding the insurance plan, please use the SAC insurance committee address, insurance@sac.ca, as it is usually the quickest and easiest way to reach me. I do try to reply back to people within a couple of days, though it sometimes may take somewhat longer depending on holidays and more complex issues.

I want to thank the SAC board for their direction and support over the last year towards the insurance plan. 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 and private owners. Thanks to all.

As you can see below, while we had a bump in losses compared to 2006, we are continuing a downward trend in our loss experience, which bodes well for the 2008 renewal process. This is helped by the fact that some of our worst years continue to 'fade into history'.

SAC continues to apply a "Claims Surcharge" for those with claims in 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 2007 the plan rebated a total of \$8400 to those owners with claims-free records. Unfortunately, \$8222 was also levied in additional surcharges to those owners with recent claims. These surcharges will be used to pay claims-free rebates in the 2008 year.

2007 saw the renewal date for the SAC insurance plan move from February 1 to March 1. This was another step in realigning the insurance year towards the SAC membership year and start of flying season. This does seem to have helped keep the renewal process from dragging on as it has in the past couple of years.

The 2008 policy will be written for a 13 month term from 1 March 2008 to 1 April 2009. The premium being charged will still be based on a normal 12 month policy, with no additional charge for the 13th month of coverage. This final shift will complete the alignment of the plan with the SAC membership year, the general start of flying and membership revenue for clubs.

While we had relatively good experience with the changes to the insurance renewals forms this year, we have been finding

that the number of errors in calculating premiums has been increasing as new options have been introduced over the past several years. We will be looking at some changes to the renewal forms to try and simplify them somewhat. Of interest, after being a consistent request over many years, few owners took advantage of the options for higher deductibles under the plan. Thank you to all those who completed their pilot questionnaires. We had very few issues with them.

As I write this report, we are in the process of reading *Requests for Proposals* to send to a group of 5-7 underwriters in the Canadian market. Once we have received responses, they will be evaluated and we will finalize any changes for the 2008 plan. Even given the slight bump in our claims last year, we are not expecting rates to increase and are working towards negotiating a second year of premium rate reductions. While we do not have potential rates available at this time, we are not planning any substantial changes to the options available under the plan as we saw in 2007.

Renewal packages this year will be sent out to each club treasurer or contact in the latter half of February in advance of the March 1 renewal date. As in previous years, coverage will be extended for the month of March to renewing owners to allow for the renewal process.

Why do we have a SAC Insurance Plan?

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

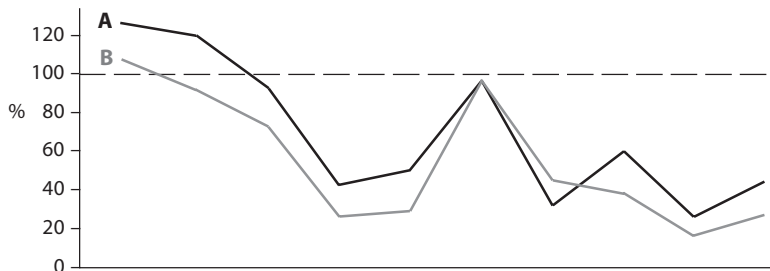
What does a group insurance plan do? This quote comes from another non-aviation insurance plan, but I think applies quite well to our insurance plan:

"What it may not do is to provide the absolute best price that any particular member of the group might get, but it does strive to charge a reasonable average price for members of the group. Therefore a few may be able to find better rates outside the group. What a group policy does strive to do is to provide a solid policy at a fair price for all members of the group, so that members of the group can get coverage that might otherwise be un-available to them."

For most SAC members, this means that the price will be close to, or lower than they can get elsewhere for the broadest, stable coverage available.

SAC Insurance History, 1998 – 2007

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Insured Clubs	37	39	41	38	35	33	36	32	29	29
Total Aircraft	411	359	376	306	276	351	368	337	336	313
Hull Value (\$M)	10.15	10.55	10.89	9.49	8.56	13.35	13.60	12.7	12.3	11.7
Hull Loss Ratio (%) – A	127	120	92	42	51	97	32	60	26	42
Total Loss ratio (%) – B	108	92	73	26	29	96	45	38	16	27
No-claim bonus paid (\$)								9659	7632	8400
Claims surcharge (\$)								8261	9276	8222



What we get for our premiums – major points

While we are all aware of the insurance premium we pay at the beginning of the year, what exactly are we buying with that premium? While this touches on the major points, both the plan coverage summary and policy document are available from your club treasurer. It should be required reading for all club executives and private owners. This helps to ensure that you know what is being provided and also what your responsibilities are. Claims reporting guides are also available to keep in your aircraft should an accident occur.

Who and what is covered?

- All SAC members (student and licensed) when flying SAC insured gliders and towplanes. There are currently no requirements for specific experience. It is important for clubs to ensure that their members' SAC dues have been submitted in a timely manner.
- Guests (FAI affiliated members e.g. SSA, BGA) members when flying SAC insured aircraft.
- Private and club aircraft listed under the plan are insured for "pleasure and club business".
- Gliders – instruction and rental to club members and guests. Intros are classified as "day members", so clubs should try to ensure that some type of day member form is completed. Everyone receiving formal instruction as a regular club member should be a SAC member.
- Towplanes – towing gliders and instruction of tow pilots but NOT any other use of the towplane for hire or reward (this means club members and the towplane are NOT covered if members are using them for personal pleasure flying and log time accumulation)

Hull liability

This is the coverage that covers most accident damage to your aircraft. It covers the aircraft and its normally installed permanent equipment. You purchase a specified value of coverage for each aircraft that should reflect the value of the aircraft and its normally mounted equipment and instruments. This does *not* include your glider trailer. It is not a good idea to "under-insure" your glider. One way to view this is that the insured value should be an amount that you would be happy to receive if your glider suddenly disappeared from your trailer. There is currently a \$500 deductible per incident for hull coverage. There are options to increase the hull deductible to either 5% or 10% of the hull value, providing a decrease in the premium. Many other aviation policies and recent proposals have higher minimum deductibles.

General aircraft liability

This coverage provides payment in the case of damage to other property, other people or you that may occur involving your aircraft while it is "in motion". Claims in this area are the ones that are potentially HUGE. Imagine the medical bills should a bystander or passenger be injured while operating your glider. Coverage is available in \$1M and \$2M amounts per aircraft and, unlike some policies we have reviewed in the past, the complete amount is available regardless of the number of people involved or type of expense. There is no deductible for this coverage.

Minimum liability coverage on all private gliders under the plan is \$1M per seat. Minimum liability coverage for club aircraft is \$2M per aircraft. The primary reason for the higher club limit is that past club liability settlements have exceeded \$1M at least in part because clubs are seen to be held to a higher standard of "duty of care" than private owners.

Premises liability

Coverage for all clubs is mandatory. This covers airport premises and operations other than aircraft to a liability limit of \$3M. This coverage provides important protection to clubs for damages and injuries that could occur on their airfield (owned or leased), which do not involve aircraft. This coverage in the general marketplace typically costs a minimum of \$2500. The Premises liability coverage also provides \$100,000 of coverage for "Instructor Errors and Omissions".

Claims service and legal representation

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

Here's to a fun, challenging, safe year of flying for all in 2008.

MEDICAL – Dr. Richard Lewanczuk

There have been three areas of activity related to the medical committee:

1. Contributions to *free flight* have continued. In the last two years the areas of high blood pressure, diabetes and over-the-counter drug use have been addressed.
2. At present, the issue of hypoxia is being studied. Hypoxia is a potential danger for all soaring pilots and is of particular relevance for those taking part in wave soaring. However, hypoxia can certainly occur at altitudes reached on a good soaring day virtually anywhere in the country. While military pilots are well-trained in issues related to hypoxia, and there are certified safety systems in commercial aircraft, the approach to hypoxia and supplemental oxygen has been much more ad hoc in soaring. In many cases, pilots flying at higher altitudes do not use supplemental oxygen or use systems that have not been regularly calibrated and certified.

One issue related to hypoxia involves training in its recognition. Hypoxia can certainly be insidious and can have different symptoms in different people. There is a commercial hypoxia simulation system that has been developed in Australia which allows pilots to experience limited hypoxia and which then catalogues their responses. The system has been used in private aviation training, and its effectiveness in teaching the signs and symptoms of hypoxia has been scientifically studied. However, the system is expensive, almost certainly exceeding the budget of any local club. It may be possible to share or access this system through local flying clubs or colleges, but at present its use in Canada is unknown. Accordingly, more information on this topic will be forthcoming.

3. A number of chronic medical conditions and their impact on the licence status of glider pilots have been reviewed. These have been in relation to specific cases related to SAC members. This year, seizure disorder and depression cases have come to attention. In both cases, the rules from Transport Canada are fairly explicit and have been rigidly enforced. In particular, the case relating to depression led to several communications with Transport Canada and its consultants. The upheld regulation is that pilots may not be on anti-depressants of any type. This applies even when low doses are used for maintenance of mood in stable patients. Despite representation to the Aviation Medicine Branch, they were unwilling to concede on this point. In the last two years, it has been my experience that the letter of the law is adhered to by Transport Canada with respect to medical regulations.

RECORDS – Roger Hildesheim

2007 saw the establishment of a new 15 metre record category. The baseline values for this category were taken from records in the Open category that were flown in a 15m ship and/or best flight(s) that have been recorded for 15m gliders in *"The Book of the Best"*. This has set a realistic (and historically accurate bar) in the 15m class. Most of the record flying activity this year was led by Tim Wood who showed us all just how action packed you can make a soaring vacation in Invermere. In summary, 17 record claims were submitted, three were rejected.

A couple of problems came to bite some claims this year. One claim was rejected because the maximum height differential between start and finish (1000m) was exceeded. Another claim was rejected because two different declarations were generated for the same flight. Thanks to Walter Weir's eagle eye (yes, the badge and record guys do talk to each other...) we realized that the pilot had one declaration for the badge claim and another declaration (with a different task) for a record claim. The lesson here is simple, only one pre-flight declaration is valid for any one flight.

There is also one issue that you need to be aware of if you are planning to use an electronic logger with a paper declaration. In this case, the most recent declaration before the flight will apply. The subtlety here is that depending on the type of flight recorder you have, your electronic declaration may become valid only when your recorder is turned on in the aircraft. So if a pilot has an old task (that is not being used for this flight) in the flight recorder and also has a paper declaration, the paper declaration must be signed (date and time) after the electronic logger has been activated in the glider. If the paper declaration is signed (date and time) before the flight recorder is activated, the electronic declaration is deemed the most recent and will apply to the flight. The best way to avoid this situation is to make sure your flight recorder is turned on before you sign, date and time your paper declaration.

On another note, I have finally finished generating record certificates for all those pilots who have flown a record since I took over the responsibility of SAC Records chair in 2000 (111

certificates). By the time this report is published, the 111 certificates should be in the hands of the record holders.

2007 record flights

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 10 January 2007
 Record type Out & Return Distance, Citizen, Multiplace
 FAI Category 3.1.4g
 Sailplane Duo-Discus, VH-GKC
 Speed 506.9 km
 Task Narromine and GPS turnpoint
 Previous record W. Chmela (H Rominger) 388 km, 1976

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 10 January 2007
 Record type 500 km O&R Speed, Citizen, Multiplace
 FAI Category 3.1.4i
 Sailplane Duo-Discus, VH-GKC
 Speed 79.2 km
 Task Narromine and GPS turnpoint
 Previous record Not claimed

Pilot **Tim Wood**
 Date/Place 23 June 2007, Invermere, BC
 Record type 300 km Speed to Goal, Territorial, Club
 FAI Category SAC
 Sailplane ASW-27, C-FWKR
 Speed 92.1 km/h
 Task GPS declared start and finish points
 Previous record Not claimed

Pilot **Tim Wood**
 Date/Place 26 June 2007, Invermere, BC
 Record type Free O&R Dist, Territorial, Open, 15m, Club
 FAI Category 3.1.4b
 Sailplane ASW-27, C-FWKR
 Distance 541.4 km (Open & 15m), 476.4 km (Club)
 Task GPS declared start/finish and turnpoint
 Previous records Open – 372.2 km, Tony Burton (2003)
 15m – not claimed
 Club – 442.9 km, Tony Burton (2003)

Pilot **Tim Wood**
 Date/Place 5 July 2007, Invermere, BC
 Record type 3 TP Dist, Territorial, Open, 15m, Club
 FAI Category 3.1.4f
 Sailplane ASW-27, C-FWKR
 Distance 642.7 km (Open & 15m), 565.6 km (Club)
 Task Mt. Swansea, Blaeberry, Lakit Lookout, Mt. Seven, return
 Previous records Not claimed

Pilot **Tim Wood**
 Date/Place 10 July 2007, Invermere, BC
 Record type Free Triangle Dist, Territorial, Open, 15m
 FAI Category 3.1.4d
 Sailplane ASW-27, C-FWKR
 Distance 481.0 km
 Task GPS declared start/finish and turnpoints
 Previous records Open – 433.4 km, Tony Burton (2004)
 15m – not claimed

Pilot **Tim Wood**
 Date/Place 11 July 2007, Invermere, BC
 Record type 200 km Speed Triangle, Territorial, 15m
 FAI Category SAC
 Sailplane ASW-27, C-FWKR
 Speed 95.2 km/h
 Task GPS declared start/finish and turnpoints
 Previous record Not claimed

Pilot **Anthony Kawzowicz (Alf Marcelissen)**
 Date/Place 21 July 2007, Rockton, ON
 Record type 400 km Speed Triangle, Territorial, Multiplace
 FAI Category SAC
 Sailplane DG 505, C-FGLP
 Speed 85 km/h
 Task SOSA, Flesherton, Strathroy, Oshweken, return
 Previous record Not claimed

Pilot **Tracie Wark**
 Date/Place 18 January 2007, Tocumwal, Australia
 Record type Free Triangle Distance, Feminine, Citizen
 FAI Category 3.1.4d
 Sailplane Type LS6, VH-KYL
 Distance 523.2 km
 Task Lake Keepit, 2 GPS TPs, and return
 Previous record: None

Pilot **Jerzy Szemplinski**
 Date/Place 28 October 2007, Mifflin, PA
 Record type 500 km Out & Return speed, Citizen, Club
 FAI Category 3.1.4i
 Sailplane SZD-55, C-GAXG
 Speed 125.4 km/h
 Task GPS turnpoints
 Previous record Tracie Wark, 86.1 km/h, 2002

Pilot **Jerzy Szemplinski**
 Date/Place 28 October 2007, Mifflin, PA
 Record type 300 km Out & Return speed, Citizen, Club
 FAI Category SAC
 Sailplane SZD-55, C-GAXG
 Speed 125.4 km/h
 Task GPS turnpoints
 Previous record Citizen not claimed

Pilot **Jerzy Szemplinski**
 Date/Place 28 October 2007, Mifflin, PA
 Record type 200 km Speed to Goal, Citizen, Club
 FAI Category SAC
 Sailplane SZD-55, C-GAXG
 Speed 127.6 km/h
 Task GPS turnpoints
 Previous record Citizen not claimed

SAFETY – Dan Cook

There were four accidents reported in 2007 including one fatality and the write-off of one aircraft. 2007 is again a marked improvement from previous years in the number of accidents, with the exception of the fatality. Our hope continues that the Safety Management Program efforts are having an influ-

ence in improving safety. Many clubs are working on their Safety Program Manuals and Gatineau Gliding Club and Silver Star Soaring Association have submitted their manuals to SAC.

Accidents

Fatal SZD Junior The safety report has not yet been received for this accident. Several pilots observed the glider on final to partially open air brakes with the nose attitude changing a few times. Short final was in a steep attitude with a much faster than normal approach speed. About 30 feet above ground the air brakes opened fully and the glider impacted the ground half way down the runway at about 35 degrees nose down attitude. Winds were light and the impact destroyed the cockpit.

Lessons learned: Without the details from TSB and final accident reports it is not possible to write specifically to this accident. However, past accidents with severe impacts on final, after eliminating medical factors, have drawn our attention to better understand some human factors when it comes to reflexive responses, potential for distraction, and low “g” sensitivity.

Write-off A Discus and its trailer was destroyed by fire while being transported to the field. It is believed that a glider battery stored in the trailer in an open crate was shorted out when a polishing can may have fallen onto the battery and shorted the terminals. Other combustible materials in the trailer (polishing rags, polish, and spare tire) quickly ignited and fueled the intense fire.

Lessons learned: Despite soldered terminals covered with electrical tape, shorts can occur. Store batteries separately and transport them in their own enclosed non-conductive container (plastic box).

Moderate Damage Grob Twin canopy was not locked and opened shortly after take-off and impacted against the right wing at the root, snapping the hold-open lanyard, and subsequently cracking and scarring the Perspex.

Lessons learned: Pilot and wing runner each assumed the other had locked canopy. Pilot did not double-check that it was secure nor did wing runner mention it. There were CISTRSC-O and SWAFTS stickers in both cockpits; however they had faded and were due for replacement.

Minor Damage Puchacz is landed out in a cornfield. Minor spoiler and canopy damage. Pilot disoriented and drifted away from field in light rain.

Lesson learned: Situations of reduced visibility requires situational awareness be established before moving too far hoping conditions get better.

Incidents

- Low circuit attempted with open spoilers. Pilot misjudged height.
- Fuel contamination. Fuel was pumped out of an unmarked non-aviation fuel drum using a hand pump that had no

filters attached to it.

- Glider joins thermal by flying at glider then establishing adjacent circle circling, then attempts to turn inside the circle of first glider.
- L-23 Blanik gear collapsed on normal landing as a result of corrosion/cracks on mounting bracket for gear over-centre lever mechanism. Defect had already been repaired by previous owners.
- Towplane fuel tank cap was not replaced after refueling and discovered on taxiway.
- Towplane rope snags landing light on landing. Rope was not released prior to landing.
- Low and slow approach in trainer results in undershoot. Too much spoiler initially used for wind conditions and base leg too far downwind. Student not familiar with more powerful airbrakes on type, instructor late to correct.
- L-13 Blanik wing dented after stopping over taxi light. Instructor taxied off active runway to avoid jet on final. Stopping on runway is club policy but would have forced jet overshoot.
- Two batteries were connected together by mistake at the charging station in the hangar resulting in melting wires. Lubricants, fuel containers and tires stored next to battery charging area.

Analysis

With respect to other landing accidents (some fatal) involving high angle incidence or speed, several factors cause concern. By understanding the human factors conditions in situations, we may be able to avoid other devastating accidents.

Often a pilot's attention is taken away from the "big picture" and we focus on a single problem. As stress levels increase we may not be aware that this is happening nor necessarily be consciously able to avoid the loss of situational awareness. Poor ergonomic design on gliders has caused many accidents, for example, in the L-13 Blanik where pilots have closed the flaps thinking they were holding the airbrake lever. The resulting confusion or surprise sends the heart rate up and the pilot loses cognitive ability to analyze the situation, with some experiencing tunnel vision. Stress inoculation training using "Scenario Based Training" has shown to help develop some resistance to this phenomenon (see the *free flight 4/07* article, "BLINK", about acute stress).

The next human factor for attention deals with how we reflexively respond to stimulus. We are programmed with survival reflexes. For example, since birth we reach out to grab instinctively when falling backwards. When we pull with one limb we instinctively brace or push with the other. When we turn our head to look in one direction we tend to follow with our hand on the car steering wheel or aircraft controls. If you were to try to raise yourself ahead to look over to one side in the glider you would likely move the control stick back and to the opposite direction. In addition, we can develop reflexive actions with repetitive training. To illustrate, there was a Learjet accident some years ago where the pilot (new to this jet) was exposed to a wind shear on approach. To prevent the stall the very experienced ex-military jet fighter pilot pulled the power back and pushed the nose down into the ground. HF

analysis showed he was a victim of his repetitive training. The drill was with the right hand on stick pull back (nose up) and with left hand on throttle full forward (maximum power). Now put the control yoke in your left hand and throttle in your right hand and you see his situation! Sometimes events will occur so quickly there is little time to think how to react and instinct or training takes over, right or wrong.

Low "g" sensitivity is a known phenomena that we can detect in new students and condition them against it. There has been a rash of accidents worldwide in the past where the pilots had learned that when stalled (falling sensation of low "g"), they moved the stick forward to recover. Many did so, increasing the sensation, until impact with the ground. Instructors now look for this sensitivity in early flights, then build up tolerance slowly if the pilot is sensitive and demonstrate, when teaching the stall phase of exercises, that the aircraft is completely controllable in low "g" situations if the airspeed is above the 1g stall speed. We also now use the instructional term "*lower the nose*" for situational stall recovery to prevent the instinctive reaction of the old terminology, "*move the stick forward*".

These three areas of human factors are not all-inclusive in accidents in the circuit and on approach, but they cover some of the main areas we have had difficulty with in the past. How will you react if the unexpected happens? Don't assume you will deal with it. Do some simulated emergency training with an instructor.

We are vulnerable to fuel contamination when refueling powered aircraft at remote locations such as gliding clubs. Avoiding such contamination requires a dedicated aircraft fuel pump. It should have two filters attached, the regular WIX filter with the glass bowl and a go-no-go water filter which shuts off the fuel supply if water is picked up from the drum. In addition, a dedicated aircraft "lined" fuel drum should be used.

How safely are your batteries stored/charged. Lubricants and fuels should be stored in a metal building separated from aircraft or people. Having an ignition source and fuels in the same location has led to disaster and is easily preventable.

Some off-field landing situations have resulted from misjudging height in the setting sun. When flying late in the day there is a hazard that we should be alert to, and this is a loss of depth perception at dusk from the diminishing light. We begin to lose our ability to judge heights and hence have to be alert to this when flying the circuit and coming in on final. Another hazard is that we get towed to say 2000 feet and at that height it seems quite light, so we feel safe. However, on the ground it can be much darker and the sun has already gone below the horizon (at ground level), so it is very much darker a few minutes later and hence difficult to see as we flare for the landing without a good view of the runway's surface! This is a particular hazard on late afternoon wave flights.

Conclusion

We are at a favourable turning point now where we have few accidents to analyze, so we need to focus our attention on

incidents and latent hazards. Clubs should forward to SAC their club accidents and incidents and preferably their own safety analysis for each season as soon as possible. Without this information, an adequate SAC safety report and feedback cannot be provided. As you see in this report we have few incidents reported. Without club incident reports we will not be able to provide mitigation strategy for national trends, to tailor training, and produce safety products to meet your needs.

My thanks this year to the following clubs for sending in safety information: Mike Innes, London Soaring – Ray Perino, Canadian Rockies – Norm Goodsir, Cu Nim – Mike Morgulis, Air Sailing – Larry Morrow, WGC – John Brennan, SOSA – Bernie Boehnke, Silver Star Soaring, and Gerry Binnema, VSA.

SPORTING – Jörg Stieber

IGC Plenary Meeting I attended the IGC Plenary Meeting on 2-3 March 2007 in Lausanne, Switzerland. Agenda, key decisions and minutes of the meeting are posted at: <http://www.fai.org/gliding/meetings>. One of the major decisions was to overhaul the section of the Sporting Code dealing with badge and record flights. Cameras for turnpoint verification will be eliminated. The good news is that certain off-the-shelf GPS units will be acceptable for badge flight verification if a barograph is also used. The final draft of this new version of the Sporting Code will be voted on at the IGC meet in early 2008. *If approved*, the new rules will come into effect on 1 Oct 2008. Unfortunately, I will not be able to attend the upcoming meeting in Rome.

2007 Nationals Rules The rules underwent a minor update to remove some ambiguities and to reflect realities of Canadian contests. There seems to be a minor bug in the Winscore scoring software which still needs to be worked out.

2007 Nationals The Nationals were hosted by the Montreal Soaring Council. The turnout was rather disappointing with only 12 competitors in one handicapped Racing class. Although the weather was not particularly strong, it turned out to be a good competition with 6 contest days. There were no accidents. There were a few minor, possibly software related, scoring inconsistencies. However, the possible errors are not significant enough to affect the placing of the top seeded pilots. The winners were:

1. Willem Langelaan	4438 points
2. Jerzy Szemplinski	3970 points
3. Dave Springford / Nick Bonnière	3872 points

On behalf of the participating pilots, the Sporting committee thanks the members of MSC, particularly Contest Manager Robert Katz and CD Denis Trudel, for their efforts and time to organize the 2007 Nationals. A detailed account of the Nationals was published in *ff 4/07*.

Skip 2008 Nationals? Considering the low attendance at the last two Nationals and the fact that, to date, no club has agreed to host the 2008 Nationals, the Sporting committee

suggests considering skipping the Nationals in 2008 with the expectation that this will create more interest among pilots to compete in the Canadian Nationals in 2009. There are suggestions to conduct a X-C fun-fly at MSC and/or run a Canadian Team training and coaching contest at SOSA, with all members of the Canadian Team coaching the next generation of champions. A message to this effect will be posted on the Roundtable, and a decision can be based on the response.

Seeding List The 2007 Seeding List was compiled based on the results of the 2007 Nationals. It is the basis on which the members of the Canadian Team for the world championships 2008 were selected. The top seeded pilots (>85%) are:

Willem Langelaan	97.33%
Jerzy Szemplinski	92.62%
Dave Springford	91.07%
Nick Bonnière	90.24%

The complete Seeding List is posted at the documents section of the SAC website.

Canadian Team for the 30th World Championships

We will have a strong team for the upcoming World Championships (15m/18m) which will be held 2-16 Aug 2008 in Lüsse Germany <http://www.wgc2008.org/>. The team is:

Willem Langelaan, Dave Springford, and Jerzy Szemplinski
Team Manager: Jörg Stieber

The Team is currently working in close cooperation to raise funds and make other preparations. A Team presentation for fundraising has been prepared, but at this point, the team is still \$39,000 short of the expected cost. It is good to see that the Wolf Mix fund has grown to a level where it provides meaningful financial support to the team. Suitable gliders have been secured, reservations for accommodation have been made, the preliminary registration has been submitted. However, the question of tow vehicles is still open.

A Team blog has been started to keep SAC members informed about the Team's progress and preparations for the big event. Once the Team is in Germany, the blog will be the medium of up-to-date reporting < <http://wgc2008dave.blogspot.com/>>

2007 On-Line Contest Canada The 2007 OLC season was excellent. The results show significant increases over the 2006 OLC season in total flights and total distance flown.

Number of competitors:	246
Total flights scored in Canada:	2765 (42% up from 2006)
Highest number of flights scored by a club:	485 – Canadian Rockies
Total km scored in Canada:	596,000 (43% up from 2006)
Highest km scored by a pilot:	28,429 km – Hans Binder
Highest km scored by a club:	127,425 km – Cdn Rockies

A complete summary of the 2007 OLC season will be posted at the SAC website. Predictably, the first four places for the OLC classic are identical in the national score and the score for BC/AB. The results for the FAI-OLC show somewhat more of a level playing field.

International Competition Calendar

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

6 July	30th FAI World Gliding Championships (World Class, Std Class, Club Class), Rieti (Italy)
16 July	Coupe du Monde de Vol à Voile en Montagne, Vinon, France
20 July	German Women's Gliding Championships
2 Aug	30th FAI World Gliding Championship (Open, 18m, 15m), Lüsse, Germany
7 June 09	World Air Games, Torino (Italy)
21 June 09	6th FAI Junior World Gliding Championships, Räyskälä (Finland)
25 July 09	5th Women's World Gliding Championships, Szeged (Hungary)

Acknowledgements I want to thank my fellow committee member Walter Weir for his well considered advice, Susan Snell for maintaining the contest letter website and Ursula Wiese for maintaining the "Book of the Best", the comprehensive history of Canadian Nationals results, records and trophies.

TROPHIES & AWARDS – Phil Stade

The beginning of the 2008 flying season is a great time to encourage club members to make use of the OLC. What are your flying goals for 2008?

Flight Trophies

Canadair Trophy – Best 6 flights of the year – Motorglider

Hans Binder – Canadian Rockies Soaring Club
4361.6 OLC points, 5316.7 km, 886.1 km average

The six flights all originated at the Fairmont Airport, flying his DG-800/18m C-GKGV. Another exceptional year of soaring! Congratulations to Hans.

1. June 30	Distance / Points	938.3 / 775.4
2. June 22	Distance / OLC Points	899.7 / 711.4
3. June 3	Distance / OLC Points	881.7 / 730.0
4. June 1	Distance / OLC Points	878.9 / 718.9
5. June 27	Distance / OLC Points	863.7 / 715.5
6. July 4	Distance / OLC Points	854.5 / 710.3

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

Tim Wood – York Soaring Association
4348.7 OLC points, 5020.5 km, 836.8 km average

Although Tim flies out of York Soaring his best 6 flights originated at Invermere, BC. flying his ASW-27, C-FWKR. Congratulations, Tim.

1. June 23	Distance / OLC Points	918.4 / 804.1
2. June 26	Distance / OLC Points	892.1 / 781.5
3. July 12	Distance / OLC Points	836.5 / 717.7
4. June 19	Distance / OLC Points	794.7 / 689.7
5. July 5	Distance / OLC Points	809.1 / 682.9
6. June 20	Distance / OLC Points	769.7 / 672.8

BAIC Trophy – Best flight of the year – Pure Glider

Tim Wood – York Soaring Association

June 23
Distance / OLC Points 918.4 / 804.1

"200" Trophy

best 6 flights – pilot under 200 hrs P1 at season start

Randy Neilson – Great Lakes Gliding Club
2122.1 OLC points, 2163.2 km, 360.5 km average
ASW-19, C-FIKJ – All flights from Colgan, ON

Congratulations Richard! Great flying in Southern Ontario.

1. July 2	Distance / OLC Points	491.0 / 475.6
2. June 29	Distance / OLC Points	374.0 / 370.8
3. August 27	Distance / OLC Points	359.0 / 346.2
4. July 23	Distance / OLC Points	343.1 / 339.8
5. June 18	Distance / OLC Points	310.9 / 306.6
6. June 15	Distance / OLC Points	285.3 / 283.2

Stachow Trophy (highest flight)

Phil Stade (P1) with Steve Hogg, Cu Nim
30 Sept, IS32 C-FAOA CU Cowley
absolute 7724 m / 25,342 feet
gain 6322 m / 20,741 feet
low point 1402 m / 4,601 feet

Competition Trophies

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

CALPA trophy – Club class Champion

Willem Langelaan – DG-808S – 4438 points

Dow trophy – best task flown Dave Springford

Carling O'Keefe trophy – best team C. Gough / J. Allardyce

SOSA trophy – best novice Tim Tuck

2007 Significant Flight Award

Allan Spurgeon

Ventus 2CM/1 – Registration C-GNEO

June 21, 2007

Canadian Rockies Soaring Club

Invermere, BC

Allan's flight began as a declared 1000 km flight with turn-points at Mica Dam, Elko and Mount Seven. Poor conditions in the Golden, BC area resulted in that task being abandoned but Allan pushed on after a low save at 4276 feet. The result was the longest flight in Canada to be recorded on the OLC.

Distance flown – 1,006.3 km

Scoring distance – 1001.36 km

Duration – 10 hours, 39 minutes

Average speed – 93.99 km/hour

Total flight time – 11 hours, 21 minutes

OLC points – 772.96

OLC flight file – *76a0qk1.igc*

In addition to this flight, Allan recorded 28 flights on the OLC for a total of 15,090.3 km resulting in an average of 538.9 km per flight. He successfully completed his 750 km FAI diploma as well.

Allan is a member of the Canadian Rockies Soaring Club. This club has demonstrated an ongoing enthusiasm for cross country flight and many new pilots have followed the lead of the more experienced members and they are now posting longer flights every year. Congratulations to Allan Spurgeon and all the members of the Canadian Rockies Soaring Club.

Other Trophies

The nominations for this year's winners of these two SAC trophies were few but of excellent quality. 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. I am pleased to announce the winners for 2007:

Walter Piercy trophy (*instructor of the year*)

Winner – **Jean Richard**, MSC

Jean Richard, CFI of the Montreal Soaring Council, has been the backbone of instructing in the club. In particular this past

year, he did almost half of the total instructional flights at the club, counting some 207 flights. Also, Jean interacts regularly with the Flight Training & Safety Committee on training matters. Jean was highly recommended for this award. Congratulations.

Hank Janzen Award

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

Ian Oldaker, Toronto Soaring

Ian Oldaker stepped down last year after 30 years as the chairman of the Flight Training & Safety Committee, first serving in the position in 1977. In the past, his exemplary work in aviation safety has been recognized outside our organization, earning him the Canadian Airline Pilots Association (CALPA) award in 1993, the Canadian Aviation Safety Award from Transport Canada in 2000, and he became the chairman of FAI's OSTIV Training and Safety Panel in 2004.

His major recent work has been the hundreds of hours of effort that has gone into developing the Safety Management Program for soaring. Borrowing practical ideas from similar programs in government and industry, this dynamic and interactive club safety process is beginning an effective and positive Safety Culture within SAC – it has already helped to reduce accidents.

Ian's groundwork really makes him a champion for safety and I am proud to present the Hank Janzen award to Ian for his outstanding contributions to safety in our sport.

Roden trophy – *club soaring skills development*

Central Alberta Gliding Club

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.

282.35 points

17 members

(badges: 1 A – 5 C – 8 Bronze)

(badge legs: 6 Silver C – 2 Gold/Diamond)

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

No awardee for 2007.