

**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2008
& 2009 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2008.

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

The full financial report is available from SAC upon request.

SAC BOARD REPORTS

SAC PRESIDENT – John Toles

Serving as SAC president has had its share of rewards and frustrations. SAC is a very broad-based organization both in geography and issues. I have been fortunate to be working with very capable Zone directors and committee chairmen who represent their specific areas and issues while keeping a focus on the needs of the organization as a whole. I am confident that all directors represent soaring issues equally across the entire country. We also continue to have excellent committee representation. The Flight Training & Safety committee, Airspace committee, Technical committee and *free flight* in particular have faced some difficult challenges this past year. My thanks to all for dealing with the frustrations and sharing in the rewards.

I am not going to review the year in detail, as I have been attempting to keep information current with the *Priorities* column of *free flight*. As you are by now aware, SAC is in a transition in both philosophy and daily operations. Jim McCollum, our long-serving Executive Director, has indicated it is time for another retirement. Jim has the unique qualifications of having a strong financial background, organizational skills, and a thorough understanding of issues regarding soaring. After more than a year of considering the options, the directors have concluded that it will be not be likely that we can fill the position with another suitable person at the same cost, and have decided to change SAC's administrative structure.

When the lease on the old office was coming up for renewal ten years ago at a much increased rate, Jim was able to locate the current office condo we now occupy at a very favourable cost. This was a perfect match for office and director; however, times have changed. We started looking at other possibilities three years ago, including discussions with the Canadian Owners and Pilots Association (COPA). We are currently working to develop a suitable management agreement with COPA. This will, however, put even more responsibility on the Board and the committees. Hopefully, with the projected savings realized by not operating the current SAC office, we can fund some new projects such as youth initiatives and assisting the teams representing Canada while retaining our current fee structure.

For the upcoming season, fly often, fly safely, take a friend.

PACIFIC ZONE – Dave Collard

The 2008 Soaring Season in the Pacific Zone (British Columbia) was not blessed with the best of soaring weather; however, as usual when the desire to fly is great, ways are found to make the best of what is given. It becomes obvious on reading the summary reports for the clubs in the Zone that great effort is being put out to expand the flying activity and their respective

membership, while at the same time having fun in our sport. The welcome mat is always out for those from other regions to come to BC to enjoy the unending beauty that we have the privilege of seeing as we soar over the peaks and valleys. The 2010 SAC AGM is planned for Vernon, so plan a holiday and come visit Beautiful British Columbia.

Vancouver Soaring Association – Dave Hocking

2008 was a good year for us. We can't claim to have had any great weather but we can say that the level of participation and camaraderie in the club has seldom been better and this has shown through in almost every area of our performance. Over the course of the year we increased our membership by 33% and our members flying hours in club ships from 620 to 762. We sent six students solo during the year and currently have fifteen students in the club. In fact we had to stop recruiting new members in August as the load on our instructor group was becoming too large.

Over a third of our entire student flying this year was done during our weeklong courses, which were in their third year of operation. Two course members ended up joining the club and a large number of our regular members once again took the opportunity to fly during the weekday openings. BCMOS flying also had its busiest year yet with about 40 "Inspirational Flights" being flown. Weather was not kind to this group but they soldiered through to almost meet their target of 48 flights. For the first time in several years we were able to run an Airline Pilots Conversion course this year which saw three rather experienced "students" reach solo standard and beyond – with all three now licence holders.

Our yearly training camp at Hope saw four new members join the club this year and was also very busy. This was another opportunity for regular members to come out and fly and there was lots of student flying too, including one solo. In addition to this we had two successful soaring camps in Merritt this year which proved beyond any doubt that this friendly and welcoming location, right on our doorstep, is a great place to soar.

2008 also saw the start of a new relationship between the club and the local squadron of the Air Cadet League. During the year we organized two long weekend visits for instructors, fam pilots and officers of the league who came to get a taste of local soaring. In both instances our groups blended immediately and took the opportunity to enjoy flying together in each other's ships. Equally important was the social aspect of the visit and all involved had a great time.

What of our plans for 2009? Primarily to continue our focus on providing a relaxed and welcoming atmosphere for all our members and their families and friends – a factor which was key in our good fortune last year. We're also happy to be in a position where we can offer reductions of about 10% in both membership and flying fees for the coming season. Beyond that we'll be continuing our BCMOS flying and are eagerly awaiting a set of hand controls for our Grob 103 which would allow a further expansion of these activities. Our week long courses have proven to be an excellent way to up our fleet utilization and are also set to continue this year. So far we've had interest from as far away

as Holland and Belgium! There will be more effort towards promotion of these courses in the coming year also.

Although the 2009 season has not yet started there are plans for a large expedition to Ephrata, Washington in June for those of us hungry for new soaring experiences. No firm dates are set but it's also easy to imagine that we'll be returning to Merritt again at least once this season. We'll also be looking forward to more visits from the local cadet group and the possibility of providing a late summer soaring course for their members in August. The new SAC and *Freedoms Wings* youth bursaries program has also provoked a lot of interest in the club and my hope is that the VSA will be one of the first clubs to become a part of this program in 2009.

Lastly and most importantly I'd like to say a huge personal thank you to all of our members who made everything mentioned above possible. Their large individual efforts and an abundance of club spirit are undoubtedly our most important assets. We're eagerly looking forward to the new season and hope it will be as good to us as the last!

Canadian Rockies Soaring Club

& Invermere Soaring Centre – Ray Perino

2008 saw some major changes at CRSC. Total flights were reduced significantly due to a four week shutdown related to difficulties with airport land use agreements. Very poor weather plagued the late spring months, while periods of stable air were significantly more prevalent than in recent summers.

Despite the difficulties, those pilots who were ready when the weather was good found outstanding cross-country conditions up and down the Columbia Valley and deep into the mountains. Hans Binder flew over 10,000 km on the OLC, and Tim Wood completed several record-setting flights as well as three 1000+ km sorties. Although total distances were well down this year, many club members posted personal best flights and reached new turnpoints well beyond their previous limits.

We made good use of the non-soarable weather by training eight students to solo, and five to new or current licences. A modest net increase in membership was realized as well. It is interesting to note over the last few years that we have experienced a relatively good balance of new members from different populations. Some are ab initio youth members sponsored by Trevor's soaring centre, the club and *Youth Flight Canada*. Others are power conversions, both fixed and rotary wing, as well as cadet-trained pilots seeking soaring experience. Another group are older pilots, many years past glider recency, who are returning to the sport they loved years ago. CRSC members regularly see the long term return on efforts made to promote flying skills in our young people.

The club directors have worked over the winter to reorganize the executive and to formalize the constitution, bylaws, and standard club procedures.

As usual, we welcomed a large number of pilots from across Canada and the US. Visitors will now find club members and the ISC crew spending their evenings at the Hoodoos camp-

ground in Fairmont, as there is no longer any overnight/late-night activity on the airport grounds. Trevor's famous barbecues are still available most evenings. Plan to join us for the good weather we are due in 2009.

Pemberton Soaring Centre Ltd. – Rudy Rozsypalek

Pemberton Soaring Centre had a productive 2008 flying season and accomplished the following: five glider pilot licenses and two instructor licenses were issued, we had six student pilots (we expect them to continue with their training and be licensed in 2009).

Sixteen licensed glider pilots regularly rented from us, and there are eight aircraft owners who have the gliders based in Pemberton and regularly fly out of Pemberton.

Overall, 2008 was a successful year. Our scenic passenger flights, which makes up the majority of our bread and butter, stayed about the same as the previous year. Our rental, tows and instruction were slightly down from 2007 due to the fact that we didn't have a single seater for most of the season. We are currently looking into replacing the L-33 with a suitable single-seater Discus.

Silver Star Soaring Association – Dave Collard

It was a good season at Silver Star if the measurement used was the number of new members, first solos, increase in private glider ownership, number of "Discovery Flights", raising money for the World Team, acquiring a golf cart for towing, or paying off all of the past debt from the purchase of our two club gliders.

It was not a good season for soaring on the weekends. Long time members could not remember the last time the weather so negatively affected our flight operations. All was not lost as there were a number of cross-country flights, with Malcolm Rhodes as the leader. He is our club senior when it comes to setting the mark in cross-country from our base at Vernon airport. He still holds the cup for 2008.

We are lucky to have Dan Cook as our CFI as he was responsible for doing 73 % of the instructional flights along with many other duties. It takes many members working as a team to make a club successful; however, like all other clubs, we would be in trouble without the dedication and hard work of the instructors.

The club membership has agreed to acquiring a second two-place glider for 2009 in order to meet our goals as a club.

At the AGM on 7 December, 2008 Bernie Boehnke was elected as our new president. He replaced Brent Redding who passed on the torch after many years of excellent leadership. Also stepping down was our vice-president, Mike Erwin – another hard worker who was ready to give other members a chance to pick up the reins. Thanks again for all the extra work you both have done over the years.

Spring usually comes early in the Okanagan and SSSA is already planning and will be getting the operation going by mid-March 2009. For most of us it's better than Christmas.

ALBERTA ZONE – John Mulder

My activities as the SAC Alberta Zone director began in 2008 with the SAC AGM in Montreal. The board of directors met on Friday and Sunday, with the SAC AGM being held on Saturday morning. We tried something new this year, with CAS (Canadian Advanced Soaring) giving workshops on Saturday afternoon, after the AGM.

Funding for the World Team and youth initiatives were important items that were brought forward with motions at the 2008 AGM. One initiative that was attempted through SAC was a "National Week of Soaring" to increase awareness of our sport, while raising funds through SAC member clubs.

Some clubs in western Canada grabbed this opportunity to publicize their activities in the local papers and found success both fund-raising and attracting new members to the sport of soaring. Unfortunately the week did not come off as a national event, with a coordinated media blitz across the country, so the objective of the effort was not achieved. To me, this was another example of, "What can SAC do for me, because I want them to fix my problems, but don't ask me to participate in the solution." The SAC Board is committed to improvements in many areas but we can't do it for you! Despite articles in *free flight*, use of the Roundtable, and SAC webpage, and numerous e-mails to clubs, the response to the initiative was less than minimal. I do thank the clubs who participated and know they were successful in both fund-raising and raising local awareness to their clubs activities, attracting new members and possible future familiarization flights.

The new SAC website has been up and running for a year now, and has been a significant improvement for SAC and our member clubs. The updating of the website is the responsibility of the designate at each club. Use the website to update us on your club's activities and events. This also keeps the website active and fresh. Please try to get a new article written every few months to place on the website. I am currently acting as the website moderator, but have limited technical skills concerning website maintenance. If there is a volunteer interested in taking this challenge on, please let me know.

Eric Gillespie wrote the *Priorities* column in the 09/1 *free flight* that very well summarizes the major activities arising from our meetings this past year and plans moving forward. I won't repeat that but instead invite you to read the article in *free flight* or on the website.

In 2009, the Canadian Soaring Team and Canadian Advanced Soaring will again be teaming up with SAC on the 7-8 March 2009 weekend to host a Cross-Country Soaring Seminar on Saturday the 7th, followed by the SAC AGM and workshops on the 8th. The combined Seminar and AGM will take place at the Warplane Heritage Museum at the Hamilton Airport.

If you have any comments, questions or concerns please contact me via e-mail, give me a call, or if you prefer, send me a letter.

PRAIRIE ZONE – John Toles

The Prairie Zone represents clubs in Manitoba and Saskatchewan. There are currently four clubs centred on Winnipeg, Regina, Saskatoon and Prince Albert.

The Saskatchewan clubs, as well as the clubs in Alberta, are fortunate in having provincial soaring councils. During the past couple of years, the two provincial associations have been working together to encourage cross-country and competition flying. On the July long weekend, they jointly sponsored a four day Western Canada Soaring contest at the North Battleford airport. Three of the days produced soaring conditions. As well as friendly competition and socialization, there were opportunities for introduction to cross-country flying in the Saskatoon two-seat glider. Fourteen sailplanes and sixteen pilots participated, including an entry from Winnipeg so that three provinces were involved. Nearly half were in the Novice category, and they hope to continue competitive flying. Future cross-country pilots from the Saskatoon club also assisted on the ground, and got to do some flying at a different site.

The clubs got off to a slow start due to late snow melt and wet conditions. However, the season produced some excellent soaring days, with many good flights were logged.

The **PAG&SC** started its year on 9 May with their AGM followed by a social get-together at Boston Pizza. All officers were returned to their positions with the exception that Colin Neudorf who filled the vacant position of Secretary. On 4 May the club took the winch and a K-7 to Melfort to set up a static display on the occasion of the re-naming of their airport "Miller Field". Although primarily a winch launch operation, there were also aerotow flights in May.

Ryszard Gatkiewicz and his crew took part in the US Region 9 Standard class contest in Parowan, Utah from 22-28 June, finishing in ninth place.

This year two Air Cadets members flew with the club. Flying continued until 1 November. At the end of that day the wheel of the winch drum collapsed thus bringing the season to an end and providing a project for the winter. As the club flew on only 20 days, flying was down considerably, with a total of 168 flights for a little over 35 hours.

The **Saskatoon Soaring Club** activity started with the AGM and dinner in late January. Ground school was held in the spring, and flying started in early May. 250 flights were logged over 39 days, mostly on weekends and Wednesdays. The winch was reactivated this season for a few flights, but winch launching the Blanik from the nose hook requires more runway than is available, limiting heights to under 1000 feet. Four students continued training, and four more were introduced to training with our "six-pack" membership.

Many good soaring flights were logged on the OLC, and three Saskatoon pilots participated in the Western Canada Soaring Contest at North Battleford. Two Silver badge legs were recorded this season, along with some good soaring flights by students

and newer members interested in becoming certified for cross-country flight.

The **Winnipeg Gliding Club** had an average year for overall flying and cross-country activity. One towplane accident on the ground and a number of incidents this year reinforces the need to be vigilant and safety conscious at all times. It was one of Winnipeg's best years in licensing new pilots and sending students solo. The calibre of our students was high with a lot of promise for future soaring members. There were five new pilots licensed and five solo students who should license early next year. I also note there were many excellent soaring flights logged by many Winnipeg pilots on the OLC, and it was great to have a Manitoba team competing in the Western competition this year.

There was no report from the **Regina** club. I am aware that club flying activity was limited. Two members, owners of a motor-glider, led the province in cross-country flying as recorded in OLC, and also took part in the Western competition.

ONTARIO ZONE – Eric Gillespie

The 2008 season started out for many clubs with weather conditions that resembled the monsoon season in other parts of the world. As a result, very slow starts appeared to be the norm. However, as the year progressed conditions seemed to improve and by mid-summer forecasts proved correct and the best participation in a "non-nationals" event in many years brought pilots from many different areas together at SOSA to enjoy cross-country soaring and some contest flying with a large gathering of very enthusiastic participants and crew. Improved weather over the balance of the season contributed to bottom lines at most clubs that will (hopefully) result in a respectable season.

The one major loss in our zone was the closure of Air Sailing. The major changes at the national level of our sport, which all appear to be positive, are outlined in *free flight's* latest edition. While reports were not received from every club those who have responded are included below:

Air Sailing – Stephen Szikora

I'm sorry to report that Air Sailing Club closed for good on 31 October 2008. It had been a struggle keeping Air Sailing open over the past eight years and closing the club now was done by choice rather than necessity. Too much work was being done by too few members and we simply reached the point where we felt that we would all benefit most from simply joining other clubs. I expect our remaining members will disperse amongst a few of the area clubs, helping to make them stronger in the process, and some of our older members are ready to retire from the sport altogether.

It might be worthwhile to note that our airfield will be plowed under after 31 October – and I wouldn't want a cross-country pilot to find him or herself low and navigate to our field only to find it unlandable.

Thanks for the support of SAC over the years.

Gatineau Gliding Club (GGC) is located at Pendleton Airfield, about 50 km east of Ottawa, has a total of 90 members that include 60 flying members. The club has three two-seat training aircraft: an ASK-13, an L-13 Blanik, and a Puchacz. It also had three single seat aircraft in 2008: a Jantar, two L-33 Solo, and has just now acquired an ASW-20 ready for the 2009 season.

GGC is located on a 400 acre, ex-WW II airfield with three active runways, two large hangars, and a spacious clubhouse built by the members several years ago. There is also a spacious wood-lot campground for trailer accommodations with electricity, as well as a large outdoor swimming pool left over from RCAF days, and continuously well maintained by the club.

Besides the family-friendly operation with many social BBQ events throughout the flying season, the club hosts the top five Air Cadets from across Canada, for a one-week advanced soaring experience each year (sadly this may be discontinued in future, due to other DND priorities). The club has also run a one-week program of "Inspirational Flights" for the physically disabled each year, under the auspices of *Freedoms Wings Canada* (FWC). FWC loans the GGC its Grob-103 Twin Astir with hand controls in the front cockpit for this event, and in 2008 flew 69 flights for the GGC/FWC event. It was the demonstration flight on Canada Day at Rockcliffe airport, with MCpl Paul Franklin managing to perform coordinated figure-of-eights at 2000 feet above the event with an instructor. Paul sadly lost both legs above the knees due to a roadside bomb in Afghanistan. In addition, the GGC/FWC fly-week event was graced by the presence of Canada's first astronaut, Dr. Marc Garneau, who sampled a demonstration flight in the Grob-103, and gave words of encouragement to the disabled flyers present and the GGC volunteers.

The positive outcome of the Canada Day flight experience was that Paul was instrumental in encouraging Cu Nim in Calgary to obtain an ASK-21 sailplane with hand controls to set up a similar FWC program. This makes the fifth FWC program in Canada, the others being at York Soaring in Toronto, Hope and Vernon in BC, and the GGC in the Ottawa area. We will have the Grob-103 with hand controls to run the FWC program for the complete gliding seasons in 2009 and 2010.

GGC also hosts the Eastern Instructor Course on alternate years, and 2008 was the latest turn for GGC. GGC's private owners, in conjunction with Rideau Valley Soaring Association (RVSS) and Montreal Soaring Council (MSC) participates in a friendly cross-country soaring contest on most weekends throughout the season, and GGC usually starts off the season with a long weekend "Mayfly" contest with a short 50 km quadrilateral course and two larger triangular courses which is open to members of all capabilities from the surrounding clubs. This is a very popular event enjoyed by all.

We run the Ottawa area Ground School each winter, taking turns with RVSS. 2008 was the turn of RVSS. Also besides the Canada Day event at Rockcliffe airport, under the auspices of the National Aviation Museum, GGC also participates in the fly-in airshows at *Vintage Wings Canada* open days, in order to promote the sport of gliding among the wider public.

Great Lakes – Wayne Store

During landing the ground suddenly dropped 15 feet while we were checking out a new towpilot on the club's Pawnee and we were left without a towplane for the season. It is presently being repaired in preparation for the 2009 season. Thanks to Toronto Soaring and their very generous invitation, Great Lakes members were able to continue flying from their airfield, and we enjoyed great comradery while there.

Tim Wood set a number of records while in Invermere and our three bursary students really welcomed the financial support in continuing their quest to solo. Daniel Lodge went solo, Scott Stitt passed his flight test and completed his licence requirements – so did Sean Kennedy. We have acquired a Newton to replace the Pawnee as it can cut the runway grass and do motor launches at the same time, thus being both green and a nuisance in one.

Guelph – Eva Dillon

In 2008, Guelph Gliding and Soaring Association renewed their three year lease in Elmira and maintained membership of around 20. The club continues to operate on Wednesdays, Saturdays, and Sundays and is seeking new members interested in flying the club owned 1-26, 1-34, and Lark as well as students to train on the 2-33. GGSA would like to thank SOSA for their assistance in training two new towpilots and York Soaring for providing winter storage for their towplane.

London – Cal Gillett

We at London Soaring have our regular fly weeks for the year 2009. These fly weeks, which normally happen in July and September, offer members the opportunity to leave the nest, and pursue cross-country flights. Our club has few members with cross-country goals but they do try small tasks. Each member is asked, "where are you going today" rather than "how long are you going to stay up". Our club is small but we do our best to promote the sport.

SOSA – Dave Springford

Despite the record rainfalls in SW Ontario during 2008, SOSA had a good year. We were able to fly 3243 flights thanks primarily to very good fall weather and pent-up demand from the soggy summer. We flew our first flight 15 April and our last flight on 29 November. We had 12 new solo pilots and 12 newly licensed pilots during 2008. SOSA hosted a very successful Canadian Team training camp and contest in July that saw 23 pilots attending cross-country seminars in the morning and flying racing tasks in the afternoon. We also hosted a youth camp that saw 15 young, licensed Air Cadet pilots from across the country spend 10 days at SOSA to learn about soaring. All of these pilots were checked out to fly the club Juniors and PW-5, and several of them were able to earn their C badge during the camp.

For 2009, SOSA will be hosting the Nationals in early July and the sixth annual youth camp in August. We will also have one of our Junior pilots, Chris Gough, attending the World Junior Gliding Championships in Finland this coming summer.

Rideau Valley – John Mitchell

Total membership was 42 members, including five or more ab initio students, some former air cadets rejoining the sport, and

three very young members, which is a bit unusual. Club membership has reached the point where we were not able to take on any new members in August, because of the heavy equipment load. This shortage of capacity was made worse by poor weather during the summer, where a number of weekends were wash-outs. It may be necessary to limit membership to the club in the future. With 42 members and four gliders, the training capacity (especially for ab initio students) is quite limited. Advanced students (solo) do not place the same strain on club resources, as they can fly the 2-33 solo, or 1-34 solo after completion of spin training in the Puchacz.

This year the club participated in the "Mayfly" contest (GGC) and the wave camp at Lake Placid. The towplane hours were about the same as 2007, but flying hours were less than last year, primarily due to the poor weather. The Grob-103 was at Lake Placid in the fall and flew a total of about 40 hours, which is quite good. The total club flying hours will vary depending on the weather. The number of intro flights was about the same as 2007, *but*, because people can purchase these flights from the web page, the club did realize a surprising surplus of flights purchased, but not delivered.

Interclub contest activity continues to attract participants, both very junior contest flyers, and pilots with two or three years of interclub flying experience. This contest is a great method of stimulating cross-country flying and developing skills. On contest days (with suitable weather) the club equipment is fully utilized.

This year the club purchased a replacement radio for the towplane (ICOM). Last year a replacement radio for the Grob was purchased. Both of these need to be installed. The club also added an EW flight recorder to the equipment available. This unit is suitable for badge and contest flights (IGC-approved) and relatively easy to use. A replacement tractor (Ariens) for glider towing was put into service at the beginning of the year. 2007 saw the purchase of an additional (identical) Massey Ferguson 135 diesel tractor for grass cutting operations.

For 2009, it is my hope to train a couple of additional instructors. It seems we lose one or two every year, and these are very valuable club resources that are hard to replace. Fortunately we have a couple of licensed members who seem to be interested in instructing, and will probably take the course this summer.

The club is in a good financial situation, with a positive cash flow from 2008, and adequate reserves for continued operations. Capital projects under consideration include upgrading the gasoline tank to meet current standards (probably \$10,000), and a longer term project to either provide better "T" hangars or a large hangar for club AC and tractors

Toronto Soaring – David Ellis

The year started on a sad note for the members of Toronto Soaring Club with the passing of Alex Foster. Alex had been a member of the club since the early 70s and was club president for 17 years until 2005, but his contribution to the club was much more than this. He was the club's "Mr. Fixit" and quietly made sure that everything kept running smoothly.

Our membership remained at approximately the same level as previous years but this year the club brought our 2-33 back to the flightline along with our Puchacz and Junior. We also saw four additional privately owned gliders in the club. The flying at our airfield doubled over the previous year after TSC invited Great Lakes to fly with us when their towplane was put out of action for the year. I am confident that this solidified the friendship between the two clubs and we enjoyed having them fly with us. TSC, in conjunction with Great Lakes, hosted the Ontario Provincial Championships again this year. Thanks also to SOSA for providing a towplane and towpilot for the event. The competition dates were moved from September to the beginning of August and extended from the usual 3 days to 5 days. The competition was well attended and we managed to get 2 contest days. On one of the non-contest days, we parked the towplanes, brought out the TSC winch and introduced pilots to winch launching.

As always, the season ended too soon, but we look forward to a good year in 2009.

EASTERN ZONE – Sylvain Bourque

L'AVVC fut hôte de l'AGM de l'ACVV-SAC qui s'est tenue à l'ENA de St-Hubert. Grâce au séminaire de vol voyage tenu par la CAS le samedi et l'atelier sur les simulateurs de planeurs le dimanche matin, cette fin de semaine fut couronnée de succès. Environ 70 membres de l'ACVV-SAC étaient présents.

L'année 2008 fut désastreuse au Québec sur le plan météo, la pluie étant synchronisée sur les fins de semaines. Ceci explique pourquoi moins de vols ont été faits en 2008 et moins de membres on joint les différents clubs de la zone Est. Selon le site d'E.C. : http://www.ec.gc.ca/doc/smc-msc/2008/s1_fra.html : «à Montréal, il n'y a eu que deux fins de semaine du 31 mai au 14 septembre où il n'a plu ni le samedi ni le dimanche, et sept fins de semaine considérées comme des lessivages complets.»

AVV Champlain was the host of the SAC 2008 AGM. Because of its CAS seminar and the glider simulator workshop, it was a great success. In the Eastern zone, 2008 was a disaster weatherwise. In Montreal, there were only two weekends from May 31 to September 14 when both days were dry and seven weekends that were considered total washouts. That explains why there were fewer members and fewer flights made in 2008.

Club de vol à voile de Québec – Richard Noel

Nous avons reçu 10 nouveaux membres cette année et 6 nous ont quittés. Le nombre de membres se situe au alentour de 50 depuis quelques années. Les conditions de vols n'ont pas été exceptionnelles et nous avons eu de la pluie assez souvent les week end. Par contre plus de vols ont été réalisé à Baie St-Paul en 2008 (222 vols comparé à 166 en 2007).

Quelques incidents cette année : l'oublie d'une roue de queue au décollage sur un planeur, un aérofrein mal connecté, un planeur mal rangé dans son hangar (bris sur l'élévateur, et un accident à Baie St-Paul (perte d'un planeur d'un membre)

Des projets de rénovation de notre club house est dans l'air, un planeur "vintage" en restauration, des bons partys le soir grâce à Claude Blanchette et surtout une flotte exceptionnellement bien entretenu grâce à la vigilance de Claude Rousseau et des ses aides habituels.

Montreal Soaring Council – John Bisscheroux

2008 was not blessed with booming soaring conditions, or even continuous good weather, which shows in the reduced cross-country distances flown by our pilots. We did, however, enjoy an increase in flying members. OLC continued to provide a very positive influence on pilots logging their cross-country flights, once more proving the value of this worldwide institution. MSC had its third year in a row of accident/incident-free flying operations and we are actively pursuing safety among our members.

This year MSC computerized its accounting system and joined the many clubs having already taken this important step. We decided to use *Quickbooks* and found a not unexpected series of problems trying to make it work with our rate structure, etc. They were solved and we now have a functioning system.

Financially the club is in good shape and we have plans to replace some of our older two-seaters with modern fibreglass gliders. This will come at a much higher cost than the gliders being replaced, but it is felt that the positive aspects of more modern gliders will help us in the future. We have, in the past, exchanged financial information with other clubs and found benefits in comparing our fees and costs. It shows that most clubs have similar costs and similar rates for the use of equipment. It is good to know that we're in a ball park with our rates and costs given the fact we are under the same economic inflationary influences with gasoline, aircraft maintenance, capital replacement costs, etc.

The prospect of having to replace towplanes is still lurking on the horizon and we are constantly looking for affordable solutions. Winch would be the cheapest but not the most widely accepted one and would need secondary expenses in field improvements like a paved strips to facilitate acceleration. There was some hope that the PIK 27 project in Finland would provide a solution, but it appears to have stalled.

We have experienced a serious decline in instructors during the past years and it was decided to help finance instructor training, thereby removing an obstacle to becoming an instructor in MSC. This has proved to be effective.

A note of interest for older members: Gordon Bruce, who was SAC and MSC president for many years, turned 90 last December and continues in the care of the St. Anne de Bellevue Veterans Hospital.

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La saison 2008 n'a pas été marquée par des conditions fumantes ou même par des épisodes de beau temps, et ça s'est traduit pour nos pilotes par une diminution des kilomètres sur la campagne. Nous avons toutefois connu une augmentation du nombre de membres actifs. OLC continue d'exercer une influence très positive sur les membres qui y soumettent leurs vols, démontrant une fois de plus la valeur de cette institution

mondiale. Le CVVM/MSC a connu sa troisième année consécutive d'activités sans accident/incident nous poursuivons activement notre effort de promotion de la sécurité avec nos membres.

Cette année, le CVVM/MSC a informatisé son système comptable et s'est joint aux nombreux clubs ayant déjà fait ce virage. Nous avons décidé d'utiliser *Quickbooks* et avons rencontré des problèmes prévisibles en essayant d'y intégrer notre structure tarifaire et autres. Ces problèmes ont été résolus et le système fonctionne.

Le club est en bonne santé financière et nous planifions le remplacement de nos plus anciens biplaces par des plastiques modernes. Le coût en sera beaucoup plus élevé, mais nous pressentons que les aspects positifs des planeurs plus modernes nous aidera dans le futur. Nous avons dans le passé échangé de l'information avec les autres clubs et y avons trouvé profit en comparant nos frais et nos coûts. On a constaté que plusieurs clubs ont des coûts similaires et facturent à des taux semblables pour l'usage du matériel. C'est toujours bon de savoir que nous sommes sur la bonne voie avec nos tarifs et nos coûts, considérant que nous subissons les mêmes contraintes économiques inflationnistes telles le prix du carburant, l'entretien des aéronefs, le coût de remplacement du capital, etc.

La perspective d'avoir à remplacer nos remorqueurs se pointe toujours à l'horizon et nous continuons à chercher des solutions abordables. Le treuil serait la plus économique, mais pas la mieux acceptée, en plus de nécessiter des dépenses pour l'aménagement du terrain. Des ultralégers entraîneraient également des coûts secondaires pour l'aménagement de bandes asphaltées afin de faciliter l'accélération. On a mis un certain espoir sur le PIK 27 finlandais comme solution possible, mais le projet semble au point mort.

Nous avons connu une baisse sérieuse du nombre d'instructeurs au cours des dernières années et aussi, il fut décidé de participer financièrement à la formation de nouveaux candidats, enlevant ainsi un obstacle au recrutement. Ça s'est avéré efficace.

Et un mot à l'intention des membres les plus âgés, Gordon Bruce, qui a été président du CVVM/MSC et de la SAC pendant plusieurs années, a fêté ses 90 ans en décembre dernier et demeure sous les soins de l'Hôpital Sainte-Anne-de-Bellevue pour anciens combattants.

Association de vol à voile Champlain – Gabriel Duford

Malgré la météo capricieuse, la saison 2008 fut mémorable pour l'Association de Vol à Voile Champlain. D'excellents vols ont eu lieu, dont les deux plus grandes distances OLC à l'Est de l'Alberta. Au plan de la formation, nous avons battu nos records en nombre de lâchers solo et licences en une seule saison et ce, sur des Lark IS28B2. Le Grob 109B, à sa deuxième saison en partenariat privé-public, est également un excellent outil de formation et très populaire auprès des membres. Nous avons eu notre lot d'incidents, mais heureusement, rien de sérieux et nous avons su profiter de chaque situation pour se conscientiser et augmenter notre niveau de sécurité. L'année 2009 s'annonce très dynamique et motivante, avec encore une fois de grands projets.

Despite capricious weather, the season 2008 was memorable for Association de Vol à Voile Champlain. Impressive flights originated from our airfield, including the two best OLC flights to the east of Alberta. On the training side, we broke our own records for the number of new solos and new licences in a single season, using the Lark IS28B2 as trainer. The Grob-109B, in its second season as a private-public partnership, was also an excellent training platform and very popular in the membership. We had too many small incidents, fortunately nothing serious and most importantly, we were able to learn from every situation to increase our awareness and our security. The 2009 season will see the progress of great projects and promises to be extremely dynamic and motivating.

Aéroclub des cantons de l'Est – Marc Arsenault

Au cours de la saison 2008, l'ACCE a accueilli trois nouveaux membres. Nous avons également fait l'acquisition de deux planeurs : un LS-4B ainsi que d'un ASG-29. Nous avons équipé notre remorqueur d'un système d'enrouleur de câble. Deux membres ont participé au PIKfest organisé par le MSC.

Notre première année opérationnelle à Valcourt fut un agréable succès dans un nouveau milieu pour notre équipe.

During the 2008 season the ACCE has greeted 3 new members. We have completed the acquisition of two gliders: a LS-4B and an ASG-29. We have also equipped our tow aircraft with a cable winch. Two of our members attended the MSC "PIKfest".

Our first operational year at Valcourt was a very enjoyable success in this new environment for our team.

Aéroclub des Outardes – Francis Rigwald

Les activités de l'ACO se sont ralenties en 2008. Les Outardes partagent depuis 2006 l'aérodrome et les remorqueurs de l'AVVC. L'ACO ont un biplace L-13, un L-33 et 2 Pilatus B4. En 2008, l'ACO comptait sept membres dont deux élèves.

Air Currency Enhancement Society – Robert Francis

No new news to report from ACES.

FINANCIAL REPORT

Jim McCollum – Treasurer

Overview The Soaring Association of Canada recorded a surplus in 2008, marking almost a quarter of a century since it has avoided deficit territory. The total revenue was very close to the forecast amount, \$150,035.26, compared to \$150,000 – a variance of about two one hundredths of one per cent – but there were some significant savings on the expenditure side and a surplus resulted. Nevertheless, financially it was a very disappointing year, particularly for the trust funds. These have much in common with university and other endowment funds and like these, they were adversely affected by the financial reversals of last autumn. At the same time the Association has followed an overall diversified asset management strategy, which was instituted some 20+ years ago, and this has helped protect its financial position.

Financial results for 2008 Total revenue was insignificantly different from the budget projection; the SAC Ouija board was working reasonably well at the time. Even among revenue components, there was little variation between the forecast amounts and the eventual results. Investment income was a bit higher than forecast, but was offset by a shortfall in other income (a catch-all category that includes typically small non-trust fund donations, sales of obsolete merchandise, recovery of shipping expenses, premium on foreign exchange, etc.); other components were very close to the budgeted amounts. In comparison with 2007, membership fees were down noticeably, as was investment income. Investment income in 2007, however was an outlier. It seems fair to say that the relatively large surplus of 2007 had a certain random element and it would seem prudent to discount it in formulating medium- and longer-term financial plans.

The total expenditures during the past few years have been below budget. In constant dollar terms (ie. adjusted for inflation) they have been about 30% below the 1980s and 1990s average. It should be remarked that it would be very easy to have expenditures more in line with the budget; all SAC has to do is not make as much of an effort at expenditure restraint and in efforts to seek out economical solutions while not adversely affecting the Association's operations.

Free flight expenditures in 2008 are a case in point. At \$20,500 these were \$5500 below budget, and \$6500 below the amount usually budgeted for. The same number of pages been retained, the magazine is improved and the editor is happier. *Free flight* expenses are at their lowest level in several decades, and can fall further, even in current dollar terms in 2009. Expenditures on office expenses, communications, postage, cost of sales, *free flight*, FAI - Aero Club, meetings and travel and publicity all were below budget. On the other hand, salaries and professional fees were noticeably above budget in 2008. This is almost entirely

due to legal fees related to an evaluation of the trust fund documents and a review and redrafting the SAC bylaws, which will be presented to members for their consideration later in 2009. Slightly higher audit fees in 2008, compared to previous years, associated with a change in auditor, also had an effect on this area of expenditure.

The net result of revenue coming in almost exactly as forecast and expenditure below forecast was a budget surplus of \$14,000 (*final figure could change slightly*). At the 2009 AGM it was expected the full cost of the glider simulators would be reflected in the 2008 figures, which would have decreased the surplus by \$10,000 – perhaps a bit more. However, at the time the books were closed, the invoices for these had not been received and they will be included in the 2009 expenditures. This has the effect of making the 2008 expenditures lower and those of 2009 higher by offsetting amounts.

Donations totaling \$11,495 were made to the World Contest Fund and an additional \$6789 was provided from investment earnings of the Wolf Mix Fund. Including a draw-down on funds already in the World Contest Fund, a total of \$18,298 was provided by, or via, SAC to the Canadian team in 2008. The Pioneer Fund received donations totaling \$4871, while the other funds received a total of \$6150. The Corley Fund provided a university scholarship to a junior SAC member, while the Air Cadet Fund helped cadets enhance their gliding skills at clubs and, as mentioned, the Wolf Mix Fund provided funding to the Canadian international team.

After performing very well for many years, the SAC trust funds had a poor year in 2008 and the market value of the portfolio declined noticeably last fall. SAC attempts to control risk to the trust funds by diversifying (not putting all one's eggs in one basket). This applies within each of the managed funds in the portfolio (capital risk), but also among the managed funds (fund manager risk). The problem with the situation last fall was that diversification cannot protect against a systemic market decline (since the movements in security values were highly correlated). The basic strategy has served SAC well over the years and, notwithstanding the reversals of last fall, SAC's financial is stronger than it would have otherwise been (ie. capital gains account for much of SAC's asset growth over the past two decades).

Quite apart from financial diversification within and among individual managed funds, there is another aspect to SAC's asset diversification. This includes substantial interest bearing assets in the general fund and real estate. The value of the SAC office has appreciated and currently is well above the value carried on the books. It is expected that, when rented, the return on this asset will have a net rate of return of about 8%.

2009 budget and membership fees

In the early 1980s, SAC had to make some major adjustments to deal with the elimination of government funding and a sharp reduction in membership. Major changes and unavoidable changes were made in SAC's budget. After an adjustment period, the budgets were similar for many years; they typically were balanced at about \$150,000 and changes from year-to-year were minor. Once again major adjustments are the order of the day.

The budget that we have before us, as in the early 1980s, reflects some major changes. The first is the closure of the SAC office later this year. Routine administrative office functions will be farmed out and the executive director position eliminated. Savings in this area, combined with savings on free flight will allow SAC to undertake two new initiatives. The first is a youth flying scholarship program, which is encompassed in the publicity budget, and the second is increased funding for Canada's international teams. It is expected that the projected surplus of \$10,000 would be transferred to the World Contest Fund. There are several uncertainties associated with this budget, with membership fees being the most important. In the first half of the 1980s there was a large decline in membership, should this occur again, it would put the revenue projection in jeopardy.

As in 2008, no fee increase is proposed.

2009 BUDGET		
	2008	2009
<i>REVENUE</i>		
Membership	\$104,000	\$100,000
Flight Training & Safety	10,500	10,500
Sales	8,000	8,000
Free flight (ads & subscriptions)	2,000	1,500
Investment income	20,000	18,000
Other	5,500	6,000
total	\$150,000	\$144,000
<i>EXPENSES</i>		
Salaries & professional fees	43,000	32,000
Occupancy	6,000	7,000
Office expenses, printing	9,000	7,000
Communications (phone, internet)	2,000	1,500
Postage	5,500	3,000
Depreciation	4,000	4,500
Cost of sales	5,000	5,000
Free flight	26,000	19,000
FAI / Aeroclub	6,500	6,500
Flight Training & Safety	12,000	12,000
Meetings and travel	19,000	18,000
Publicity	9,000	15,000
Other	3,000	3,500
total	\$150,000	\$134,000

SAC 2008 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2008

	2007	2008
REVENUE		
Membership fees	\$110,160	\$104,070
FAI fees	1,720	1,080
Flight Training & Safety	11,850	11,440
Merchandise sales	8,491	8,350
Free Flight: ads & subscriptions	1,976	1,781
Investment income	31,863	20,251
Other income	2,666	733
Total	\$168,726	\$147,735
EXPENSE		
Salaries & professional fees	42,085	48,705
Occupancy	6,247	6,477
Office & insurance	6,329	6,193
Communications	1,882	1,554
Postage	2,286	2,891
Depreciation	3,788	4,152
Merchandise cost of sales	1,641	5,572
Free Flight	25,426	20,512
FAI Aero Club fees	5,825	5,825
Flight Training & Safety	14,671	12,626
Meetings and travel	12,346	17,125
Publicity	4,800	2,307
Other	1,940	1,016
Total	\$129,264	\$134,954
REVENUE over EXPENSE	\$39,462	\$12,781

Balance sheet – as at December 31, 2008

	2007	2008
ASSETS		
Current		
Cash	\$ 35,583	\$ 37,237
Accounts receivable	8,329	10,986
Inventory	17,045	13,898
Mutual funds (unrestricted)	295,259	301,186
sub-total	356,216	363,307
Fixed (note 3)	42,998	47,587
Trust funds (restricted)		
Air Cadet	43,145	42,442
Pioneer	593,363	588,563
Wolf Mix	95,571	90,224
Peter Corley	5,494	5,404
sub-total	\$737,573	\$726,633
World Contest Fund	\$ 1,785	1,401
total	\$1,138,571	\$1,138,928

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. Donations in 2008 were \$11,021.
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 building assets.
- Fixed assets** Fixed assets is mainly the condo office. Book value for 2008 was \$47,587 after depreciation. It increased in 2008 due to building repairs treated as a capital expense.
- The new auditor for SAC is Adams and Associates, Kars, Ontario

Proposed 2009 SAC membership fee schedule

Category	1/2 season		
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 2009.
- 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 2009.
- 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.

2008 COMMITTEE REPORTS

AIR CADETS – Jim McCollum

There were six recipients of SAC's continuing flying scholarships in 2008. These are graduates of the Air Cadet League's 2008 glider pilot training program. Some 325 cadets attend this program each summer and most graduate with a glider pilot licence. The recipients come from across the country and are selected by the Air Cadet League. The only constraints being that the awards take proximity to a gliding club into account and that there be geographical fairness. Frank Woodward, a retired Boeing Aircraft engineer, and a member of Canada's first international team – along with Shorty Boudreault and others – has provided strong and welcome support for this program for many years.

There has been a complete turnover of staff at the national office of the Air Cadet League of Canada in 2008, with Jean-Marc Lanoue replacing Jean Migault.

A few years ago the top graduating cadet from each of the five summer training camps spent a week of soaring at the Schweizer operation in Elmira, NY. The program was suspended with the takeover of Schweizer by Sikorsky. A similar program was then set up at the Gatineau Gliding Club and operated successfully for several years. This allowed a number of cadets to earn C badges, build hours and pilot different aircraft. DND has chosen to stop this program. It may be that it will be replaced by an expanded program, which will be regionally based and include more cadets. No details are available at this time.

AIRSPACE – Ian Grant

This report summarizes ongoing developments with respect to airspace and the committee's activities in 2008. As some readers may recall, in 2007 NavCanada launched a review of air traffic services in the Windsor-Toronto-Montreal area. This action was taken in responses to concerns raised by SAC and COPA. In launching its review, NavCanada committed to fully consult stakeholders in the identification of issues and the development of solutions. This review has been the committee's main area of activity in 2008.

NavCan has lived up to its promise by holding several constructive meetings in which Airspace committee members participated along with representatives of other recreational aviation groups. As a result of this process, NavCanada has issued a set of proposals derived from the consultation meetings for changes to air traffic services in the Toronto area. These proposals include the following:

- Control Zone boundary changes at Hamilton and London
- Class C Airspace near Brampton
- Creation of common frequency areas (air-to-air situational awareness frequencies)
- VFR Routes

- Revised CYA and CYR airspace
- Enhanced Toronto VTA Chart

The Airspace committee sees these changes as beneficial and supports them. NavCanada intends to implement them on 12 March 2009. Pilots in the Windsor-London-Toronto area should therefore familiarize themselves with the new information that relates to their operations for the coming season.

Elsewhere in 2008, the US National Transportation Safety Board (NTSB) published its report on the collision that took place between a glider and a Hawker business jet near Reno, NV, in 2006. The Safety Board determined that the probable cause of this accident was the failure of the glider pilot to utilize his transponder and the high closure rate of the two aircraft, which limited each pilot's opportunity to see and avoid the other aircraft.

As a result of its investigation, the NTSB made several recommendations. It wants the US Federal Aviation Administration (FAA) to remove the glider exemptions from the Federal Aviation Regulations that pertain to transponder requirements and use, and to develop guidance material for glider owners/operators that describes feasible installation options to aid in the prompt installation and approval of transponders in gliders. The FAA response to these recommendations is not yet known.

The NTSB also recommended that the SSA inform its members, glider clubs, chapters, and glider fixed-base operators of the circumstances of the August 2006 accident, and use the information to encourage voluntary transponder installations and emphasize the importance of their use. These recommendations have inspired strong feelings among the soaring community, both for and against, based on postings on public forums such as the SAC Roundtable and *rec.aviation.soaring*.

Meanwhile, in the UK the Civil Aviation Authority (CAA) released in December its response to consultation on expansion of the use of Mode S transponders in UK airspace. The volume of opposition to its proposals, much of which emanated from gliding clubs, has slowed the CAA's timetable for expanding transponder use. Still, the CAA intends to eventually eliminate the glider transponder exemption in the UK. These international developments suggest that SAC members will continue to face pressure for changes in airspace and transponder requirements aimed at reducing the risks of collision with transport aircraft.

Of particular note therefore was Ian Grant's attendance at the first full meeting of the new FAI Commission on Airspace and Navigation Systems (CANS). More information about CANS is available on the FAI web site <http://www.fai.org/airspace_navigation>. The CANS could become a valuable resource for SAC that will enable exchange of information on developments in other countries, liaison with aviation bodies such as ICAO and national regulators, and maintenance of knowledge on related subjects.

Last, in closing, I regret to announce that I must step down as chair of the Airspace committee as I will be taking up residence soon in the United Arab Emirates for employment there.

I would especially like to thank committee members Scott MacMaster and Roger Harris, as well as the SAC Board and Executive Director Jim McCollum, for their active support and collaboration over the eleven years in which I have chaired this committee. It's been a learning experience, a fascinating subject, and a pleasure working with you guys; I wish you continued success.

Respectfully submitted

FAI AWARDS – Walter Weir

The table of statistics for the 2008 flying year reflects what we all know – it wasn't a good year for gliding weather in Canada. However, gliding is a sport that lasts. There is always something new to accomplish: a little further, a little longer, a little higher. Other activities get boring – like power flying for instance. As the snow begins to fall I have heard from many of you who are already planning for next year.

FAI badge and badge leg statistics, 1999 – 2008												
	99	00	01	02	03	04	05	06	07	08	5 yr avg	% of avg
1000 km	0	1	0	2	0	0	0	0	0	1	0.2	500
750 km	-	-	-	-	-	-	1	1	2	1	1.25	80
Diamond	3	2	1	2	1	1	1	0	1	0	0.6	-
Gold	4	5	5	5	7	2	5	1	2	4	2.8	143
Silver	17	7	8	19	19	7	7	13	16	9	10.4	87
C Badges	33	15	38	57	26	18	33	19	27	21	23.6	89
Badge legs	79	67	71	111	99	51	47	60	90	42	58.0	72

Of the 42 badge legs, 3 were Diamond, 6 were Gold and 33 were Silver.

From personal contact with pilots over sixteen years of processing badge claims, I know how many pilots feel about their first 50 or 300 km flight. It's the most wonderful thing they have done in their life – they go over it in their mind again and again for days and even weeks following the flight. The pleasure and feeling of accomplishment it brings are seldom equaled by other experiences in their life. So in spite of bad years, soaring goes on.

Keep those badge claims coming in.

I have recently learned that Alex Krieger is retiring as Senior OO of Club de Vol à Voile de Quebec in St. Raymond. Over many years Alex has established a reputation for meticulously prepared badge claims and has been one of Canada's best badge mentors. Thank you Alex, you will be missed.

FLIGHT TRAINING & SAFETY – Dan Cook

Accidents in 2008 A separate SAC Safety report provides the details. The main areas for improvement this past year would be undershoot approaches, landing technique, and flight preparations (this would include better checklist use and the DI). Some additional focus needs to be placed by CFIs on pilot and instructor recurrent training beyond what is required in CARs and the standard spring checkout.

National Safety Program The SAC National Safety Program (NSP) documentation is completed and posted on the SAC web site documents section. Translation is in progress. In addition, club level training documentation has already been provided to help clubs organize their own safety programs. The NSP provides support and information but the delivery and safety improvements must be done at the club level (hazard identification, risk analysis, and mitigation implementation). Without a deliberate program at the club level you can only expect haphazard results! The annual status of the NSP (performance measurement tool) will be included with the SAC safety report published in *free flight*.

Instructor courses Most of the course effort is currently towards delivery of instructor patten and ability to fly demonstrations. Also, one of the five training days is lost to conducting written exams. The Instructor course focus should shift more than is currently done to developing Instructor candidate's ability for analysis and development of student performance along with safety. Integration of flight simulator along with internet based training will reduce candidate and instructor workload during course. See ongoing projects below for course material development.

A total of five new instructors, two new Class I and a new Class 2 were trained on courses held in Quebec AVVC by Gabriel Duford; Central Alberta Soaring Club by Dan Cook; and Gatineau Gliding Club by Richard Sawyer. Contact FT&SC if you have instructor requirements for 2009. Tentative planned locations in 2008 are Champlain, Vernon and Hamilton.

Human factors for instructors This PowerPoint package explains what and how to incorporate HF into air instruction and flight training. Material was collected from TC presentations, TC HF manuals and FT&SC articles. The presentation is available on the SAC website document section for download and use by CFIs for instructor refresher training.

OSTIV TSP Report Ian Oldaker is the SAC OSTIV Representative and Chairman of the OSTIV Training and Safety Panel (TSP). TSP will investigate recurrent training with use of SBT and simulation. Last year, the TSP was invited to give a presentation at the IGC meeting in Lausanne scheduled for March 2009. The main thrust of the request asked for proposals to the IGC to improve (the pilot's awareness for) safety, particularly in competitions. Last year the chairman of the Sailplane Development Panel presented its *Cockpit Damage Report* resulting from the extensive work by that panel to gather useful data to be used in improving cockpit design to provide better crash protection to pilots. The work of the TSP differs from that panel's hardware and cockpit

design approach to the safety work and concentrates on human factors, such as the reactions of pilots to outside influences. These include physical as well as emotional factors.

Ian has been working with the panel members from several countries to prepare for the IGC meeting. The work of the SAC FT&SC has been very useful in this regard, providing several ideas that will be incorporated into the final recommendations.

FT&SC blog The FT&SC is maintaining a blog to display many of the questions and FT&SC responses to soaring issues on the SAC website discussion forums under "Safety". Please check this area if you are involved in training or have a question. The answer may already be there! The information found there will not be repeated in the annual report.

SAC simulators Simulators are under construction with the hope of demonstrating their capability at the SAC AGM in March. The simulators will have 180° projection and dual tandem controls. Each of three regions will have a simulator for instructor initial and recurrent training. In addition, we hope to provide for some pilots recurrent training and promotional activities. Recurrent training packages are being developed to support simulator use.

FT&SC ongoing projects

- SAC flight simulator project (delivery of three simulators)
- Recurrent training scenarios for SBT/simulator based on accident data
- ISIM (*Integrated Safety Management Investigation Methodology*) Completing detailed accident reporting/analysis on some of our more serious accidents
- Evaluating flight training manuals from France
- Translation of NSP and safety training materials
- Instructor exam questions online
- Instructor course material online (A-tutor)
- Instructor course flight demonstrations (simulator-based video package)
- Instructor course preparatory ground briefings video package
- Instructor course student lectures lesson packages in *PowerPoint*
- Instructor air exercises example lesson plan guide for knee boards
- Instructor refresher training package/presentation
- *Flight Instruction Notes* for senior instructors
- Coaches Manual – advanced training
- FT&SC Blog – see SAC website Roundtable – Safety section
- OSTIV flight/safety training scenarios for cross-country pilots
- DI training package – video
- TMG training recommendations

Chairman & National Safety Officer, Dan Cook
Members: Joe Gegenbauer, Gabriel Duford, Bryan Florence, and Richard Sawyer

FREE FLIGHT – Tony Burton

The 2009/1 issue is the 166th to come out of our house since Ursula and I began editing. There was a big change to the magazine when it went quarterly beginning with the 2008/3 (Summer) issue. There was no loss to content as the number of pages grew to a nominal 32 from 24 to provide for the same amount of "story" space (although the total pages per year are less because there are fewer pages of repetitive material like cover, contents, rear pages, etc.). You also get a colour cover every issue now. The advantages to SAC are that the annual printing and mailing costs are reduced. The advantage to Ursula and me is that we now have more free time between issues to spend on longer vacations to exotic places before we're too "retired" to hike (you may recall that an issue was skipped over the winter of 02/03 so I could escape to New Zealand for several weeks).

Thanks as always to Ursula for her highly expert copy proofing – it is a much more daunting and detailed job than most people realize. Thanks also to all you photographers; even if some photos are not used, the good ones 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. And 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.

In 2006 and 2007 I spent considerable time constructing replicas of "pre-desktop publishing era" issues of the magazine so that they could be archived on the SAC *free flight* web page as .pdf files. Early this year, Ursula noticed that the text in these replica issues still had a lot of scanning errors that I had not found – "i", "t", and "l" substitution errors, for example, that are easily missed at normal page magnification. Ursula corrected all these issues from late 1981 through 1992, viewing each page at X4, and I then uploaded new pdfs. The *free flight* CD has also been updated with the corrected issues.

During a house-bound period last April, I produced two anthologies of material extracted from three decades of *free flight* issues: one was a 72 page collection of opinion articles on the general state of the sport, competition pros and cons, and rant entitled "*Come outside and say that!*", the other was an 80 page collection of humour and cartoons, "*I thought it was funny*". If you haven't done so already, print out a copy for your library or the clubhouse – they are both good time-users.

Make use of the (now 76,000 word) "searchable" *free flight* index on the web page – it is an eminently useful resource – this magazine contains a lot of valuable information which *does not* go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It is all available with a few keystrokes. I particularly wish to thank Susan Snell in Winnipeg who has been assisting me with any index problems and regularly uploading new versions to the website. Remember also that almost any history question you may have has an answer in Ursula's *The Book of the Best*.

Please let me 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 your newsletter mailing

list (if you don't have one, 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.

Finally, I updated my layout software to *InDesign* as my new Macintosh no longer supported my well-used *PageMaker*. There is an on-going learning curve but it does have a few more nice features that now show up in the most recent issues.

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 within a couple of days, though it sometimes may take somewhat longer depending on holidays and more complex issues. I want to thank all the club treasurers in distributing and collecting the renewals for their club and private owners. Their work helps ensure that both insurance and SAC membership are both processed and kept as close in sync as practical.

As you can see below, our loss ratio took another hit for 2008. This shows the impact that 3 to 4 significant accidents across the country can have on the plan as a whole. This blip in losses over the last two years has at least partially been offset by some of our worst years (like 1997) continuing to 'fade into history'.

SAC continues to apply a *Claims Surcharge* to 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 \$6585 to those owners with claims-free records.

As I write this report, we are in the process of starting to ready Requests for Proposals to send to interested underwriters in the

Canadian market. Once we have received responses, they will be evaluated and we will finalize any changes for the 2009 plan. Even given the slight bump in our claims last year, we are hoping to not see any increase in rates. We are also cautiously optimistic that we feel no impact from the weak world economic climate.

For the 2009 season, we are negotiating changes to extend tow-plane coverage to allow towing by qualified Recreational Permit holders as well as Private Pilot licensees. This coverage is subject to the towpilot qualification guideline published by FT&SC.

As the insurance year is now re-aligned with the SAC membership year, the policy year will run from 1 April 2009 – 30 March 2010. Renewal packages this year will be sent out to each club treasurer or contact during March in advance of the 1 April renewal date. As in previous years, coverage will be extended for the month of April to renewing owners to allow for the renewal process.

Our SAC insurance coverage – major points

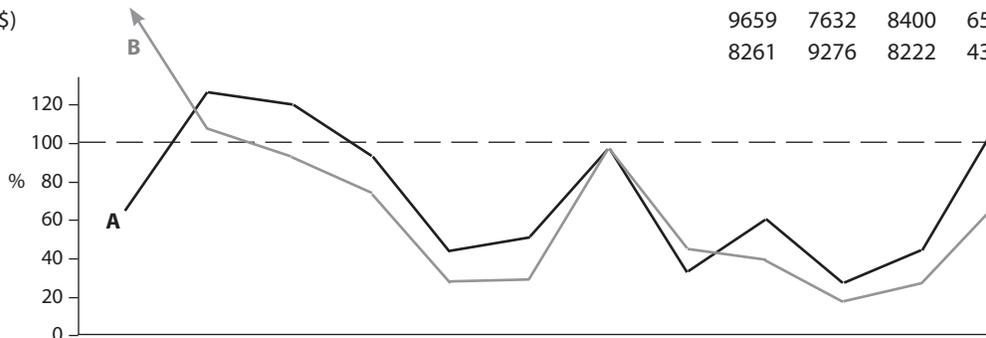
While we are all aware of the insurance premium we pay at the beginning of the year, what exactly are we buying with that premium? While this touches on the major points, both the plan coverage summary and policy document are available from your club treasurer. It should be required reading for all club executives and private owners. This helps to ensure that not only do you know what is being provided, but 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 eg. SSA, BGA) are members

SAC INSURANCE HISTORY, 1997 – 2008

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Insured Clubs	37	37	39	41	38	35	33	36	32	29	29	23
Total Aircraft	387	411	359	376	306	276	351	368	337	336	313	288
Hull Value (\$M)	8.61	10.15	10.55	10.89	9.49	8.56	13.35	13.60	12.7	12.3	11.7	11.5
Hull Loss Ratio (%) A	63	127	120	92	42	51	97	32	60	26	42	110
Total loss ratio (%) B	495	108	92	73	26	29	96	45	38	16	27	68
No claim bonus paid (\$)									9659	7632	8400	6585
Claims surcharge (\$)									8261	9276	8222	4357



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 towpilots but *not* any other use of the towplane for hire or reward (this means club members and the towplane are *not* covered if members are using them for personal pleasure flying and log time accumulation.)

Hull liability This is the coverage that covers most accident damage to your aircraft. It covers the aircraft and its normally installed permanent equipment. You purchase a specified value of coverage for each aircraft that should reflect the value of the aircraft and its normally mounted equipment and instruments. This does *not* include your glider trailer. It is not a good idea to 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 1 and 2 million 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. One of the primary reasons for the higher club limit is that past club liability settlements have exceeded \$1,000,000 at least in part because clubs are seen to be held to a higher standard of “duty of care” than private owners.

Premises liability Coverage for all clubs is mandatory. This covers airport premises and operations other than aircraft to a liability limit of \$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. We continue to have an excellent level of claims service from our insurance company.

Here’s hoping a fun, challenging and safe year of flying for everyone in 2009.

MEDICAL – Dr. Richard Lewanczuk

There were no specific issues this year. A number of members contacted the committee regarding individual circumstances. In all cases these were eventually satisfactorily resolved, albeit with confusion in some cases (see below).

Aviation Medical Standards were revised as of 30 June 2008. However, the *Handbook for Medical Examiners* was not updated in a similar time frame. This has resulted in some confusion. Changes to the Medical Standards generally now allow a greater degree of latitude for individual circumstances. For example, previously, the use of anti-depressant medications was a medical exclusion. Now, non-sedating anti-depressants may be used for maintenance or prophylactic reasons providing mental health status is normal.

While the greater latitude for individual circumstances is likely a positive development, there have been some challenges as well. For example, one individual, under this guidance, received an opinion from a specialist, (not familiar with aviation) that would have precluded the individual from flying. A subsequent second opinion, and that of the CAME, were positive, allowing the individual to maintain their licence. Thus, as opinion begins to play more of a role, it is conceivable that an individual could be deemed fit by one physician but not by another. This could prove difficult to reconcile and would likely have to be handled on a case-by-case basis if brought to the committee’s attention.

I would emphasize that safety must be our first concern, both for individual pilots and for the public at large. Thus, we will need to avoid the temptation to encourage “doctor shopping” merely to gain a favourable opinion. Rather, to reiterate, decisions must be made using best available knowledge in the framework of safety.

RECORDS – Roger Hildesheim

2008 saw a big increase in multiplace record activity thanks to Ernst Schneider in the Duo Discus. This year, all nine records were flown in western Canada, all but one in Invermere. Tim Wood once again showed us what can be accomplished with some good planning while Tony Burton continues to raise the Club class bar in his AC-4C Russia.

A couple observations/close calls for 2008 are worth mentioning. Please verify that the sample (and storage) rate of your flight recorder is fast enough to capture data points within the Observation Zone. In one claim the pilot had a low sample rate that did not actually log a data point within the

observation zone. This puts the claim on thin ice as a straight line must be drawn between the two closest points on either side of the zone to verify that the glider flew through it. In this case the line was barely inside the zone by less than 10 metres. This is less than the positional accuracy tolerance that you can get using a non-differentially corrected GPS, but is acceptable under FAI rules. Decreasing the sample interval of your flight logger to 4 seconds (max.) will help avoid this situation. Flying further into the sector or zone will also help ensure you have a sufficient margin.

Another point (excuse the pun) that should be remembered is that a Canadian territorial record must have all turnpoints in Canada. Keep this in mind when deciding on turnpoints that are close to the Canada/US border.

Finally, records certificates will be printed and sent to Ernst, Tim and Tony in January. Congratulations gentlemen!

2008 record flights

Pilot **Tony Burton**
Date/Place 4 May 2008, Black Diamond, AB
Record type 300 km Triangle Speed, Club
FAI Category 3.1.4j
Sailplane Russia AC-4C, C-GJEC
Speed 101.4 km/h
Task Cu Nim - bridge N of Cowley - McGregor Dam - return
Previous record 78.2 km/h, 2002, Tony Burton

Pilot **Ernst Schneider (Darren Smith)**
Date/Place 28 May 2008, Invermere, BC
Record type 300 km Out & Return Speed, Territorial, Multiplace
FAI Category SAC
Sailplane Duo Discus, C-GDUO
Speed 112.7 km/h
Task Invermere #1 - Bush Ridge - return
Previous record Not claimed (and it eliminated the Citizen record set in 1976 by Walter Chmela and Heinz Rominger of 65 km/h)

Pilot **Ernst Schneider (Darren Smith)**
Date/Place 28 May 2008, Invermere, BC
Record type Free Out & Return Distance, Territorial, Multiplace
FAI Category 3.1.4b
Sailplane Duo Discus C-GDUO
Distance 338.0 km
Task Invermere #1 - Bush Ridge - return
Previous record Not claimed

Pilot **Ernst Schneider (Stewart Midwinter)**
Date/Place 15 June 2008, Invermere, BC
Record type Free Out & Return Distance, Multiplace
FAI Category 3.1.4b
Sailplane Duo Discus C-GDUO
Distance 393.3 km
Task Spillimasheen - Elko - Spillimasheen
Previous record 338.0 km, May 2008, Schneider (Smith)

Pilot **Tim Wood**
Date/Place 9 July 2008, Invermere, BC
Record type 500 km Out & Return Speed, Club
FAI Category 3.1.4i
Sailplane ASW-27 C-FWKR
Distance 98.1 km/h
Task Beaver TP - US border - Beaver TP
Previous record Not claimed

Pilot **Tim Wood**
Date/Place 11 July 2008, Invermere, BC
Record type Free Out & Return Distance, Club
FAI Category 3.1.4b
Sailplane ASW-27 C-FWKR
Distance 498.8 km
Task GPS turnpoint - US border - return
Previous record 476.4 km, Tim Wood, 2007

Pilot **Tim Wood**
Date/Place 13 July 2008, Invermere, BC
Record type 300 km Speed to Goal – Open, 15m, Club
FAI Category SAC
Sailplane ASW-27 C-FWKR
Distance 128.2 km/h, Club 112.8 km/h
Task Blaeberry - US border - Blaeberry
Previous record Open, 108.6 km/h, Wolf Mix, 1966 15m, not claimed Club, 92.1 km/h, Tim Wood, 2007

Pilot **Tim Wood**
Date/Place 13 July 2008, Invermere, BC
Record type 200 km Speed to Goal – Open, 15m
FAI Category SAC
Sailplane ASW-27 C-FWKR
Distance 128.2 km/h
Task Blaeberry - US border - Blaeberry
Previous record Open, 125.9 km/h, Kevin Bennett, 1992 15m, not claimed

Pilot **Tim Wood**
Date/Place 13 July 2008, Invermere, BC
Record type Free 3TP Distance – Open, 15m, Club
FAI Category 3.1.4c
Sailplane ASW-27 C-FWKR
Distance 1002.4 km, Club 882.1 km
Task Invermere - Blaeberry - US border - Mt. 7 - US border
Previous record Open, 871.9 km, Tim Wood, 2002 15m, not claimed Club, 869.3 km, Mike Glatiotis, 2002

SAFETY – Dan Cook

In 2008 we have had 17 accidents reported with no fatalities or serious injuries. The year is a substantial increase from four accidents in 2007 and closer to the annual average of 19 accidents/1.5 fatal. In the USA, with 10 times the number of glider pilots, they had 29 accidents/3 fatal. This seems to indicate we are much less safe than our southern neighbours!

What is an accident? If the events result in damages or injuries, FT&SC classifies the event as an accident whether or not aircraft are SAC insured. Our hope continues that the club Safety Management Program efforts are having an influence in improving safety. However, note that no clubs have submitted Safety Program Manuals to SAC for review this year, or completed an updated safety audit. Please note that Edmonton Soaring Club had submitted their Safety Program Manual draft last year and I had not acknowledged them in my last report.

Accidents

Write-off L-33 undershoot on approach. Circuit appeared to be normal until the last 100 feet when the glider lost height rapidly and landed 50 feet short of the runway in a soy bean field (the crop was only about 12 inches high). The glider groundlooped to the left and came to rest just over the runway threshold having rotated about 315°. Both wings were bent upwards at around the middle of the ailerons, the rear fuselage was crumpled and the main wheel attachment damaged. This was the third undershoot in less than a week.

Lesson learned This runway also slopes uphill and has some buildings nearby. Pilots may be fixating on the obstacles rather than the runway and have the illusion they are higher.

Write-off SZD-55 undershot the approach and hit a tree on final. Weather conditions were assessed as fairly benign with an approaching Cb. Surface winds were 10–15 knots with moderate gusts. The pilot was observed to deploy full dive brakes before impacting the tree.

Lessons learned Confusion over air brakes open/closed has occurred when the pilot has been distracted/stressed (Human Factors tunnel vision stress reaction). Often the pilot is positive the airbrakes are held closed! On this particular flight the pilot indicated additional stress/distraction due to approaching poor weather.

Major damage Pik-20E motorglider was climbing out on take-off when the engine lost partial power. The pilot turned the aircraft around at low altitude, suffered a complete power loss and crashed into trees at the end of a landing strip. Minor injuries. Not a club or SAC operated glider (NTSB report).

Lessons learned Common accident scenario for motorgliders. Partial engine loss needs to be treated as an eminent complete engine loss emergency procedure. Height loss in a 180 degree turn with the motor deployed can be 500–700 feet, therefore, if below this height (depending on type) the pilot must land ahead if possible with only shallow turns to clear obstacles. If above this height, a 180 degree turn to land on the reciprocal runway may be possible. A low circuit on partial power is high risk.

Major damage Pawnee was landed hard and the gear collapsed. A new tow pilot had just been checked out on the Pawnee and was on a flight to get familiar with the aircraft. Damage included both leading edges, both flaps, right wing trailing edge, prop, engine(?), undercarriage and underside of the nose cowling. Not insured with SAC.

Lessons learned Type check for these single seat towplanes are higher risk. Transition from lower weight tandem seat to higher gross weight/power single seat needs good power management skills. Pawnee landings (high rate of descent) can be improved with some power added (1000 rpm) so “check-out pilots” should look for good technique.

Major damage L-23 was damaged in a bounced hard landing. Student (solo?) did not round out and stalled from 15 feet after the bounce. Cockpit buckled, wing spar damaged.

Lessons learned No SAC accident report.

Major damage Scout towplane flipped over on landing roll. Pilot landed long to avoid runway congestion, then had a difficult touchdown and added power to get things settled down. Pilot was not aware of shallow ditch at end of field when rolling to stop.

Lessons learned Overshoot to go around is better than trying to salvage a landing. All pilots should review an airfield hazard briefing.

Major damage Pawnee prop struck the ground and suffered engine and tail wheel damage. Pilot attempted to make a tight taxi turn from stopped position. Pilot applied too much power without the elevator up and as the plane started to turn, it nosed over. Wind was estimated 15 knots.

Lesson learned Pilot currency was low and low on type after winter season lay-off. Pawnee has sufficient power to nose over if stick not held full back.

Major damage L-33 was landed in trees in undershoot. The experienced pilot flew a standard left hand circuit and was observed well downwind of the runway and quite low. Winds were 15 knots gusting 20. The pilot descended into a swampy/treed area approximately 500m from the threshold of the runway. At tree height, the glider nose dropped through the trees and impacted the ground. The front two feet of the fuselage sank into a swamp, crumpled and seemed to absorb most of the impact. Fuselage and wings also damaged. Pilot was not injured.

Lessons learned Pilot may have lost sight of reference point. Flying in strong wind conditions in the spring and fall are higher risk situations requiring currency. Experienced pilots lacking currency may be reluctant to take dual practice with an instructor.

Major damage ASW-20 made an undershoot and struck a building. On base leg selected 35° flaps with full airbrake. On final, undershoot detected, closed flap to 8° but did not close airbrakes, then flaps slipped open to 55°. Pilot closed airbrakes and lifted wing to avoid building but airbrakes reopened and left wing struck building/shrubs yawing glider 90° and landed hard damaging left wing and fuselage.

Lessons learned Final flap selection should be done when pilot is on final and is certain that landing area can be reached. Airbrakes should not be used until overshoot established. Once airbrake is used pilot should not let go of handle.

Major damage Discus groundlooped during outlanding. The rate of descent was too high on final and roundout was made with too much airbrake as pilot tried to avoid ditch farther down landing area which was not detected earlier. Tail boom extensively damaged.

Lessons learned Distraction when completing time-critical tasks can easily lead to overload on pilot. Overflight inspection of the landing area for obstacles is critical. Safety Officer suggested that spring checkout for cross-country pilots might include a simulated outlanding/spot landing, with an alternate reference point designated on final by the instructor.

Moderate damage L-33 landed too fast and bounced. An experienced pilot was unable to unlock air brakes for the landing. A no-airbrake landing was attempted and the glider ended up on an appropriate approach angle but at too high an airspeed. The glider floated a considerable way down the airfield and then bounced a couple of times before coming to a stop. The damage resulted in wrinkles along the tail cone.

Lessons learned The circumstances seem to indicate that this was a pilot induced oscillation landing. Pilot currency may have been a factor.

Moderate damage Genesis 2 aborted a take off during a wave camp. Glider nose wheel hit a bump/gopher hole (twice) and the glider pitched up at high angle of attack. Pilot released on second bump and glider stalled from about three feet, damaging fuselage seam forward of the main wheel.

Lessons learned Later models of Genesis 2 (after serial 7) were redesigned with main wheel 50 mm back to reduce pitch sensitivity on grass runways. Glider is prone to pitch up if nose wheel is close to uneven ground. This flying wing also has a much higher drag at greater angles of attack than conventional narrower glider wings and pitch control can be difficult. Earlier release at first hint of difficulty may be required.

Moderate damage Grob 103 rear canopy came open in flight, smashing the Plexiglas but the frame was not damaged.

Lessons learned No SAC report.

Moderate damage L-13 damaged tail structure on landing. The tail wheel failed, apparently on take-off and on landing it wrenched itself out of the fuselage, tearing two bulkheads on the way.

Lessons Learned This is a common problem with L-13 operated on grass fields. Many clubs have modified the tail assembly with more substantial structure.

Minor damage Grob 102 damaged landing gear in off-field landing during local flight. Pilot was caught in sink and head wind. After circling a golf course twice he chose a fairway and made a steep approach over the trees with full airbrakes. The flare was a little too high and as the airspeed decreased the glider landed somewhat hard, and came to a stop in front of the green.

Lessons learned As a result of this occurrence, club has developed a set of minimum altitudes for various areas around the field, which will be taught to all pilots flying with us. In addition, students will be restricted to certain areas until they have passed the Bronze badge stage.

Minor damage 2-33 made an undershoot on landing. The pilot was very inexperienced and on a first solo flight of the year. Wind conditions were strong for a first solo on an unfamiliar runway. The skid was ripped off in the landing.

Lessons learned Closer supervision may have prevented pilot from landing solo on unfamiliar runway in difficult wind conditions.

Minor damage DG-400 rudder was damaged. No SAC report received.

Incidents

- Interrupted DI, glider was flown with "remove before flight" cover on TE probe.
- Glider was towed above scattered layer of cloud, which became broken and resulted in a forced landout.
- Towplane took off on a tow without take-off flaps set and carb heat on. Pilot omitted take-off check due to change in routine.
- Lark air brakes not checked locked before take-off and opened at 3m above runway.
- APIS motorglider engine door hinge failed (glued to engine door) in flight during engine extension/retraction. Engine would not start in flight.
- Citabria engine oil cooler discovered ruptured on the bottom seam without indication of a problem on previous flight. Some sludge in cooler indicated oil change interval should be increased to every 50 hours and installing external "spin-on" oil filter warranted.
- HP-14 canopy opened on take-off. Right side not locked. Glider released at 500 feet, landed on adjacent runway but groundlooped on landing without damage.
- C150 towplane failed to hot start and engine caught fire after pilot "throttle-primed" engine in subsequent attempts.
- C-150 towplane cosmetically damaged by hail.
- 1-26 loose seatbelt in turbulence resulted in small crack in canopy.
- ASW-20 airbrake not properly connected and opened partially on one side in flight.
- 1-26 hard landing from too high a flare in short landing attempts bend rim slightly.
- Air proxi with towplane and L-13 training flight. Instructor left separation up to student but contact lost flying into sun.
- 2-33 pilot caught low downwind in windy conditions and had to land straight in.
- ASW-19 takeoff with tail dolly attached, aborted after lift-off and radio call warning.

Analysis

It seems a number (six) of accidents (incident also reported of 2-33 undershoot without damage) involving undershoots needs

some reminders and more thorough training in this area. Pilots should not attempt to use airbrakes (spoilers) unless they have established an overshoot situation on approach. Only enough airbrakes (spoilers) to keep the reference point from moving up or down in the field of view should be used. Whenever an undershoot situation is detected, the spoilers should be closed until an overshoot is re-established. Then an appropriate amount of airbrake should be used. Often winds are a factor in many of these accidents/incidents and pilots may not have turned base soon enough to compensate for the wind. When winds are very strong (15+ kts), base legs are not recommended beyond the airfield boundaries for most lower performance gliders. In some cases, pilots may be losing sight of the reference point (RP) by flying a square downwind/base and by not turning towards the base leg when they could to maintain visual contact with RP. By the time the turn to base is started they have drifted too far downwind in stronger tailwinds.

Human Factors has also played a part in several of these events with distraction and/or lack of situational awareness being prime factors. On many occasions pilots have moved controls inappropriately when they believed they had done the complete opposite. When the reaction of the aircraft is not what they expected, the resulting surprise (stress reaction) can often manifest itself as momentary paralysis or lapse in their decision cycle. Often releasing the air brake handle to set flaps has contributed to this problem.

Many of the incidents could have led to serious accidents. The pilots were lucky. Safety programs based on luck will surely fail. The majority could have been avoided with proper preflight planning/preparation by proper use of checklists or DI.

There is also a rise in student-related accidents. Students have also experienced difficulty landing dual gliders in early solos as a result of more pitch sensitivity due to changed CG without the instructor. This can result in higher flares or PIOs. Recommendation is to add 15 kg to the pilot's weight with secured ballast to return the CG to close to the same position.

In addition, instructors assessing the pilot's intuitive ability to recognize consequences of poor decisions and actions may reduce accidents with early solos. Some students may be good at these cause and effect situations but others may not. Solo flight should not be done until the pilot has been observed making good responses to scenario-based training (SBT) situations over a period of several dual flights. A single surprise rope break may be inadequate to measure a general readiness for changing conditions or emergencies. These responses need to be tested and measured over time and any weakness addressed with additional exercises using SBT.

Last but not least, a reminder on the L-33 may be prudent. We have similar accidents on this type year

SAC SAFETY PROGRAM
club status as of Jan 2009

Club	1 Annual Safety Report	2 Incident & Accident Analysis	3 Safety Audit	4 Safety Program Manual
Eastern Zone				
ACES				
Cantons de l'est				
Outardes			Oct 00	
Champlain				
Quebec		Jan 09		
Montreal	Jan 07	Jan 07	Nov 00	
Ontario Zone				
Bonnechere				
Erin Soaring				
Gatineau	Jan 07	Jan 07	July 01	Jan 05
Great Lakes		July 08		
Guelph				
London	Dec 07	Dec 07	Dec 00	
Rideau Valley				
SOSA	Dec 08	July 08		
Toronto				
York		July 08		
Prairie Zone				
Prince Albert			Jan 01	
Regina				
Saskatoon	nil rpt	Dec 08	Nov 00	
Winnipeg	Dec 08	Nov 08	Nov 00	Jan 09
Alberta Zone				
Central Alberta				
Cu Nim		July 08	Dec 00	
Edmonton		July 08	Mar 01	Jun 08
Grande Prairie				
Pacific Zone				
Alberni Valley				
ASTRA				
Cdn Rockies	Oct 08	Oct 08		facilities HB
Hope	Dec 07	Dec 08	Dec 00	
Pemberton				
Silver Star	Dec 08	Dec 08	Nov 00	Dec 07

- 1 Date of last report to SAC. Shows how club intends to mitigate incidents/accident. Should be updated annually.
- 2 Can be included in club annual safety report or separate. Shows analysis of accident/incident. Should be updated annually.
- 3 In last three years none forwarded with updated information.
- 4 Manual explains how Safety System will be implemented. (hazards>risk assessment>mitigation)

after year. Type briefings and preparatory training in tandem aircraft for the L-33 has been inadequate. This glider has powerful airbrakes that increase the stall speed by over 7 knots and the pilot manual recommends increasing the approach speed by 10 knots when full airbrakes are used with the resulting increase in approach angle and high rate of descent. Full airbrakes should be avoided unless a serious overshoot has occurred, otherwise an undershoot situation can quickly develop. Full airbrakes should not be used on short final due to high rate of descent and chance for bounced landing. In addition, landing with full airbrakes on this type is not recommended in the POH. Dual practice in another glider can be set up to simulate the technique required before sending pilots solo on type.

Conclusion

It is interesting to see over a period of 10 to 20 years there are relatively few new accidents, just new pilots having similar accidents. Our aviation information systems have also been in place though it seems with little effect, so more information is unlikely to reduce the accident rate. *Insanity is repeating the same process over and over expecting a different response.* Unfortunately, no one is going to come to our rescue until an aircraft is invented that will prevent us from hurting ourselves. I am told that with the invention of ABS and airbags there are no fewer automobile accidents, just more injured people. "Seatbelts save lives", yet any police stop will show a large percentage of drivers still not wearing them!

You and your club are the only ones in a position to make any immediate changes in your safety. So far, the overall effort of individuals in clubs to provide a safety program and introduce a process of hazard identification, risk analysis, and mitigation strategy at the club level has been slow (see club safety status table opposite). Safety is a deliberate cyclical process to educate ourselves and newcomers on what needs to be done to avoid injury and damage. We cannot leave it totally to the individual nor can we place rules to enforce everything. We need to look more at a deliberate recurrent training for pilots that go beyond the spring refresher, and better instructor refresher training. The FT&SC is working on these tools but that should not stop clubs/CFI from implementing their own programs now. There are proven safety processes out there that work.

Safety training information is on the SAC website documents section. Find a safety program that works for you and start implementing it. My thanks this year to clubs for sending in safety information.

SPORTING – Jörg Stieber

Sporting committee back to full strength

We welcome Derek Mackie as a new member to the Sporting committee. Derek, who is replacing Dave Mercer, took up competitive flying in recent years and will bring the perspective of the younger generation of competition pilots to the table.

IGC plenary meeting

I did not attend the annual IGC meeting in March 2008 in Rome.

There was no final decision on the substantial pending changes of the Sporting Code Section 3 (Gliders), which deals with flight documentation for badges and records. The changes to the Sporting Code will likely receive final approval at the upcoming 2009 meeting on Feb 27/28. The agenda with supporting documents is posted at the FAI website: <http://www.fai.org/gliding/igc_plenary09>. There will also be a decision regarding bids for the 2012 Worlds. I am recommending we support the US bid for Uvalde, since a location in North America is very advantageous for Canadian pilots. I am planning to attend the 2009 meeting.

Team training camp

After some discussion on the Roundtable the decision was made to skip the 2008 Nationals and organize a Team Training Camp at SOSA instead. The reasons were:

- No club we approached volunteered to host the Nationals.
- After the very low participation in the 2007 Nationals it was felt that a "pause" to regroup would be beneficial.
- Considering a four week time commitment to fly in the Worlds, it was unlikely that the pilots on the Team, including myself as the team manager, would be able to fly in the Nationals. This would have further reduced the number of participants.
- A training camp would require much less effort to organize and a time commitment of only four working days.

The objective of the Team Training Camp was to give the Team an opportunity to train together in a competitive environment and to attract more pilots to sailplane racing by offering them an opportunity to learn from and fly with Canada's best pilots. By all measures, the camp was a great success. We had 26 participants and were blessed with reasonably good soaring weather, particularly later in the week. Typically, classroom sessions with presentations by team members were held in the mornings, followed by sailplane racing in the afternoons of the soaring days where the participants had the opportunity to practise what they had learned (see FF 08/4 for details).

30th Open, 18m and 15m World Championships, Lüsse, Germany

The main focus of the Sporting committee in 2008 was the preparation and support of the Canadian Team at the Worlds in Lüsse. The Team had been quite successful in raising a significant portion of the expected cost from private donations. Since no Canadians had competed in a World championships since 2003, there was also substantial funding from SAC's world contest fund available.

Due to the fact the competition was over-subscribed, the Canadian Team had to be cut back to two from three pilots (see FF 08/3 for details as to the background and reason for this unfortunate development). I sent a letter of protest to the organizers which got us some sympathy but no change since the organizers were bound to follow IGC protocol. Sadly, as it turned out, not all competitors who were registered showed up, so there would have been space for our third pilot and most of the mainly overseas pilots who were cut from the list.

With only two pilots and significant private funding, the Team

was able to return substantially all the SAC funding, less the entry fees, to support future competitions. The two Canadian competitors were Dave Springford – ASW-27 in 15m Class, and Jerzy Szemplinski – ASG-29 in 18m Class.

Both our pilots flew an excellent contest. Jerzy showed very consistent performance, placing within the top ten pilots of his class on five out of the eight contest days, getting as high as fifth place in the cumulative score on Day 5. He dropped back to eleventh place on the last day, which disappointed him in light of placing so well throughout the contest. However, this is the best result for Canada at a Worlds since 1981!

Dave had some remarkable achievements. On Day 4 he came a very close second with 999 points. An unfortunate off-field landing was very costly in terms of point loss and an airspace incursion on the second last day destroyed all hopes of placing within the first twenty (details in *FF 08/4*).

One of our objectives was to involve the Canadian gliding community at large in the preparation and the actual competition to the greatest extent possible by communicating effectively and timely with our pilots in Canada through a mix of media.

- A detailed article about the preparation leading up to the Worlds was published in *FF 08/3*.
- Articles by pilots and team manager about the actual competition appeared in *FF 08/4*.
- General information and pilots profiles were posted on "Worlds 2008" section of the SAC website with links to the individual blogs of the pilots and team manager.

During the competition I updated the team manager blog <<http://wgc2008joerg.blogspot.com/>> every morning and afternoon eastern time with the latest information/results. For many SAC members checking the blog became part of the daily routine. I received very positive feedback on the blog from pilots and non-pilots alike. I strongly recommend that future teams participating in world events make timely reporting to their supporters at home a priority. There were also articles in the *Globe & Mail* and in *COPA News*.

6th FAI Junior World Gliding Championships, Räyskälä

Chris Gough from SOSA will represent Canada this year at the Junior Worlds in Finland from June 21 to July 5. Despite his youth, Chris is an accomplished competition pilot. He recently competed in the *JoeyGlide* in Benalla, Australia, finishing in sixth place. Details of his current flying activities in Australia and his preparations for the Junior Worlds are available on his blog <<http://juniorworlds2009.blogspot.com/>> .

2009 Nationals

Again, it was very difficult to find a club willing to host the Nationals. Finally SOSA came forward offering to host. Tentative dates are in early July. Further details will be announced on the Roundtable.

2008 Online Contest Canada

The Online contest continues to be very popular, although the total number of flights and total distance flown in Canada was

down from 2007, likely due to soaring conditions.

	2008	2007
Number of competitors	248	246
Total flights scored in Canada	2226	2765
Total distance scored in Canada (km)	407,691	596,000
Highest km scored by a single pilot	18,150	28,429
<i>Hans Binder</i>		
Highest km scored by a club	87,103	127,425
<i>Canadian Rockies</i>		

The OLC results show a number of remarkable achievements:

- *Wilfried Krueger* placed with 5452 points best Canadian and third place overall in the OLC North America.
- Two flights over 1000 km in Canada:
Tim Wood 1175 km and *Hans Binder* 1056 km

The Sporting committee congratulates Tim Wood who won the 2008 OLC Canada with 4839 points.

International competition calendar

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

Some highlights:

6 June 2009	2009 World Air Games, Torino, Italy
21 June 2009	6th FAI Junior World Gliding Championships, Räyskälä (Finland)
27 June 2009	15th European Gliding Championships, Nitra, Slovakia
25 July 2009	5th Women's World Gliding Championships, Szeged (Hungary)
3 July 2010	31st World Gliding Championships – Std Class, Club Class, World Class; Prievidza, Slovakia
17 July 2010	31st World Gliding Championships – 15m Class, Open Class, 18m Class; Szeged, Hungary

Contest Letter registry

We are saddened by the death of our gliding friend Al Schreiter, who had administered the SAC Contest Letter Registry for so many years. For the time being, I will take over this responsibility. The registry is posted on the SAC website at <http://www.sac.ca/index.php?option=com_contest_letter&Itemid=110>

Susan Snell has added a link at the bottom of the registry pages to a Contest Letter request form. Please use this form to request new contest letters or changes to existing records.

Acknowledgements

I want to thank my fellow committee members Walter and Derek for volunteering their time, Ursula Wiese for maintaining the *Book of the Best* (the comprehensive on-going history of Canadian Nationals results, records and trophies), and Susan Snell for helping with the Contest Letter registry.

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 – Pure glider

Tim Wood – Grea Lakes Gliding Club

4838.9 OLC points, 5620.6 km, 936.8 km average

As in 2007, Tim's winning flights were all flown from the Invermere, BC airport in his ASW 27, C-FWKR.

1. July 13, 2008		
Distance / OLC Points	1175.2 / 1000.3	
2. July 21, 2008		
Distance / OLC Points	1027.3 / 898.9	
3. July 9, 2008		
Distance / OLC Points	1058.8 / 881.2	
4. July 19, 2008		
Distance / OLC Points	853.8 / 741.4	
5. July 11, 2008		
Distance / OLC Points	782.5 / 685.5	
6. August 4, 2008		
Distance / OLC Points	723.1 / 631.8	

BAIC Trophy – Best flight of the year – Pure Glider

Tim Wood – Great Lakes Gliding Club

June 13

Distance / OLC Points 1175.2 / 1000.3

Speed 113.11 km/h

"200" Trophy

best 6 flights – pilot under 200 hours P1 at start of season

Derek Mackie – Toronto Soaring Club

1509.6 OLC points, 1644.9 km, 274.2 km average

Mosquito, C-GISW – All flights in southern Ontario

1. May 10, 2008		
Distance / OLC Points	402.3 / 368.7	
2. July 4, 2008		
Distance / OLC Points	289.7 / 268.0	
3. August 3, 2008		
Distance / OLC Points	275.7 / 251.8	
4. August 31, 2008		
Distance / OLC Points	244.2 / 222.0	
5. July 5, 2008		
Distance / OLC Points	227.9 / 210.5	
6. July 1, 2008		
Distance / OLC Points	205.1 / 188.	

Stachow Trophy (highest flight)

John Mulder, Central Alberta Gliding Club

1 August, Genesis 2, Cowley Summer Camp

Absolute altitude 7975.1 m / 26,165 ft

Gain 5475.7 m / 17,965 ft

Low point 2499.4 m / 8200 ft

Nationals Competition Trophies

There were no Nationals in 2008.

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. The winners for 2008 are:

Walter Piercy trophy (instructor of the year)

John Toles, Saskatoon Soaring

John completed 116 of the 183 training flights at Saskatoon Soaring. In addition to the lion's share of the teaching, he has been involved as a towpilot, club secretary, maintenance committee, and official observer and as the "TC Authorized Person". John was also co-organizer for the provincial soaring competition. Despite a heavy instructor load, John finds time to teach commercial aviation at the local community college and chair the SAC Board of Directors as President of the association.

Hank Janzen Award

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

Scott McMaster, SOSA

Scott has been training towpilots for SOSA and many other club's pilots. Scott's professional attitude, genuine concern for safety and dedication to provide the best towpilot training has greatly contributed to improving safer tow operations. Scott's efforts continually exceed the club's expectations.

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.

75 points

28 members

(badges: 2 A – 1 B – 3 C)

(badge legs: 6 Silver C – 1 Gold/Diamond)

MINUTES – 2009 SAC AGM

8 March 2009, Hamilton, ON

Introduction

The 64th annual general meeting of SAC opened at 10:30 am with a quorum present. SAC President, John Toles opened the meeting with a welcome to everyone. John introduced the members of the Board, the Flight Training & Safety committee present, *free flight* editor Tony Burton, and Insurance committee chairman Keith Hay. Sylvain Bourque made a brief greeting in French.

Motion #1

Moved by Cal Gillette, seconded Tony Burton, that
"the minutes of the 2008 AGM be accepted." Passed

Presentation of financial results

Jim McCollum presented the financial report for 2008 and the 2009 budget. The financial report was incomplete as the AGM date was too early to get all the data in; in addition, the review by an outside agency would also take a little longer than normal as a new company will be doing the work. There were going to be some additional legal costs in 2009 related to the long-needed overhaul of SAC's bylaws.

The major items of interest were: the expenses related to the glider simulator had not yet been added, the Free Flight expenses were substantially lower as a result of moving to a quarterly publication, and the book value of the SAC investments were about 30% lower due to the year-end market fall.

The 2009 budget was planned to have a surplus of \$10,000 largely as a result of decreases in the expense of *free flight* and salaries and professional fees (although there would be a further adjustment based on passage of Motion #4). There was no change to the proposed membership fee schedule.

Motion #2

Moved by Sylvain Bourque, seconded Tim Wood, that
"the 2009 budget with its associated membership fee schedule be accepted." Passed

Motion #3

Moved by Dave Springford, seconded by Kerry Kerby, that
"Adams and Associates Ltd. be appointed to do a financial review of the financial statements of the Soaring Association of Canada." Passed

Committee reports

Dan Cook introduced and thanked the members of the committee: Joe Gegenbauer, Bryan Florence, Richard Sawyer, Gabriel Duford. Dan presented a brief summary of the FT&SC safety report and spoke to the main objectives of the committee for 2009.

Keith Hay presented the insurance report. Additions being considered were the insuring towing by pilots with a recreational

licence, and including commercial gliding that operates in conjunction with clubs.

Eric Gillespie updated the meeting on the status of the bylaws rewrite. There a few legal hurdles remaining, but when they are complete the draft will go to the clubs for comment, and the new bylaws would be put to a vote at the 2010 AGM.

Old Business

John Toles remarked on the motion tabled at the 2008 AGM, that *"a National bursary program be implemented by SAC."* Given that SAC had made considerable progress in the past year implementing youth programs that acted on this motion, John stated that this motion would be retired. There were no objections to this.

New Business

Motion #4

Moved by Dave Springford, seconded by Peter Musters, that
"The SAC fund the World Team to a level the equivalent of \$10 per paid member of SAC to a maximum of \$10,000 on years that a World Contest is held, and fund a Junior team to the same level on years that a Junior World Contest is held to a maximum of \$10,000. The amount funded will match monies raised by the participants."
This motion was based on the one tabled at the 2008 AGM pending discussion and input at the club level.

Motion #4 amendment (from Canadian Rockies Soaring)

Moved by Bryan Florence, seconded by Keith Hay, that
"Motion #4 be referred back to the Board and clubs for discussion and revision."

Speaking on behalf of his club, Brian maintained that the recent drop in the economy and other factors such as first funding lower level competitions, warranted more discussion on the matter. On a show of hands, the motion failed.

Returning to the unamended motion, a recorded vote by club membership was taken after discussion.

For 830, against 591 Passed

During the vote count, the opportunity was taken to present the record certificates to the pilots who had achieved record flights in the past year.

Motion #5

Moved by Tim Wood, seconded by Chuck McGee at 12:10,
"That the meeting be adjourned." Passed