

**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2010
& 2011 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2010.

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

The full financial report is available from SAC upon request.

MINUTES – 2011 SAC AGM

19 March, Château Laurier, Québec City

Introduction

The 66th annual general meeting of SAC opened at 13:00 with a quorum present. SAC President, Sylvain Bourque opened the meeting with a welcome to everyone and introduced the Board.

Motion #1

Moved by Sylvain Bourque, seconded Eric Gillespie, that: *“the minutes of the 2010 AGM be accepted.”* Passed
(These minutes are in SAC Reports on the website.)

Presentation of reports

Dan Cook gave a brief overview of the Safety report.

David Collard presented the 2010 Financial report and the 2011 budget. 2010 was a full transition year in accounting using the COPA system; as a result it was not possible to compare revenues and expenses from the 2009 financial report on a line-by-line basis.

Significant additional funding was made in the support of youth and Air Cadet soaring. The imminent sale of SAC's previous condo office will realize a significant profit of approximately \$140,000 to the Pioneer Fund. The membership fee schedule for 2011 is unchanged.

Motion #2

Moved by Dave Collard, seconded Bruno Bégin, that *“the 2011 budget with its associated membership fee schedule be accepted.”* Passed

Motion #3

Moved by Dan Cook, seconded Jo Lanoë, that *“Watson Folkin Corey LLP be appointed to do an audit of the financial statements of the Soaring Association of Canada.”* Passed

Old Business

There was no old business.

New Business

Motion #4

Moved by John Toles, seconded Jean Lapierre, that *“The wording of the definition of Youth member be revised to: A Youth Member is a regular member or Air Cadet Member*

who is under nineteen (19) years of age as of 1 January of the membership year (Youth members are non-voting members), and that by-law 3.1.1 of the corporation be revised to include the category of Youth Member as defined.”

Motion #5

Moved by Bruno Bégin, seconded Bill O'Brian, that *“That the Air Cadet Trust Deed be revised to as follows:*

*a. Change the name of the fund from **The Air Cadet Fund** to **The Air Cadet/Youth Fund***

b. Revise article 1 (Purpose of the Fund) from:

To provide an annual monetary prize for a cadet(s) chosen by the Air Cadet League of Canada. To be awarded in the form of a certificate to the cadet for redemption at a Soaring Association of Canada club of his or her choice.

To read: *To provide annual gliding and soaring training bursaries for air cadet and youth members. The bursaries shall be available to any SAC Air Cadet/Youth member according to the terms of the SAC Youth Bursary Program.*

c. Change article 2 (Administration) from:

Awards from the BJT shall be limited to a maximum of the investment earnings of the Fund in the year prior to the awards.

To read: *Transfer of monies from the Fund to the Youth Bursary Program shall be limited to a maximum of the investment earnings of the Fund in the year prior to the awards.* Passed

SAC rebate to clubs

Eric Gillespie described the new initiative from the Board of Directors to encourage club membership retention by offering clubs a one-year 50% rebate on SAC membership for members who rejoin after having left the club for over a year.

Motion #6

Moved by Sylvain Bourque at 15:50 that *“the meeting be adjourned.”*

SAC BOARD OF DIRECTOR REPORTS

SAC PRESIDENT – Sylvain Bourque

C'est avec enthousiasme que je suis devenu Président bénévole du conseil d'administration de l'ACVV-SAC au dernier AGM 2010 de Vernon BC. John Toles, le Président sortant, a malheureusement décidé de ne pas renouveler son mandat de directeur des Prairies après l'AGM 2011 de Québec. Nous avons la chance d'avoir une équipe formidable de directeurs bénévoles et membres de comités ayant différents origines professionnels complémentaires les unes aux autres. Il serait trop long de tous les nommer mais je profite de l'occasion pour les remercier pour leur contribution à notre sport. Si vous voulez contribuer à l'ACVV-SAC, communiquez avec votre directeur de zone ou membre d'un comité listé à www.sac.ca.

Le conseil d'administration de l'ACVV-SAC se compose des directeurs :

- Sylvain Bourque, directeur de la zone Est du Canada et Président est chef technicien et instructeur cameraman à Radio-Canada ;
- John Mulder, directeur de la zone de l'Alberta et Vice-président est technicien d'entretien d'Aéronef et pilote avec WestJet;
- David Collard, Trésorier et directeur de la Zone du Pacifique est planificateur financier et pilote de la GRC retraité ;
- Eric Gillespie, directeur de la zone de l'Ontario, pratique le droit à Toronto;
- Directeur de la zone Prairies : à combler.

Ce n'est pas facile d'arriver dans l'ombre de John Toles, ayant relevé des défis énormes de renouveau de l'administration de l'ACVV-SAC. John a su motiver les gens autour de lui pour que sa vision prenne forme.

Voici quelques grandes lignes. C'est sous son règne que les Statuts ont été mis à jour et révisés, étant avant des documents papiers passés date. Un gros projet mené à terme par Eric. Nous avons une version révisée et à jour qui fut adopté au dernier AGM est disponible en format électronique sur notre site. Il a préparé une description des différents fonds que possède l'ACVV-SAC afin de bien comprendre le rôle de chacun. Ce n'était pas évident de bien les comprendre. Il a dirigé la négociation d'une entente de partenariat avec la COPA pour la gestion de notre bureau national et la transition de l'énorme travail qu'accomplissait Jim McCollum comme Directeur exécutif depuis plus de vingt ans.

Maintenant que la transition est faite et que le bureau national est déménagé, nous pouvons vendre le condo commercial que possède l'ACVV-SAC. L'achat de ce condo a été rendu possible grâce à un prêt d'un membre. Le condo a doublé de valeur depuis son achat il y a environ 15 ans, résultant en un gain en capital important tout en ayant fait économiser près de 50% des frais de location d'espace de bureau. Il s'est donc payé tout

seul et par cet investissement nous avons sauvé beaucoup d'argent. John a su aussi améliorer la communication avec le membership, la rogne de certains membres étant liée à un manque d'information et de communication. Bien sur que John Toles n'a pas fait tout ceci tout seul, il a su motiver les gens autour de lui pour que sa vision prenne forme. Bravo à tous les membres des différents comités, Bravo à tous pour ce succès.

Je profite de l'occasion pour remercier Jim McCollum, qui a fait un travail remarquable en tant que Directeur exécutif et maintenir une permanence constante au bureau national pendant toute ces années. Son travail dont a grandement bénéficié l'ACVV-SAC mérite d'être souligné et reconnu par tous.

Je vous souhaite une excellente saison 2011 de vol à voile. Espérons que la météo sera de notre bord en 2011.



It was with enthusiasm that I became a volunteer chairman of the SAC Board of Directors at the 2010 AGM in Vernon, BC. John Toles, the outgoing president, has decided not to renew his term as Prairie Zone director after the 2011 AGM in Quebec. We are fortunate to be surrounded by a wonderful team of volunteer directors and committee members with different professional backgrounds that complement each other. I'm taking this opportunity to thank all of them for their tremendous work. If you are willing to participate in SAC, contact your zone director or a committee chairman listed at www.sac.ca. Listing them would be too long. The Board consists of :

- Sylvain Bourque, president and Eastern Zone director is a supervising technician and instructor cameraman for CBC;
- John Mulder, vice-president and Alberta Zone director, is a maintenance engineer and pilot with WestJet;
- David Collard, treasurer and Pacific Zone director is a financial planner and retired RCMP officer and pilot;
- Eric Gillespie, Ontario Zone director practises law in Toronto.

It was not easy to arrive in John Toles' shadow, who took on the enormous challenges of the needed renewal of the administration of SAC. John was able to motivate people around him for his vision to take shape.

It was under his reign that the by-laws were updated and revised. This was a major project undertaken by Eric, and now available on the SAC website. John has also drafted a description of various funds held by SAC to help members understand the role of each one. He led the negotiation of a partnership agreement with COPA for the management of our National office and the transition from the enormous work that Jim McCollum had accomplished as Executive Director over the last twenty years.

Now that the transition is complete and the National office has moved, we can sell the condo owned by SAC. The purchase of this condo was possible with a loan from a member. It has

doubled in value, resulting in a large capital gain while having saved nearly half the rental cost of office space. John has also improved communication with SAC members. Some member complaints were due to a lack of information and communication. Of course, John Toles has not done all this alone, he has motivated people around him to help his vision to take shape. Congratulations to all members of various committees, congratulations to all for this success.

I take this opportunity to thank Jim McCollum, who had done an outstanding job as Executive Director and maintaining constancy in the National office during those years. His work has greatly benefited SAC and should be recognized by all.

I wish you an excellent 2011 season soaring, and hope the weather will cooperate.

PACIFIC ZONE – Dave Collard

The Pacific Zone consists of four clubs: Canadian Rockies Soaring Club, Silver Star Soaring Association, Vancouver Soaring Association and Alberni Valley Soaring Association, and three commercial operations: Invermere Soaring Centre, Pemberton Soaring Centre and Vancouver Island Soaring Centre.

The clubs in the zone made the most of what was a challenging soaring season with few soaring days early in the season due to adverse weather conditions. It was most gratifying to see two clubs continue to take full advantage of the SAC Youth Bursary Program with VSA (3) & CRSC (4) candidates. The feedback I have received has been very supportive of the program and the benefits gained for all involved.

Listed below are the club reports received for the 2010 season. In reading these reports I am always reminded of the great efforts put in by those at the club level that assume the leadership roles and provide that extra volunteer time in order for all to enjoy our sport. They deserve no less than a big "Thank You." I am looking forward to the 2011 soaring season and the opportunity to visit each club site.

Alberni Valley Soaring Association – Mark Harvey

Looking back on 2010, the AVSA had a good year. Membership was slightly increased from the previous year with ten regular members and two Air Cadet members. We flew 55 hours on the PW-5, also a small increase, and had a very safe year. The longest duration flight of 6.2 hours was from one of our newest pilots. One of our members attended the SAC Instructor Course in Hope and the club now has a Class III instructor.

We had a number of new pilots get their checkouts for the PW-5 this year. Most of these pilots came to the AVSA from the Air Cadet organization, with excellent piloting skills but not much soaring experience. With some hours under their belts now in the PW-5, these pilots will no doubt be spending next year expanding their range in the Alberni Valley.

For 2011 our more experienced PW-5 pilots are looking forward to pushing out the boundaries of exploration of the Alberni

Valley and surrounding area. There is excellent cross-country potential in the area, but we have learned that wind direction changes can have an immediate and dramatic effect on the lift. With this in mind we are researching safe landout sites up and down the valley. We are also hoping for another big wave day to coincide with pilots being at the airport ready to fly.

The private operation that we cooperate with, Vancouver Island Soaring Centre, had a very good year as well and soloed their first student pilot in the PW-6!

Vancouver Soaring Association – James Swank

The 2010 soaring season got off to a slower start this year due to the poor weather that delayed getting our hangar cover installed and subsequently having the fiberglass gliders rigged. Overall we had a reasonably successful soaring season. The 2011 budget was based on 51 full time equivalent flying members and the actual full time equivalent members came in at 38 so we did not meet the projected membership. Consequently the number of flying hours in 2010 was below budget as well.

Although we had a few documented incidents, the VSA did not have any accidents in 2010 which is good news. We have to maintain our commitment to safety and continue to strive for an improvement in airmanship and flying currency. The following is an overview of some key VSA activities over the 2010 season:

Gliders 2010 saw the debut of the DG-505 Orion. I would like to thank Dave Hocking for his total commitment, along with his dedicated crew who spent many hours working on both the glider and trailer to get it ready for flight operations at Hope. The 505 is a joy to fly and most importantly it has an excellent trailer that allows for safe and problem-free rigging/derigging. This makes the DG popular for cross-country away flying.

One-week courses The VSA held two one-week courses in 2010. Thanks to Dave Pearson and Colin Campin for their leadership in running the courses as well as all the other instructors and towpilots who make it happen. The courses are an important source of revenue for the VSA as well as a starting point for new members.

BC Mobility Opportunity Society The BCMOS program was again led by Ray Maxwell. Many disabled people were introduced to the thrills of gliding. Weather was a factor in the reduction of these flights. Although the details have not been worked out, the program is planned to continue in 2011.

SAC/VSA Youth Bursaries The VSA and SAC awarded three bursaries in 2010. All three recipients were from the Air Cadet program (either active or former) this year. The VSA board of directors will be reviewing our approach to the Youth Bursary program in 2011, as it seems that Air Cadets are simply too busy with all of their activities to fully meet the spirit of the bursaries. The bursaries are designed to get youth involved in gliding and to participate in the volunteer work required to run the gliding club. We will be targeting Grade 10/11 students this year, who perhaps have not had any flying experience and who have the time available to contribute to the club.

Air Cadet League/VSA Partnership Once again the VSA hosted the Air Cadets advanced soaring school for one week in August. The cadets brought their towplanes and gliders to Hope and in addition, VSA instructors flew with cadets in VSA gliders to introduce them to flying higher performance gliders and advance soaring techniques. This is the second year the VSA has hosted this program and we look forward to a continued relationship with the cadet program in the future. The VSA receives revenue for the glider and facility usage. Thanks to all the instructors who participated in the cadet camp.

I would like to thank all members of the VSA board of directors for their contributions towards running the VSA, and all the VSA members who contributed to the success of the VSA in 2010. I look forward to a safe and successful 2011 soaring season.

Canadian Rockies Soaring Club – Wes James

CRSC's first 2010 flight was on 19 March and the last flight was on 11 October. In between we had an accident free season with some memorable soaring days. With Trevor Florence and the Invermere Soaring Center coordinating the aerotows, and his two New Zealander towpilots, Darrin and Ash, at the controls of the mighty Pawnee, they were kept busy towing both CRSC members and visiting pilots.

CRSC trained four SAC Youth Bursary students in 2010.

- Darcy Foo reached solo status at age 14.
- Chantal Fortier soloed and is aiming for a career in the Canadian Forces, air division.
- Patrick Crawford continued with the training he received in 2009 and transitioned to the PW-5. This allowed him to start local and cross-country mountain flights. Patrick achieved his 1000m altitude gain and 5 hour duration and finished in fourth place in the OLC Junior Class.
- Chris Hildebrandt received post-solo instruction time in the Lark IS28-2B. His instruction focused on cross-country mountain flying and the associated lift and sink potentials. Chris finished in fifth place in the OLC Junior Class.

CRSC would like to express its appreciation to SAC for facilitating our students' applications. Both the students and the club are very proud of their achievements.

Even though we had a very wet and cool June and July, CRSC did have some great flights registered with OLC. Invermere was the #1 soaring airport in Canada with 91,962 km registered from 379 flights and 37 pilots. CRSC was ranked #2 with 58,707 points on 64,276 km registered by 19 pilots. Trevor Florence and Ian Spence were 1st and 2nd respectively for Best Flights OLC Classic, and Ian was #1 in OLC Champion.

CRSC had a number of visiting pilots who had many enjoyable mountain flights and some memorable evening barbecues. I suspect many are planning a return to renew their mountain soaring adventures.

Silver Star Soaring Association – Bernie Boehnke

The 2010 soaring season saw the 12th year of operation for the Silver Star Soaring Association. From the humble beginning of

a small group of dedicated people, the club has grown to a stable and safe flying operation providing its members with some great flying combined with some of the best views anywhere in Canada. The club operates out of the Vernon airport and uses the main paved runway for all take-offs and landings.

The club operates a L13 Blanik and a newly acquired B4 Pilatus. The acquisition of the Pilatus is a major step forward for the club in terms of quality of aircraft and will provide its members with an opportunity for cross-country flying and badge flying. The Blanik continues to serve the club well in giving instruction and giving rides to interested persons. Several club members own their own glider which includes an LS4, PW-5, Jantar, B4 Pilatus, and a Genesis 2.

The two club instructors were kept busy with three students this year. Each student made good progress and should complete the requirements for their license in 2011. We are anticipating two additional students for the 2011 season.

The club does not own its towplane. This service is provided by John Joriman, flying a Cessna 182. John has been with the club since the beginning and without his skill and dedication the club would not be able to operate.

The club had some challenges in 2010. The grounding of the Blanik (twice) put a significant crimp in the training schedule. The ability to give rides to interested people was also affected. The club is confident that the Blanik will be flying again in the 2011 season. Another challenge is the fact that we are located just north of a busy international airport (Kelowna). All the heavy traffic is funnelled through our area into Kelowna and as such we must be constantly diligent of our communications and position in relation to other traffic.

A major advantage for the club is that all functions are taken care of internally. This includes aircraft maintenance, instruction, towing, field maintenance, and finances. This keeps the cost of our operation within a reasonable level.

In closing, due to the efforts of a group of dedicated hard working people the club has managed to operate and grow and will continue to do so in the coming years.

ALBERTA ZONE – John Mulder

2010 was a busy year for Alberta pilots. We had summer and fall Cowley which was well attended, the Nationals in North Battleford, SK were hosted by Alberta and Saskatchewan and had a large turnout with 30 aircraft registered initially, with a few no shows giving an average count of 28 gliders on the grid equally divided between the FAI and Club classes. The Alberta provincials at the Edmonton Soaring Club also had good participation.

Two Alberta pilots attended the Women Soaring Pilot Association annual convention in Reno, NV. I remember this event because Carol left me home with the 3 and 6 year old while she went flying in Reno with her Jantar for a week. Val Deschamps was the other Canadian pilot represented there.

Our Alberta Soaring Council (ASC) AGM was held February 26 and the awards were presented for some outstanding flights by Alberta pilots. Bruce Friesen continues to log great flights in his lovingly cared for Standard Austria, *Scarlet Lady*. Walter Mueller flew his Open Cirrus on his 90th birthday in October at Grande Prairie, and one of our younger pilots, Selena Boyle, flew the Provincials, the Nationals, and was flying in "Joey Glide" in Australia most recently. She has some big plans for 2011 and I'm sure if you follow the SAC Roundtable or website, links will be posted to follow her in 2011.

The agenda for the ASC AGM included the morning planning meeting that set dates for the many events that will take place during the season. Each representative at the planning meeting shares their clubs calendar of events. At the conclusion of the planning meeting, the calendar shows a full season of cross-country weeks, training weeks, summer and fall Cowley, the provincials along with special events at clubs and at other aviation events in the province. There is something to do every weekend and most weekdays during the soaring season in Alberta. You can view our activity calendar on the ASC website at <www.soaring.ab.ca>.

The financial strength of the ASC continues with a balanced budget managing the assets and activities of the association. The annual budget shows financial activity of \$130,000 while managing the assets of the association which include the Cowley airfield (on lease), the Bellanca Scout towplane, and our soon to be operational Roman winch (see below).

The ASC is happy to welcome a new club to Alberta, the Southern Alberta Gliding Association. Although they formed last year, 2011 will be the first year of flying operations at their home base at Warner (southeast of Lethbridge). We also hope to see the Cold Lake Soaring Club become active again after several years of limited activity. Located at CFB Cold Lake, the transient nature of the Canadian Forces personnel that make up a significant part of the membership has created challenges but a few enthusiastic glider pilots are working to get the club flying again.

Another ASC project that has been steadily moving forward is the purchase of a modern winch. The selection process began in 2008 and a Roman Design winch was ordered in 2010. The winch should arrive in Alberta in April. Beyond introducing our clubs to modern winch launching, there is also an expectation of 4000-5000 foot launches at Cowley into wave conditions at a fraction of the cost of aerotow. The winch purchase has been made possible through the support of the Alberta Lottery Fund Community Initiatives Program.

As a director on the SAC Board, my efforts have been focused on the website and an online membership process that should be available for renewals and new memberships this year, and PayPal will be available for club treasurers to submit fees, and for the membership to purchase supplies and make donations. More information should be available immediately following the SAC AGM. In closing, I would like to recognize all the hard work of my fellow board and committee members who have taken on a more active role in managing the many responsibilities for the organization. Many duties and responsibilities have come to

light after Jim McCollum took his leave following many tireless years of his guardianship of SAC.

Cu Nim – *John Gruber* The season at Cu Nim started with a terrible stench in the air. I pinched myself several times hoping that it was all a bad dream. The combination of a lot of ground levelling and ten truckloads of chicken manure made for an unpleasant situation. The towplane at full power would create a huge cloud of dust, chicken poo, chicken bones, rocks and various other things one finds in chicken manure. Being a wing runner at Cu Nim was definitely a dirty job – I never saw so many glider pilots wishing for rain or snow.

Once the rain came and the grass started to grow, people forgot all about the chicken manure fiasco. The season started early, all aircraft were serviceable, and record flights were made. Everything was running smoothly until 18 June. This was the first of three ADs regarding the L13 spar. Like most other Blaniks in the world, both of ours passed the physical inspection but failed the operational use limits. The next AD changed the magnification required for the inspection of the spar and the last AD grounded all Blaniks until a proper inspection method could be found.

Purchasing the K-21 last year turned out to be a very good, and fortunate, choice. Without it, all training would have stopped. The higher payload, rudder hand controls, and its good looks are bonuses that have resulted in a few new members. However, having only one two-seat glider has really slowed student progression. The club is looking at all possible options to insure there will be at least two trainers for the start of next year.

We had a very successful year despite the challenges. Membership has increased and we managed to do 857 flights. Flying 4-5 days a week for the last two years has proved to be very popular with many members and has kept the club in the black. There is talk about operating seven days a week in the years to come. It's good to see the club gain some momentum over the last few years and I look forward to the years ahead!

Central Alberta Gliding – *Drew Hammond* This year started out with great aspirations by much of the club membership. With the Nationals being held in western Canada, there was energy to go out and compete. Recognizing the opportunity, Carol Mulder stepped up to the plate and organized a spring cross-country and competition training session. The training went well and I think that all the club members benefited.

The nature of our sport is dependent on weather and we all know how dependable Mother Nature is. Wet was the word for this gliding season, so the number of soarable days was less than hoped for. Nonetheless our club still posted more OLC points than we had in previous years. With this added energy, CAGC had pilots at all the major events, summer and fall Cowley, Provincials in Chipman, Nationals at North Battleford. In addition, club members made summer treks to gliding hot spots in Invermere, BC and Air Sailing in Nevada.

Membership numbers remained relatively the same as last year with the exception of youth and the under-40 crowd. We have

some young blood in the club. Between busy schedules and other commitments, attendance of our youth members and membership in general is challenging. Instruction and currency suffers. It was once said that computers and automation were going to make life so easy that people were going to have more recreation time in the future. I think we are all still waiting for that. Congratulations to newly-licensed pilots Mel Walters and Valerie Deschamps!

Innisfail airport is evolving. The place we fly out of is getting more utilization than ever before with more hangars being built and increased skydive operations. Skydive Big Sky is becoming very popular and close cooperation is required to maintain communications and coordinate aircraft movements. It adds a whole new concept to the term active runway. Camping at the airport remains popular amongst members of both the soaring community and skydive enthusiasts. The hangar talk and tales of adventure abound in the glow of the campfire.

Winching suffered a setback this year. We did not winch at all this season. All the focus on cross-country and poor weather seemed to get in the way of utilizing the winch. I am sure there will be much discussion over the winter on how we can rectify this. Work on the Twin Lark is progressing and the end is near. If everything goes well we should be flying her in 2011.

In summary, we had a great season, I think everyone had some fantastic fun doing what we love to do together, and the camaraderie within the club is strong.

Edmonton Soaring – Gary Hill 2010 started a little slow. We had a set of situations that left half our fleet not ready to fly in the spring. Some of the single-seaters were not signed off until near the end of June. This made it harder for the members to get in any cross-country flying. It didn't stop Bruce Friesen from holding the #1 position in the world on the OLC while flying his Austria during our May flying weeks. Meanwhile, Michael Dickau, Dennis Zwicker and Ryan Tew made use of the two Blaniks to complete their solo flights and get their licences.

With the Canadian Nationals being held in North Battleford this year, we thought it would be a good idea to hold a Western Soaring Competition at our club to get everyone practised up with a little friendly competition. With the windstorm damage from last year reducing the number of member gliders in the competition, some of the pilots tried a little team flying. Along with a great turnout from CAGC and some help from the weather we were able to complete a fun competition.

Neil Siemens and Bob Hagen ferried one of our Pawnees and ASC's Scout to North Battleford to take up the Chief Tow Pilot and right hand man positions for the Nationals. ESC had the only youth pilot in the competition, and after Selena Boyle honed her field selection technique, she was able to show what she could do in a club ASW-15. She has been selected by SAC to go to the 2011 World Junior Soaring Championships to be held in Musbach, Germany, August 5-20, 2011.

Shortly after the Nationals, ESC hosted an instructor course facilitated by Dan Cook. We all found the simulator and the lessons

Dan had prepared on it to be very helpful. Being able to watch others fly the same lesson before you take your turn works well. The weather cooperated again, but with the simulator we could have flown lessons on the ground for a number of days and been practised and prepared if weather had been a factor. I'm sure it is going to be a great training tool for all of the clubs who use it. We have been using our club simulator more on the non-flying days and even some evenings after flying.

The club went through a financial audit on our casino funds and came through with flying colours but then got thrown over to the eligibility section for a review. We have had to make a number of changes but are now in the final stages and we have been told that we will continue to receive casino dates in the future. We are going to take what we have learned and put together a plan for other soaring clubs in Alberta to make it easier for them to apply for casinos if they choose to – the process can take over two years. We will know soon how well we did at our September casino and whether we can order that new glider.

ATCO Electric has a proposed plan to run high voltage DC power lines near our airfield and we have lodged our concerns at their informational meetings, online, and with letters. Now we have to wait and see which route they choose and how it may impact our operation.

Looking back, it was a busy year. I hope I didn't forget to mention a bunch of the members' activities, but thank you to all of the people who pitched in to help us get through it all. Now the winter maintenance will begin so we are ready for a great season next year.

PRAIRIE ZONE – John Toles

As this will be my last term as Prairie Zone director, I want to thank the contact persons and members of the clubs for their cooperation and support during the past seven years. I have enjoyed the opportunity to serve as a SAC director and will miss it, but I believe it is important to have change and new voices occasionally. I'll do whatever is necessary to assist the incoming director in getting adjusted to the duties and responsibilities of the position.

The Saskatchewan and Manitoba clubs are fortunate to have the support of provincial soaring councils. During the past couple of years, the Soaring Association of Saskatchewan has been supportive of cross-country and competition flying. This culminated in assistance for co-hosting (along with the Alberta Soaring Council) the Nationals at North Battleford, SK this past June. Sport Manitoba is the lead planning, programming and funding agency for the development of amateur sport in Manitoba, with the primary focus on the development of athletes, coaches, officials and volunteers. The Manitoba Soaring Council represents both the Winnipeg Gliding Club and the Manitoba Air Cadet League. This is providing a valuable link between Air Cadets and civilian gliding in Manitoba.

The **Winnipeg Gliding Club** reports a "so-so kind of year" with just over 850 flights for the season. Membership numbers remained

much the same as the previous year. It was difficult, however, to ramp up activity due to heavy rains and flooded fields which stopped all activity for the whole of June. The highlight of the year was the Advanced Air Cadet Soaring course held at the WGC during the last week of August. That week saw one air cadet graduate (from the Gimli Gliding School) of each province and two cadet instructors (a total of six participants) do some advanced soaring on the club's two Krosnos. This was followed by other cadet glider pilots from Manitoba and NW Ontario becoming familiar with the Krosno. I believe cadets found the Krosno and the opportunity to do some real soaring quite a thrilling experience.

We also saw Art Grant travel to the World Gliding Championships in Szeged, Hungary as a volunteer official for his sixth or seventh Worlds. WGC is proud to have Art represent their club and Canada at these championships. It's a lot of hard work. As well, one of the club's promising junior members attended the Western Instructor Course in August. He finished the program but was unable to do an instruction flight until the last week of the season when he reached his 18th birthday. Winnipeg also had participation at the Nationals. Looking ahead to the coming soaring season, prospects may be bleak as the grounds in Southern Manitoba are quite saturated and the excessive snow pack is only adding to the problem. Optimism that they can break the 1000 flight number for 2011 provides the club with a goal for the season.

The **Prince Albert Gliding and Soaring Club** worked to rebuild their winch for the season, including changing the cable for Spectra rope. They also added a solo club glider to the fleet – the Phoebus C previously owned by members. Ryszard competed at the Nationals flying his LS-8, as well as flying at the Cowley Wave Camp. Four members of the club helped with the national contest, bringing their winch and K7 down to provide flights. This year, three Air Cadet members flew with the club, taking advantage of SAC Youth Bursaries.

The **Saskatoon Soaring Club** activity started with the AGM and dinner in late January. Many good soaring flights were logged on the OLC, and two Saskatoon pilots participated in the Nationals. Two new instructors were SAC certified during the season, and this will help greatly with anticipated club growth. Student training suffered with the loss of the L-13 trainer during the season. A temporary lease of a K7 should provide for check flights and training for the upcoming season, but a permanent replacement glider will be required. The towplane was rebuilt over the previous winter, and although performance didn't increase as expected, it looks a lot nicer! Also, a privately owned L-33 was added to the aircraft flying at our airfield.

The **Regina Gliding and Soaring Club** also report a less than busy year but did have one new member and one new student. The main flying was the 34 familiarization flights plus 24 private glider flights with the DG-400. Four members attended the Nationals in North Battleford as helpers and towpilots. The club's Scout was used as one of the towplanes. A highlight of the flying was accomplished by Mark Westphal and Darrin Bitter who got checked out and soloed in their pride and joy, the Ximango motor glider. It was a challenge due to wet windy weather

on most weekends. Thank you to Jim Thompson our CFI for the many circuits he flew with these members. The club is looking forward to better weather for 2011.

ONTARIO ZONE – Eric Gillespie

2010 proved to be a positive year for most clubs and soaring in Ontario. As noted by Rideau Valley the weather didn't cooperate in all parts of the region but a number of clubs did report better conditions, lots of training and some great flights. On the training front, clubs such as London and Bonnechere continue to face the challenges related to the grounding of Blanik L-13's worldwide. Possible solutions are still being discussed but to date nothing clear has emerged.

The year saw Ontario pilots do very well in competitions with Bill Cole winning the Club Class as the Nationals, the first pilot from Toronto Soaring to do so since the 1960's. SOSA members Willem Langelaan, Dave Springford and Jerzy Szemplinski together with coach and team manager Jörg Stieber competed very successfully in the Worlds with Jerzy finishing 4th in his class, tying him for the highest placing ever by a Canadian.

Other clubs had their own successes with Great Lakes opening its new clubhouse and hosting the world's first human-powered ornithopter flight. York reports that Peter Foster will be stepping down as president after four years that saw major changes in the club's governance and substantial upgrades to their fleet. We congratulate Peter and York. Overall, clubs appear to have been holding their own with membership and report stable finances. On the management side the SAC directors continue to work with COPA and its staff to administer our day-to-day activities.

Very special thanks to Jim McCollum for his many years of work and dedication to soaring and his many contributions. Thanks also to David Collard, SAC's Pacific Zone director for taking on the responsibilities of Treasurer.

Bonnechere Bonnechere Soaring got off to a good start in the last part of April. We had a total of ten members this year of which five were students. One of them, Greg Geisler had been close to solo last year and this year he did go solo. Unfortunately work has taken him away from the area. Another one of our students, 16 year old Eric Barry had completed all the requirements for solo before the end of the season and was just waiting for his parents to return home from a holiday when the Blanik L-13 was grounded, very frustrating for him. However, he was also working on his Private Pilot Licence, which he has now obtained. Another member, Tobias Achtzehn who has his PPL, also soloed this year.

As usual we operated one day a weekend and accumulated a total of 120 flights. There would have been more flights but the L-13 grounding has had a significant effect on a club such as ours as it was our training and passenger glider. Our only choice now, if there is no change in the status of the L-13, is to once again put our Schweizer 2-22 back in the air, costs of present two-seaters being what they are and with nothing on the market. Then perhaps we will look for another medium performance single-seater as we don't think that the Skylark 4 would be a

good glider to transition to after a 2-22. (Wish we still had the 1-26!) Anyway, we remain optimistic for 2011.

Great Lakes Although soaring conditions were less than optimal this past season, there were a number of remarkable achievements at the club. First and foremost, 2010 marked the opening of GLGC's new clubhouse, complete with its new sun deck. Under the able and watchful eyes of club president Tom Robertson and our host Mike Ronan, our palatial new headquarters quickly took shape and many a tall tale of soaring prowess has already been told (and endlessly retold) under its shelter on those cold and/or rainy post-soaring hours.

Soon to be an integral character in those stories is the club's new Jantar, GLGC's first club-owned single-seat fibreglass ship. All the members who have flown her so far have been impressed by the new ship's handling. Although Jantars do have a reputation for the controls being a bit of a reach for pilots with short arms, apparently that is not an issue for the knuckle-dragging GLGC pilots.

2010 marked the first Canadian solo for Dave McClean, who returned to gliding after a long hiatus from his early start in his native Ireland. Long-time Argentinian power and glider pilot Jorge Gomez has also had his first chance to experience Canadian solo soaring, as has new pilot Brock Higham. Brad Wood, who earned his licence in 2009, stretched his soaring legs, attending the cross-country clinic at SOSA. Instructor Jim Miller borrowed Nancy Eber's beautiful Ka6E to complete the requirements of his Silver distance and duration requirements.

Lastly, but certainly not least, GLGC played host to history in 2010, when U of T graduate student Todd Reichert completed the world's first human-powered ornithopter flight at GLGC's Tottenham home, where he and his team had built and test flown their remarkable aircraft. Great Lakes is proud of having played a small role in his achievement, and especially of having given Todd his initial flight training.

Gatineau The membership of the GGC has risen steadily each year from 64 in 2006 to 107 in 2010, and with an increased emphasis on youth participation through flying scholarships. The GGC has one in-house flying scholarship, the Adam Sneyd Award, in recognition of a youthful, 16-year old, enthusiastic solo pilot who died of cancer, at that young age. An ex-Air Cadet, Robert Williams was the 2010 recipient, and in addition, there were three SAC bursary holders, Nicholas Ingold, Ryan MacNeil, and Emma Walker.

2010 was also the highest spending year in the history of the club with such extraordinary expenditures as required for refurbishment of the roof covering and truss structures of the large WW II hangar, purchase of an L-23 Super Blanik from neighbouring MSC to back up our primary training and trusty workhorse glider, an ASK-13, following the worldwide grounding of the L-13 Blaniks, and a replacement tractor.

The Eastern Instructor Course was held at Pendleton under the supervision of Richard Sawyer of York soaring, and this resulted in an additional four and upgraded instructors in our

club. However, disaster struck during the course, in the form of, a microburst, rare for this part of the continent. The downflow blast of air picked up our Puchacz, which was in the process of being towed on the ground back to the hangar, and dropped it back to earth about fifty metres away. Fortunately, no one was injured, but the glider sustained enough structural damage to be written off. However, it has been replaced by a factory refurbished Puchacz from Poland, and ours went back to the factory for similar, complete refurbishment, by the new owner who bought it for salvage value from the insurance company.

The *Freedoms Wings Canada* (FWC) program is alive and well at Pendleton, and 2010 was in its seventh year of operation, having flown over 300 people with disabilities. In the first five years, GGC only had the loan of the Grob with hand controls from York Soaring, for a two-week FWC Flying Camp. The FWC program at the GGC was nominated in the CBC-Radio, "Champions of Change" program, by the National Aviation & Space Museum, and was in the top 50 out of about 1400 applicants. CBC-Radio did a radio interview of the FWC participants, and this was broadcast on prime-time radio. In addition, GGC usually flies a celebrity type person with disabilities as part of the Canada Day celebrations and in 2010, we had Michael Clarke, Canada's first licenced, paraplegic glider pilot (from York) fly disabled singer/songwriter Justin Hynes, as well as his family.

At the beginning of the season each year, the GGC holds a "May-fly"; informal, fun contest over four days, and which involves three courses of increasing difficulty. There is a smaller, rectangular, 50 km contest that is never too far out of gliding distance from the airfield and two other triangular courses of different sizes. The contest is very popular, and members of neighbouring MSC and RVSS clubs come to participate. The smaller circuit permits club members in club aircraft the chance to participate.

Finally, club member Dominic Bonnière, after competing in the Nationals at North Battleford, set two records at Invermere, BC in his LAK-17, one for Open 3TP distance (818.1 km) & Club (territorial) of 719.9 km, as well as a record for the 200 km speed to goal (Bush Arm to Bull River) of 131.2 km/h (Open) & 115.4 km/h (Club). All in all, in spite of the year of variable weather and glider down times, coupled with the high spending, the club emerged in a solvent condition.

London Our club, like many others who own a Blanik L-13, are wondering about its fate. We use the L-13 as a primary trainer and now we are down to our Blanik L-23 for training.

We encourage students to get their glider permit so they can enjoy this soaring sport in a single-seat glider. Our objective is to solo or licence a glider pilot every year and we promote our club through static displays at air shows. Last year we were fortunate to be part of the CHAW air show in Tillsonburg which generated one new club member. The private owners of gliders at London Soaring have attempted cross-country flights and this is always something we applaud and promote.

We have increased our tow fees to \$30 (from \$17 for students and \$20 for licensed pilots). Our day membership (Intros) increased from \$75 to \$100. Still we find that members and students will

arrive at the club only when optimum soaring conditions are good. Everyone wants their one-hour flight which we restrict to club ships. It is challenging to create enthusiasm for our members and as the old saying, "You can lead a horse to water, but you can't make it drink," still persists at our club.

All in all, our club is doing all right financially and our social activity is good.

SOSA The 2010 season brought the finer weather we had been waiting for to Southern Ontario. With the economy recovering it seems people are again looking for fun ways to spend their time and money. SOSA tallied 3570 flights in 2010 which is back to traditional levels (2007).

Membership is also back up to traditional levels with 122 full members and 18 junior members. In large part, these numbers were due to the marketing efforts of our membership director who spread the net far and wide this season. Promotion included print advertisements, exhibitions, an open house, an electronic social media campaign and strategic intro pricing to draw people to our 5-flight instructional package.

Other points of note this season:

- As did many other clubs around the world we found ourselves with an L-13 that was grounded for the better part of the season. Fortunately this did not greatly impact operations since it was shortly to be sold.
- Late in 2010 SOSA purchased a second Puchacz from the factory in Poland. We hope this will round out the training fleet with another excellent stall spin training aircraft.
- Recognizing our position within the busiest airspace in Canada, SOSA equipped all five of the club owned cross-country gliders with transponders and PCAS.
- For the first time in many years we have a couple of neighbours actively campaigning against us due to noise. We are proactively working to do everything within our power to accommodate all our neighbours.

Toronto Soaring In 2010 our membership numbers stayed approximately the same as the previous year and the club remained in good shape financially. We flew as often as we could, weather permitting, and enjoyed the social gatherings regardless of the weather.

TSC started the season by hosting the first Sailplane Racing Series event on May 15 and 16. It rained quite a lot before the weekend and consequently on Saturday morning we had an impromptu team-building exercise to free a bogged motorhome. However, the weather cleared on Sunday and we got one good day of flying for the nine pilots who attended.

A number of our pilots attending competitions throughout the year and two of our club members made the long drive to Saskatchewan to compete in the Nationals: Bill Cole (Club Class) and Derek Mackie (FAI Class). Both of these pilots were very active on the competition scene in 2010, representing themselves and the club well. Bill topped the year by winning the Nationals and became only the second TSC club member to do this after Willi Deleurant who won twice in the 1960's.

This was a relatively quiet year for maintenance activities (after the last three years) but we still found things to do. In addition to the routine work needed to keep a gliding club going, the 1-26 received some more sprucing up, the Junior trailer received a major overhaul and we installed a C of G release in our K-13. We also purchased new radios for our K-13 and Puchacz and these should be installed before the 2011 season.

Clear flight paths in and out of our airfield remains our major concern with the ongoing wind turbine construction in the area. Over the last four or five years a large wind farm has been growing to the east of our field, and 2011 will see five more turbines added, the closest to be 8 km away. In 2010 another issue arose; Ontario Hydro's Bruce to Milton transmission lines run past our field to the south west and in 2011 Hydro will add another line of transmission towers to that corridor. Unfortunately they are adding them on our side of the existing towers and so we are looking at the impact this will have on our operations.

Rideau Valley This year the flying activity declined substantially due to poor weekend conditions and because the club did not take a ship to the Lake Placid Wave Camp. A few private members attended and the wave camp flying was quite good.

Towplane flying hours were 87 this year versus 127.5 average for the last 5 years, and 150 the total for 2009. The season started early, and the club missed about three weeks because of towplane work. The towplane underwent a major overhaul (the first in 40 years), and was not returned to service until the second week of May. The work included stripping fuselage tubing, inspection, and repaint. All wooden components of the fuselage were replaced, and the aircraft was recovered and painted. This towplane has metal wing spars, and is now in condition to provide many years of reliable service. Another significant project for the club was the overhaul of the 1-34 open trailer (stripped and repainted).

In 2009 there were 42 members, this year, the membership was reduced to 32, and there was a noticeable drop in ab initio students. The club has recently appointed a new Safety Officer (Vince Hendricks), and a Chief Towplane Pilot (Tom Fudakowski) has taken over this function from CFI Paul Fortier. A cross-country training program and clinic was organized by Ulli Werneburg, assisted by Michael Stieber. This event was well attended with six participants.

There were no candidates for instructor training this year. The club "Intro Ride" program delivered about the same number of flights as 2009. In spite of the lower operating hours, the club is in good shape financially, with adequate reserves to meet future needs including engine replacement for the towplane and possibly a hangar to accommodate some of the club gliders.

York Soaring 2010 was an exciting and interesting time for York Soaring. Over the course of the year we saw continued change and improvements to our clubhouse, the successful integration of a new Pawnee into the tow fleet and, to cap off the season, the arrival of a DG-500. Our club has benefitted from the infusion of enthusiastic new members joining us from the Guelph Gliding Club, and *Youth Flight Canada* had a successful

year both in sponsoring youth bursaries and in increasing the number of *Freedom's Wings* flights.

That is not to say that 2010 did not have its challenges. Total flights, at just over 3000, again fell short of expectations due to the weather during our peak summer weekends. Our dual seat towplane, HGU, was lost to us for the last half of the season after being damaged in a nose-over. Airspace again came to the foreground; large wind generators are being erected to the west and southwest (fortunately more than five kilometres away) while a third and larger wind farm is under consideration for the land to the east of us (although that project seems to have been delayed).

Nevertheless, the year ended very much on a positive note. The club is profitable, clubhouse renovations are in full swing and we have completed the transition to a member-led governance structure. Fleet renewal continues with the purchase of a brand new ASK-21 (arriving this spring), completing a hectic four-year period during which York Soaring acquired seven aircraft (including two Pawnees), paid for in part by the disposal of 11 obsolescent or maintenance intensive airframes. Our members remain strong, enthusiastic, and committed as they see real progress in the revitalization of their club.

After four years as president, I have advised the board I will be stepping down from the role in March. I feel I have achieved my goals in leading the transition of York Soaring towards a more modern, member driven and profitable structure, and it is time for the club to benefit from a fresh vision and outlook.

EASTERN ZONE – Sylvain Bourque

L'année 2010 fut une bonne année au Québec sur le plan météo mais exceptionnelle sur OLC. Trois des quatre clubs du Québec ont terminé dans les quatre premières positions sur OLC Canada. Bravo! Les clubs de la vallée du St-Laurent a eu la chance d'avoir une plus belle météo que le reste du Canada. Le printemps fut hâtif caractérisé par un faible enneigement printanier. Ceci a permis aux clubs de la région de Montréal de débiter leur opérations hâtivement le 4 avril. Les clubs de notre zone ont eu une excellente saison et ont fait un nombre record de vols. Ceci aide à la rentabilité des clubs et à la modernisation de leur biplaces d'entraînement.



2010 was a good season for Quebec weatherwise and exceptional on the OLC. Three of the four clubs of Québec finished in the top four of the OLC. It is great! Clubs from the St-Lawrence Valley had the chance to have a much better weather than the rest of Canada. Spring came quickly because of the low snowfall. The clubs in the Montreal region started their operations sooner than usual on 4 April. East zone clubs had a perfect season and made a high number of flights. This helps clubs to be profitable and to modernize their club trainers.

Association de Vol à Voile Champlain – Jean Richard

Une saison sous le signe de la réussite. Le tout a débuté avant la première mise en piste, par une sérieuse réflexion suivie d'une

prise de décision importante : l'achat d'un second ASK-21 presque neuf comme planeur d'école. L'appui fortement majoritaire des membres a donné un signal au CA : on croit en l'avenir du club, on croit en l'avenir du vol à voile si bien que la nécessité d'y investir laisse de moins en moins de doute. Fini le temps où planeur d'école rime avec vieille guimbarde rafistolée dénichée à petit prix sur le marché de l'occasion, ce qui ne signifie pas qu'on va plonger dans les extravagances les yeux fermés.

Bien plus qu'un simple parc planeurs, l'avenir se conjugue avec réflexion et vision. Les membres ont été invités à se réunir en petits comités afin d'étudier divers aspects de l'organisation d'un club, pour en arriver à définir une vision d'ensemble de l'avenir à moyen et à long terme. Une telle vision est indispensable pour assurer une bonne gestion du club et optimiser les investissements à venir. L'exercice a été baptisé Projet 2020. Un exemple du rôle de ces comités : le treuil figure dans les cartons du club (les mentalités évoluent). Une étude détaillée sera donc menée pour déterminer tout ce qu'implique ce mode de lancement – coût, aménagements, impact...

Le CA pourra donc prendre une décision éclairée au moment opportun. Une fois de plus, la participation des membres dans ce projet de vision alimente l'optimisme et l'enthousiasme.

Et l'activité planeur en 2010 ? Des trois dernières saisons, 2010 fut la meilleure. Nous avons accueilli de nouveaux membres. La population est donc sensiblement la même qu'en 2009, soit entre 60 et 65 membres. Des efforts ont été déployés pour augmenter le niveau d'activité en semaine, mais les résultats tardent à venir. Le club est jeune et la présence de retraités ou de travailleurs aux horaires atypiques est insuffisante pour alimenter l'activité en semaine. Une plus grande activité en semaine nous permettrait d'accueillir davantage de membres. On espère un changement dans le futur.

Le nombre total d'envolées voisine les 1800 décollages, incluant les planeurs autonomes privés. Comme d'habitude, l'école représente une bonne proportion de l'activité totale. Les instructeurs n'ont pas chômé. Plusieurs élèves ont été lâchés et certains ont complété leur licence. Grâce à l'utilisation généralisée d'un agenda web, il a été possible d'optimiser l'usage des planeurs club et d'harmoniser le déroulement des activités en piste.

Le vol sur la campagne n'a pas été en reste. La participation à OLC a été très bonne, compte tenu de la composition du club – nos circuiteurs sont jeunes et travaillent en forte majorité du lundi au vendredi, se contentant souvent d'admirer les cumulus sans pouvoir en jouir. L'AVVC a terminé quatrième au Canada sur OLC. Et quand arrivent les vacances, les cumulus nous faussent compagnie – la météo de juillet ne fut pas la meilleure.

Comme à chaque année, la saison s'est terminée par un hiver. L'hiver ne signifie pas l'arrêt total de toute activité. Une fois de plus, l'AVVC a organisé la formation théorique des élèves francophones de tous les clubs de la région de Montréal. Ajoutez-y la formation théorique de futurs instructeurs. Enfin, pour célébrer la saison et se rassembler pour parler de celle qui s'en vient, les membres se sont payés un succulent repas dans un sympathique resto sur le Plateau. On a levé son verre à la santé de l'AVVC.

Aéroclub des Cantons de l'Est – Marc Arsenault

Le membership de l'ACE est passé à 14 au cours de la saison 2010. Deux pilotes remorqueurs nous ont quitté mais nous avons eu l'addition d'une membre ab-initio. Nous avons vendu notre avion remorqueur Morane-Saulnier et l'avons remplacé avec grande joie et efficacité par un HK-36 TTS. Cet appareil en plus d'offrir des performances de remorquage supérieur au MS-893E, nous a permis de réduire substantiellement nos frais. Nos pilotes remorqueurs peuvent ainsi se joindre à l'équipe en vol OLC.

Notre flotte entière sans exception sera équipée de PowerFLARM au début de la saison 2011. Nous comptons débiter la saison 2011 en fin de mars.

Club de vol à voile de Montréal – Denis Trudel

Pour les membres du CVVM la saison 2010, malgré un départ lent, fut somme toute une bonne saison. Avec 2032 vols, plus de 100 membres à son actif dont 20 élèves pilotes et de l'acquisition en début de saison d'un Duo Discus qui a effectué 306 heures de vol. Nos instructeurs n'ont pas chômés avec 20 élèves pilotes et plus de 691 vols d'instruction soit 34% des vols au club. Un grand merci à ces derniers. D'ailleurs le club envisage le remplacement de certains de nos planeurs d'entraînement pour cette année.

En 2010 le CVVM a terminé en tête du palmarès OLC au pays avec plus de 70,000 km parcourus. Une trentaine de nos membres ont participé à la compétition dont un vol record au club de Christian Hamel de 8 heures et plus de 700 km.

Le CVVM a aussi été l'hôte d'activités reliées à la formation avancée tel que la clinique de XC tenue au mois de juin, un camp de vol pour les instructeurs des Cadets de l'Air ainsi que notre camp d'onde annuel au Lac Placid au mois d'octobre. Comme vous pouvez le constater le vol à voile au CVVM est pris au sérieux et nous ne pouvons qu'espérer une saison 2011 aussi excitante.

Club de vol à voile de Québec – Denis Pepin

Il va sans dire que dame météo a été extrêmement généreuse en 2010. Non seulement a-t-il été possible de démarrer agressivement la saison avec des mois d'avril et mai superbes mais aussi les mois d'été nous ont comblés en terme de conditions de distance. En avril, 114 vols ont été réalisés et 202 en mai.

Au total, la saison 2010 s'est clôturée avec 1304 vols avec un membership de 52 membres actifs. Il faut remonter à 2007 pour retrouver ce même niveau d'activité alors que le nombre de membres actifs était de 61.

En 2010, 295 vols d'instructions ont été réalisés avec un total en fin de saison de 16 élèves pilotes. Ceci est prometteur pour la relève.

La saison a aussi été impressionnante au chapitre des vols de longue durée réalisés. 131 heures de vol effectuées en 23 vols – 23 vols de plus de 5 heures, 8 vols de plus de 6 heures, et 2 vols de plus de 7 heures (7h20 et 7h30).

Au chapitre d'OLC, le CVVQ s'est classé troisième au Canada avec 38 807 points, soit 43 083 km, en 327 vols réalisés par 24 pilotes participants.

Comme si ce n'était pas suffisant côté météo, la saison restera mémorable quant aux conditions d'onde rencontrées lors de notre camp d'automne de Baie-St-Paul. À part le mois de septembre qui fût un peu plus sombre, rares furent les week-ends sans lenticulaires par la suite. Nous avons eu neuf journées d'onde soit une en septembre et huit en octobre. Parmi ces journées splendides, l'onde a propulsé quatre d'entre nous à plus de 20,000 pieds dont deux à plus de 21,000. Un de nos pilotes a ainsi obtenu son gain diamant FAI avec 5,655 mètres. Pour les six autres journées d'onde, nous avons évolué entre 8,000 et 13,000 pieds, mais plusieurs ont franchi des distances impressionnantes en se servant de ce véhicule fort agréable et sécuritaire.

Côté finances, le Club se porte très bien, ce qui favorise la poursuite de notre plan de rajeunissement de la flotte. En fin de saison, nous avons vendu notre Jantar tel que ce plan le prévoyait.

Comme bien d'autres clubs, la perte du certificat de vol pour les L-13 à la fin août vient bousculer les opérations de notre unité d'enseignement. Notre L-23 a dû être doublement utilisé et par conséquent, le nombre de vols en duo de même que le rythme de vol de nos élèves ont été affectés. Il y a eu quatre premiers solos et deux attributions de licence. La transition vers la méthode française d'enseignement a été amorcée et le nouveau matériel pédagogique a été mis à l'épreuve avec succès.

Un nombre trop élevé d'incidents est par contre à déplorer même si aucun ne s'est soldé par des bris matériels ou des blessures. Nous y voyons là un sérieux avertissement qui fera relever d'un cran la vigilance de nos pilotes. On parle par exemple de six quasi abordages en vol, de trois largages prématurés et d'un atterrissage sur route. De quoi susciter un haut niveau d'attention lors de notre réunion spéciale de sécurité du printemps 2011.

Au début novembre 2010, des représentants de Transport Canada sont passés sur notre site pour porter une appréciation sur la structure, les processus, la documentation et les opérations associées à notre unité d'enseignement. Ceux-ci se sont dits très satisfaits de leur visite et des éléments qui ont été évalués.



Air Currency Enhancement Society – Bud Bertson

The following is a breakdown of the flying activities conducted by ACES members in club and/or privately owned gliders.

Club glider ZDF	81 flights/7.0 hours
Private glider RNS	3 flights/2.0 hours
Private glider VKA	3 flights/1.3 hours

We had no flight safety incidents this year. Our focus for the next year is to get a 2-seat trainer operational and try to grow the club membership.

Again no ab-initio flying training took place this year due to lack of a 2-seat trainer. However, three Air Cadets were checked out in the 1-26, and one Air Cadet member was able to get the prerequisites to be accepted on the Air Cadet Glider Instructor Course. He was successful on the course and subsequently trained three students at Atlantic Regional Gliding School last summer.

Also, a new tow-pilot was checked out on the Maule. Unfortunately, the Maule was damaged late last year in a non-glider-related incident. It is uncertain when it will be repaired, but we are investigating having a tow capability with one of the Debert Flight Centre Cessna 172s.

Association de Vol à Voile Champlain – Jean Richard

A successful year. It started with a significant investment: the purchase of an ASK-21 as a primary trainer. Such a move was made possible thanks to strong support from members. Club support has to be seen as confidence in the future, for both club and soaring. Gone are the days when a basic trainer has to be an out-of-production old clunker, bought used for a few bucks. Of course, AVVC doesn't want to go bankrupt buying very high end sailplanes.

The future is more than just gliders; it's also a vision. Project 2020 has been created. What's that? It's an association of small committees, each of them asked to study a specific aspect of club organization to influence club policy in the years to come. For example, AVVC is considering adding a winch to daily operation. Before doing it, the BoD need to get complete information about such a project, and what it involves. Same is true for hangar building, terrain improvement, etc. A high level of participation from members once more demonstrated our belief in the future.

2010 was the best of the last three years for flying activity. Membership is at the maximum of club capacity, between 60 and 65. New members joining the club compensated for those who left. Some efforts have been made to increase mid-week activity, but it seems that we need more retired and available people to make possible a 7-day operation. The average age at AVVC is much lower than in surrounding clubs. A 7-day operation would make it possible to increase significantly our membership without being faced with a traffic jam.

Total activity has been in the range of 1800 flights, including private self-launch or motorgliders. As usual, training accounts for a significant part of the total – instructors have been kept very busy. Many solos and licence achievements. Thanks to a well maintained web schedule, fleet optimization and smooth operation have been made possible.

Cross-country participation have been very good. Not a lot of FAI badges (only one Silver), but good OLC scores. AVVC finished fourth in the OLC competition in Canada. Of course, with a big majority of our young members still in the work force and left with one day per week soaring availability, a lot of excellent soaring days have been lost, and when came the July annual holidays, the weather decided to deteriorate.

Now it's winter, which doesn't mean a complete activity freeze. Once more AVVC took the lead and organized a French ground school for Montréal area clubs. A ground school for new instructors is also in progress. And finally, an end of year banquet was held in a downtown restaurant. Good humour and a succulent meal were all we needed to celebrate a nice soaring year.

Aéroclub des Cantons de l'Est – Marc Arsenault

ACE membership went to 14 in 2010. We lost two tow-pilots but gained one new ab-initio member. We have sold our Morane-Saulnier towplane as it was replaced joyfully by our new HK-36 TTS. The performance exceeds the Rallye with a substantial reduction in cost. Our tow-pilots can now join the OLC team! Our entire fleet will be equipped with PowerFLARMS at the beginning of the 2011 season.

Montréal Soaring Council – Denis Trudel

All in all 2010, despite a slow start, was a good season. MSC logged 2034 flights, a membership exceeding 100 including 20 students, and the purchase of a DuoDiscus that logged 306 hours of flight time. Our instructors were put to work with over 691 flights representing 34% of all flights made at the club. Gentlemen, thanks again for your devotion, another reason for our club to look for a trainers upgrade this season.

MSC finished first in the OLC competition in Canada with over 70,000 km logged. This success was due to the involvement of over thirty of our members and, in part, on the DuoDiscus' cross-country training capabilities. Also worth mentioning is the MSC record flight of Christian Hamel who flew for 8 hours and over 700 km.

Amongst activities held at our club in 2010, let's mention a cross-country clinic in June, an Air Cadets advance flying camp for instructors in August, and our usual Lake Placid wave camp in October. As you can see some serious flying was done at MSC last season and we are hoping that 2011 will be even more exciting.

Club de vol à voile de Québec – Denis Pepin

Nice weather with an early start. The season began aggressively with 114 flights in April and 202 in May. The following summer days were equally generous. The 2010 season ended with a total of 1304 flights with 52 active members. We have to go back to 2007 to reach such an activity level (61 active members then). 295 training flights have been performed with 16 student pilots, a promising situation for 2011 membership.

An unusual number of long duration flights – 23 flights totalling 131 flight hours – 23 flights over 5 hours, 8 flights over 6 hours, and 2 flights over 7 hours (7:20 and 7:30). On OLC, QSC ranked third in Canada with 38,807 points, and 43,083 km, with 327 distance flights performed by 24 different pilots.

For over 37 years, QSC has held its wave camp over Baie-St-Paul in the Charlevoix region. Again, the weather was generous. With the exception of a rainy September, we explored wave conditions for all other weekends. With no less than nine wave days (1 in September and 8 in October), four pilots passed 20,000 feet and two reached 21,000 feet. One of them claimed his FAI Diamond with a 5655m gain of height. For the other wave days, we played between 8,000 and 13,000 feet and many pilots used this fantastic energy to browse impressive distances.

Club finances are very good which is favourable for our rejuvenation plan of the fleet. We sold our Jantar (C-GBRP) at the end of the season.

As many others clubs in the world, the Blanik L-13 CofA suspension shackled our instruction activity. Our L-23 became our only training aircraft, bringing more waiting time for our students. Four first solos and two pilot licences were performed. The instructional method from France has been started and the new teaching materials used with success.

Too many incidents have been counted this season although none ended in injuries or damage. Aware of the luck, we see there a big alarm bell to increase the alertness of all pilots. Among the incidents were six near misses, three premature termination of the tow, and one landing on a busy road. Many topics of discussion for our next spring safety meeting.

On 3 November we met the Transport Canada representatives to evaluate structure, process, documentation, and operations of our teaching unit. Their appreciation was excellent about their visit and all the evaluated elements.

2010 World Contest Funding Support

David Collard, SAC Treasurer

At the 2009 SAC AGM meeting in Hamilton, two motions were passed providing matching funding of up to \$10,000 per year for three years creating the SAC Youth Soaring Bursary Program and the other providing matching funding of up to \$10,000 per year for three years towards supporting the World Contest Team and, in alternate years, the Junior World Contest Team.

- In 2009, Christopher Gough represented Canada at the World Junior Contest and received matching SAC funding support totalling \$9,711.04
- In 2010 our Canadian Team received matching SAC Funding support totalling \$16,787.51 as shown below. However, it took a total team effort to raise all the funding needed to support the World Contest Team in 2010.

The funding support for the 2010 World Contest team was as follows:

Directly from SAC

1) Wolf Mix Fund (year end 2009 value – \$92,917.00)	
3% of WMF investment gain	\$2,787.51
2) World Contest Fund – year end 2009	\$4,000.00
3) SAC World Contest support available	<u>\$10,000.00</u>
Total available for 2010 World Contest	\$16,787.51

Paid out to date –

World Contest Fee	\$2,867.43
Funds remaining	\$13,920.08

The three contest pilots were paid an advance of 1/2 of the remaining funds or \$6,960.04 or \$2,320 each. The remaining \$2,320 to each pilot was paid out after the contest, supported by original receipts.

Other funding raised by team & SAC members

CAS/ Team X-C Soaring Seminars in Hamilton 2009 and in Ottawa 2010, total	~ \$2500
SOSA Membership raffle	~ \$3000
WestJet raffle	~ \$3500
Advertising on the Team website	~ \$500
Dinners at the 2009 Nationals	~ \$1000
Dinner at the 2010 Nationals	~ \$600

237,919 Aeroplan points were donated, and Dave Springfod topped up to the 240,000 point level for the fourth ticket. So this saved the team four airfares to Europe that would likely be in the \$1500 range per ticket – \$300 per ticket taxes fees – total savings:

\$6000 – \$1200 = \$4800

TOTAL FUNDING SUPPORT dollars	\$27,556.01
Aeroplan points dollar savings	\$4,800.00
Jörg Stieber – in kind donation (tax receipt issued to Jörg)	\$3,312.49
TOTAL FUNDING SUPPORT All sources	\$36,000.00

Note from Jörg Stieber, Team Manager:

There were no other big donations that didn't run through the SAC fund.

Contest Pilots – claims submitted

Willem Langelaan	\$12,132.73
Dave Springford	\$9,727.59
Jerzy Szemplinski	<u>\$10,495.69</u>
Total claim from team pilots & crew	\$32,356.01

TOTAL FUNDING SUPPORT dollars	\$27,556.01
Equal to \$9,185.33 per team	

The foregoing is submitted to show our SAC membership what it costs to compete at the world level and also to encourage other competitors who thought it might be out of their reach for financial reasons to be on a World Contest Team. As one of the SAC directors stated, "I never really considered trying for the World Team because of the costs but seeing this type of financial support it puts a whole different light on the possibility of going."

2011 Junior World Contest – Germany

Selena Boyle has been selected by the SAC Sporting committee to represent Canada in the 2011 Junior Worlds in Germany. Donations are welcomed to help Selena raise her needed funding in order for her to receive matching support of up to \$10,000 from the SAC program.

All help would be appreciated and, if directed via the World Contest Fund, a tax receipt can be issued. We wish Selena success in both her fund raising efforts and at the contest. Christopher Gough, our 2009 JWGC competitor, will be assisting Selena at the Worlds as Team Captain and crew member. The SAC Board of Directors on behalf of all members wish Selena a safe and successful contest. We look forward to hearing of her progress – good luck, Selena.

SAC Youth Bursary Program – 2010

David A Collard, SAC Treasurer

The SAC Youth Bursary Program has completed two years of operation and it has resulted in 38 youth having the opportunity to expand their life experience into our sport of soaring. The upcoming season will be the third year of matching funding as agreed to at the SAC AGM in the spring of 2009. I have heard very positive feedback from both the SAC clubs involved and the youth who have benefited from this program.

The idea of the SAC Youth Bursary Program had its gestation from the *Youth Flight Canada* program and was modified to the SAC program by the BoD in their desire to ensure our clubs could benefit regardless of their size. Another aspect of our program was the idea of the clubs being able to obtain free advertising and good will from their support of the SAC Youth Bursary recipients in their areas of club operations.

A third benefit that was envisioned was the possible donations that could be raised both at the club level and the national SAC level in support of youth. To date at the SAC level I am aware of three contributions totalling in excess of \$35,000 towards support of youth in soaring. These donations had different goals, one was toward the SAC Air Cadet/Youth Bursary Trust, the second was towards the Wolf Mix Fund for the benefit of youth, and the third was in support of the youth programs at a SAC club. I am quite confident in saying that, if efforts are made by clubs in their areas of operation, they would find sources of funding support for this type of endeavour. This funding support could be either from businesses in the area or individuals who just want to help financially to the youth in their area. Are you taking advantage of this?

The program for 2011 will be increased to 25 bursaries. There was a carry-forward of two bursaries from 2010 and a further three are being funded by a portion of the earnings in the Air Cadet/Youth Bursary Trust fund. The matching dollar support at the SAC level is \$12,500.00.

A marketing piece that VSA is using in searching out suitable candidates for their SAC Youth Bursary Program has been uploaded to the SAC documents page under "Info/General Forms". They welcome your use of this material as a template for your club's efforts in this regard. The following individuals were funded in 2010 under our SAC Youth Bursary Program:

AVV Champlain	<i>Simon-Pierre Dupont</i> , 24
Canadian Rockies Soaring Club	<i>Chris Hildebrandt</i> – 18
	<i>Darcy Foo</i> – 15
	<i>Chantal Fortier</i> – 17
	<i>Patrick J Crawford</i> – 18
Prince Albert Gliding Club	<i>Robin Claus</i> – 23
	<i>Rae Given</i> – 15
	<i>Wyatt Given</i> – 13
Vancouver Soaring Assn	<i>Sean Kitts</i> – 24
	<i>Colby Timm</i> – 17
	<i>Jessica Holman</i> – 20
SOSA Gliding Club	<i>Neil Wilson</i> – 18
	<i>George Holt</i> – 16
	<i>Rhys Juergensen</i> – 15

Gatineau Gliding Club	<i>Ryan MacNeil</i> – 16
	<i>Emma Walker</i> – 16
York Soaring Assn	<i>Nicholas Ingold</i> – 16
	<i>Andrew Lampert</i> – 17

Let's all make an effort to see 25 names on the list at this time next year. I hope you all have a successful 2011 soaring season.

Good luck with your SAC Youth Bursary Program and thank you for your continuing support of this endeavour.

2011 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	Étudiant
Youth (Air Cadet)	0	0	Jeune
Associate	60	30	Associé

- Membership fees are eligible for a tax receipt.
- Half year rates are applicable after 1 August, but for new members only.
- 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.

2011 SAC BUDGET

REVENUE	2010	2011
Membership	\$103,000	\$103,000
Flight Training & Safety	10,500	10,500
Sales	7,000	7,000
Free flight (ads & subscriptions)	1,500	1,500
Investment income	15,000	12,500
Other	4,000	3,500
total	\$141,000	\$138,000
EXPENSES		
Salaries & professional fees	32,000	27,000
Occupancy	6,000	6,000
Office expenses, printing	6,000	6,000
Communication (phone, internet)	1,000	1,000
Postage	3,000	3,000
Depreciation	4,500	4,500
Cost of sales	4,500	3,000
Free flight	19,000	20,500
FAI / Aeroclub	6,500	7,000
Flight Training & Safety	12,000	12,000
Meetings and travel	18,000	18,000
Publicity	20,000	4,000
World Juniors	–	10,000
Bursaries	–	12,500
Other	3,500	3,500
total	\$136,000	\$138,000

COMMITTEE REPORTS FOR 2010

AIR CADETS – Dave Collard

The Soaring Association of Canada has had a long history of association with the Air Cadet movement in the sport of gliding and our shared enthusiasm for the promotion of flying. There are many synergies that can work for the benefit of both organizations and we are aware that many of our current members in SAC were once Air Cadets and benefited from their glider program.

The early exposure of youth to soaring is the concept supported by SAC and it was expanded in 2009 with the introduction of the SAC Youth Bursary Program. To date our records show that up to half of the participants in this program have or have had an Air Cadet affiliation. At SAC, we see these youth involved with Air Cadets as potential SAC members when they leave the Air Cadet movement due to age.

As a result of some benefits seen to both organizations, a one week program of advanced soaring was offered in August 2008 by VSA and the Air Cadet organization to the top cadets and instructors from across Canada. The success of this program has resulted in it being expanded by the Air Cadets to each of their regions. The program will vary by Region due to challenges of our vast country, finances available by Air Cadet Regions, and the capacity and availability of SAC clubs in the respective areas to become involved.

Below are current reports from Maj. Dean Gillrie, Deputy Cadet Air Operations Officer, Prairie Region, and two SAC clubs. There is also a brief report by Dave Springford explaining how the SOSA program has been operating since 2005. These reports will give you some insight into the purpose of the program and how it is being implemented by two SAC clubs. VSA is in the Pacific Region and CAGC is in the Prairie Region of the Air Cadets. I do not have any other reports for Ontario, Quebec, or the Maritimes. I understand that the Air Cadets are exploring ways of implementing these same programs in these regions.

This report is submitted to help expand the knowledge base to our SAC clubs that might want to become involved with this program. The SAC BoD see the involvement of these joint efforts as part of an ongoing need to actively promote the future sustainability of soaring in Canada.

SAC Club Familiarization Program – Phase 1 and 2 *Dean Gillrie*

1. The Air Cadet Gliding Program (ACGP) recognized a requirement to review our current flying operations and conducted a strategic review of the country's Air Cadet flying program. Part of this review was to expand the existing ACGP with the addition of an advanced soaring concept.

2. Phase 1 of the program is designed to give selected glider pilot licensed cadets and escorting officers a week long ad-

vanced soaring camp. This phase would enable the cadets to attend a structured week-long training opportunity involving soaring, cross-country, and advanced soaring concepts that will lead the cadet to experience a broader level of soaring and fly a different glider as well as conduct a few solo flights. This initial phase of the program was successfully run at the Winnipeg Gliding Club in August of 2010.

3. The second phase of the soaring concept would have glider pilot licensed cadets and adult staff from the Region Gliding Centres attend their local SAC-affiliated gliding club for a one day SAC club familiarization. They would receive one or two flights each in the club's two-seat glider and experience a SAC soaring club environment for the day. We started this initiative in September 2010 for the fall flying season and wish to continue again for the spring 2011 and next fall's flying season.

4. The SAC club Famil program (phase 1) along with the Advanced Soaring week (phase 2) will enable a larger number of cadets and officer staff across the region to receive an advanced soaring opportunity and SAC club exposure. This would serve as both a motivator for continued participation in the ACGP and also broaden the aviation skills and knowledge of those selected to undertake this activity and help develop and sustain the next generation of ACGP pilots. It will also serve as a conduit for a positive working relationship and exchange of information with the Region's SAC affiliated gliding clubs and the ACGP.

5. We look forward to a positive future for soaring with our region's soaring clubs in the future. If you have any other question please contact me.

Vancouver Soaring Assoc. – Air Cadet Joint Operations *James Swank, VSA President*

The VSA has now completed a third season of hosting the BC Air Cadets. In 2008 the VSA began to nurture a closer relationship with the Air Cadet program by inviting the Air Cadet program to Hope for long weekend joint operations. In 2008 this was expanded when the VSA hosted the first advanced soaring program for the top Air Cadet pilots in Canada. This was a one-week course where VSA instructors flew the cadets in our advanced 2-seater fleet to provide instruction in ridge, wave and thermal soaring techniques. In addition, the Air Cadets also had a fleet of 2-33s and once suitably checked out, the cadets were able to pursue FAI badge flights. The 2008 course was a great success for both the VSA and the Air Cadet League.

In 2009 the VSA continued hosting long weekend joint VSA/ Cadet operations and again sponsored the BC-only cadet advanced soaring program. In 2010 the VSA again hosted the cadets at Hope for a May long weekend camp and the one-week August 21-27 Advanced Soaring Program. VSA pilots and instructors gave a number of seminar presentations on a wide variety of topics including "flying safely in the mountains at Hope, cross-

country techniques, human factors, the FAI badge program, and the use of GPS flight recorders.

The program also helps VSA finances with the cadets providing a daily facilities usage fee and also paying an hourly rate for all program instructional flights conducted in VSA 2-seat gliders.

In summary, the VSA is committed to continue our mutually beneficial joint operations with the air cadet program. The VSA members are thrilled to have in influx of young cadet glider pilots experiencing the joys of soaring flight at our home base at the Hope airport. The young cadet pilots get to experience the new world of soaring flight and perhaps will come back in the future as members of SAC gliding clubs across Canada.

Central Alberta Gliding Club report

John Mulder, AB Zone Director

The CAGC had the opportunity late in the fall of 2010 to participate in Phase 2 of the SAC Club Familiarization Program for the Air Cadets. We had two cadets and one staff member arrive in the morning to spend the day with us, see what we do that is similar to their operation, some of the differences, and get a few flights at our operation.

The day started with an orientation and participation in the daily safety briefing. The cadets and officer participated in our operation and each received two flights in our Bergfalke 3 with a focus on thermaling, glider performance and cross-country introduction. At day's end the conclusion was that there are more similarities than differences in how we operate. The feedback from the cadets was very positive and our club also benefited from the enthusiasm and willingness to learn and participate on the part of the cadets.

This program should provide clubs with an opportunity to interact with the local cadet flying Regions and begin to build relationships that will provide benefits for both organizations in the near term and the future.

SOSA program report

Dave Springford

We have been holding a 10-day youth camp at the end of August since 2005. We can take up to 15 participants. Prerequisite for the camp is that they must be licensed pilots. The majority of our participants have been from the Air Cadets but this is not a requirement. The goal of the camp is to get all of the participants their one-hour flight by the end of the camp. Typically the first few days are needed to get them all checked and soloed in the K-21s. After they have flown a few K-21 solos, we put them in the Puchacz for spins and progress them on to the Juniors.

Last year we also had a group of senior Air Cadet brass and instructors at SOSA for a week in September to test fly our K-21, Puchacz and DG505. Charles Yeates also brought his PW-6 for them to evaluate. The purpose of this week was to evaluate current two-seat gliders as potential replacements for their 2-33 fleet. They also sought our input on cross-country and aerobatic training that the cadets might be able to conduct post-licence.

AIRSPACE – Scott McMaster

The bulk of the airspace committee's time in 2010 was spent putting out fires from a few "near misses" and airspace incursions. These events highlighted a couple of issues the general membership should be aware of.

When we have a "near miss" or airspace trespass it focuses regulatory and commercial operator attention on us, and not in a good way. Of particular concern lately is the defence of the existing transponder exemption for gliders (CARs 605.35(1)). This exemption was instituted many years ago, back when it was impractical to put transponders in gliders. The advent of lower powered transponders has made the technical justification of the exemption increasingly difficult and countries the world over have forced gliders to carry transponders to use previously unrestricted airspace. The result is that in the last 5 years many gliders have been successfully equipped with transponders and this has made the case for maintaining the Canadian glider exemption increasingly difficult. Any reported near misses between transport category aircraft and gliders really hurts. This is important because the loss of the transponder exemption will mean substantial financial hardship for many clubs and private owners who wish to continue to fly in what is now transponder required airspace for almost everyone else.

With the loss of the technical argument the only way we will be able to continue to justify the glider transponder exemption is to show that the risk we pose is not significant. I believe this can be accomplished by stringent adherence to self imposed/ self policed airspace restrictions in busy areas and limited voluntary adoption of transponders in areas where it is justified. By demonstrating our commitment to being responsible users of airspace we greatly reduce the weight of the arguments used by opponents to the exemption. For me this view was strengthened this summer when one Ontario club equipped a number of its cross-country gliders with transponders while simultaneously reinvigorating its local airspace policy. The goodwill this local act generated in the broader aviation community has had a significant positive impact on potential national changes. I think it provides an example for how soaring can maintain airspace access in the future.

The other issue highlighted by one of this year's incursions is the need for pilots to be aware of NOTAMs and the temporary restrictions they can impose on us. In my experience the checking of NOTAMs is not done as rigorously by the soaring community as it is in other sectors of aviation. This has evolved for a bunch of reasons but unless you enjoy unexpectedly being in formation with the Snowbirds it is something we all need to pay attention to. It bears directly on the image of soaring pilots as responsible airspace users and ignoring it seriously erodes our credibility as operators that other airspace users want to share the sky with.

On to other business. I would like to take this opportunity to welcome Tom Fudakowski and Bram Tilroe to the airspace committee. Tom brings an airspace background from a career in Transport Canada and Bram is the chairman of Aviation Alberta. Both are very welcome additions and I expect we will be putting their expertise to good use in the coming years.

One of the first jobs for Bram is a review of the airspace around Edmonton, expected to start next year. We are working to ensure that both SAC and affected clubs are represented at the review and I expect Bram will be kept busy with this one.

For those who have read this far, thanks for your attention. To all have a safe and successful 2011 soaring season.

FAI AWARDS – Walter Weir

COTS LOGGERS Commercial Off the Shelf loggers have been legal for a full season for badge legs up to Gold. The IGC calls them “position recorders” as opposed to the fully qualified “flight recorders”. Only one model has received SAC approval, the neat little FlyWithCE which sells for 89EUR (\$125 on November 16th). See <<http://www.flywithce.com>>. So far I haven’t approved a single claim using this unit. A major drawback is that a separate altitude barograph must be carried. We are hoping that proposals being made to the IGC will eliminate this requirement sometime in the future. To apply for SAC approval of other units go to: www.sac.ca - Documents Vault - Badges and Records - GPS Position Recorder Application Form.

GOLD DISTANCE and DIAMOND GOAL flights If you are planning a 300 km flight you might as well plan to do both Gold distance and Diamond goal – but there are important differences between these two badge legs that you should be aware of. A Diamond goal flight must be either out and return or a triangle. You can use a “start on a leg” triangle to help keep the flight path closer to home but the distance claimed must be the distance between the three turn points – the extra distance to get from and to the start/finish sectors doesn’t count. Turn points must be at least 10 km apart. The start point is at the same location as the finish point – they can’t be different. *You must visit the start sector after release (or release in the start sector) and you must visit the finish sector before you land.* Omitting this requirement can nullify your Diamond claim. There are other details you should know:

- If you lose more than 1000m between start and finish your distance will be penalized.
- Only sectors or lines can be used for start/finish - cylinders are not allowed.
- Distances must be calculated using the WGS84 earth model.

The table below shows that 2010 was about the same as 2009 with an improvement in the top three achievements.

FAI badge and badge leg statistics, 2001 – 2010												
	01	02	03	04	05	06	07	08	09	10	5 yr avg	% of avg
1000 km	0	2	0	0	0	0	0	1	0	1	0.4	250
750 km	-	-	-	-	1	1	2	1	0	2	1.2	167
Diamond	1	2	1	1	1	0	1	0	0	1	0.4	250
Gold	5	5	7	2	5	1	2	3	4	2	2.4	83
Silver	8	19	19	7	7	13	16	9	10	9	11.4	79
C Badges	38	57	26	18	33	19	27	21	23	19	21.8	87
Badge legs	71	111	99	51	47	60	90	40	55	58	60.6	96

Of the 58 badge legs, 13 were Diamond, 13 were Gold, 32 were Silver.

FLIGHT TRAINING & SAFETY – Dan Cook

Safety Report See the separate safety report beginning on page 23. Significantly, we are at about half the annual average of accidents this year with no fatalities. Well done to all pilots and clubs. Let’s keep working our successes!

Blanik L-13 situation What we know is that we have sixteen L-13 and 13A Blaniks in Canada affected by the AD grounding the aircraft. Two clubs (Silver Star and Saskatoon) make sole use of L-13 for training and Cold Lake trying to start up their club with one. A process to address the AD may be announced by LET in April 2011 and will likely involve non-destructive eddy current inspection procedures for the spar components in question. Most current information is being posted on the SAC website Roundtable forum.

Instructor courses The FT&SC trained 21 instructors (class I and II) of which 12 were new class III ratings. Courses were run at VSA, ESC, GGC and Champlain. In addition, SOSA and York conducted their own instructor course, but the number of instructors trained is not known. The SAC curriculum is currently 10 days of training in a 5-day course. FT&SC is preparing the ground school portion of training on SAC DVDs for distributed learning under the responsibility of the club CFI. Once the ground school portion has been completed under mentorship of the CFI or designate, candidates can participate in a flight evaluation to get their SAC rating. FT&SC will assist clubs with both phases of training.

It is expected that the clubs will make extensive use of simulation (*Condor* is recommended) to practise the lesson pattern and lesson delivery with candidates to evaluate they are ready for the flight testing phase. To assist with the ground school, a new video of the ten flights on the instructor course has been completed which include examples of all the stages in the curriculum including the fifteen spin scenarios and PDM using SOAR technique and US FAA P³ (Perceive-Plan-Perform) adapted from USAF. The videos will be available as part of the SAC Instructor Manual and copies will be forwarded to all clubs. Instructors wishing their own copy can e-mail <cook-daniel@shaw.ca> with your mailing address and I will forward you a copy.

Instructor Course materials In addition to the ten-flight video on the instructor course, the pocketbook and handbook (January 2011 version) have been slightly revised with lessons learned on the instructor courses. Changes are primarily to teaching the circuit and isolating “planning the circuit” content from “flying the circuit” so that students can master one stage before moving to the next. In addition, the diagonal circuit explanation has been restructured to reduce confusion on teaching this element.

Shortly, the instructor manual will have minor changes made to balance all documents. Several *PowerPoint* presentations will be available with the instructor course materials and include Collision Avoidance, HF Integration for Instructors, Instructor Initial & Refresher Training. A new DI book has been completed and will go to printing this spring and be forward-

ed to clubs. The *Pilot Training Record* will be reprinted shortly with French on one side, English on the other. The preparatory ground instruction videos are in the works.

SAC simulator status A rudder pedal modification has been completed to make the system more robust. The portable simulator in each of three regions is available for instructor training, refresher training, and soaring promotion. Contact an FT&SC member if you are interested. Simulator use has been highly successful on the instructor courses, improving the quality of in-aircraft lesson delivery and reducing the number of additional flights required. Many clubs are obtaining their own simulators based on this success. This tool will be effective for recurrent training for experienced pilots, who have had 5 glider flights in the past 6 months and 100+ solo flights in gliders, in lieu of a spring checkout in a glider. Less experienced pilots would also have less difficulty on spring checks if they use the simulator prior to their first check flight.

The final decision has not been made regarding the simulator replacing the actual glider flight as more testing is required. But this shows promise for speeding up the spring checkout process and reducing costs. Teaching with a simulator takes organization and discipline to execute, so a simulator is only as good as the instructor who uses it as a teaching tool.

Recurrent training seminars The pilot program introduced at the last AGM and the Nationals was deemed to be successful and the plan is to now send the package to all club pilots. To be most effective, all pilots should see the presentation via e-mail distribution and then clubs should discuss the contents at a pilot meeting.

SAC instructor refresher A PowerPoint presentation will be distributed to CFIs to also be used with the new instructor course video. Ideally, this should also be distributed to club instructors via e-mail. The video should be discussed at the club spring instructor meeting to get full benefit from it in terms of standardization and safety along with improved communications.

SAC Safety Officer The FT&SC Chairman has handed over SAC Safety Officer duties to Dan Daly. Dan has worked in the military as a Flight Safety Officer and brings a wealth of experience to the committee.

FLARM Dan Daly has been working with Industry Canada to secure same frequency as US for PowerFLARM, 915 MHz, and has contacted the FLARM manufacturer to coordinate FLARM use in Canada.

"PowerFLARM" is being designed primarily for the US market. The EU type FLARM operates on frequencies not available for approval by the FCC and will not be marketed in North America. PowerFLARM, unlike FLARM, receives transponder C/S and ADS-B signals and is an approved IGC flight recorder. Approvals are expected by spring 2011. FLARM is a tool to help identify glider traffic in congested glider flying areas typically having poor radar coverage. It does not replace transponders where there is a requirement for them.

Coaching Manual A SAC coaching manual will be placed on the SAC website documents page. The reference book for this manual is *Advanced Soaring Made Easy* by Bernard Eckey. It is an excellent easy-to-read, well-illustrated book and should be part of every pilot's library after licence. Copies can be obtained from MZ Supplies <wernebmz@magma.ca>, Ulli Werneburg, for around \$60 plus shipping.

OSTIV TSP Ian Oldaker, Chairman of the OSTIV Training & Safety Panel, has made presentations to the IGC in the past two years on how to improve safety. The primary focus has been contest safety with discussions on safety management risk analysis/mitigation and a contest bonus points system for safety equipment in contest gliders (a Sailplane Development Panel initiative). Ian is also making OSTIV TSP presentations for the second year at the SSA convention in January, this time on improving instruction and on the *FLYTOP* Club Safety training program which has been implemented successfully very recently in some European countries.

National Safety Program status Performance measurement of the program is based on:

- all pilots reporting accidents and incidents,
- clubs reviewing safety audits every three years (only one safety audit was received this year).
- clubs completing annual risk analysis and sending a copy of their annual safety reports to SAC, and
- clubs completing a Club Safety Program Manual/Guide and forwarding a copy to SAC.

We look forward to hearing from your club at any time but need your reports by December if the Safety Officer is going to learn about and report on any trends in his report in January. The good news is that about 80% of the accidents are being reported to SAC, up from about 40% in previous years. What is missing is the club Safety Officer analysis on the form in the club Annual Safety Report.

Dan Cook: Chairman

Dan Daly: National Safety Officer

Members: Joe Gegenbauer, Gabriel Duford, Richard Sawyer

SAC Board liaison: John Toles

OSTIV TSP Chairman: Ian Oldaker

FREE FLIGHT – Tony Burton

The 2010/4 issue was the 174th to come out of our house since Ursula then I began editing *free flight* in 1981. Thanks 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, particularly Maria Szemplinska at SOSA who has a very good eye for composition. 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.

Make use of the 79,000 word "searchable" *free flight* index on the web page – it is a very 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. Thanks to Susan Snell who designed the index and uploads my current content to the website. Remember also that there is no Canadian gliding history question you can ask that doesn't have 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, and give the office and *free flight* changes to your address, phone number, e-mail, or contact person.

INSURANCE – Keith Hay

For those with questions or comments regarding the insurance plan, please use the SAC insurance committee address, insurance@sac.ca, as it is usually the quickest and easiest way to reach me. I do try to reply back to people within a couple of days, though it sometimes may take somewhat longer depending on holidays and more complex issues. I want to thank 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 continued to moderate from its peak in 2008 which stabilizes our longer term averages. We had fewer losses this year, and those that we did have, in large part, were smaller partial damage claims rather than complete losses.

SAC continues to apply a "Claims Surcharge" to those with claims in the last three years. This amount is in turn credited to all owners with a claims-free record in the form of a No Claim Bonus at each renewal. For 2010 the plan credited a total of \$6987 to those owners with claims-free records.

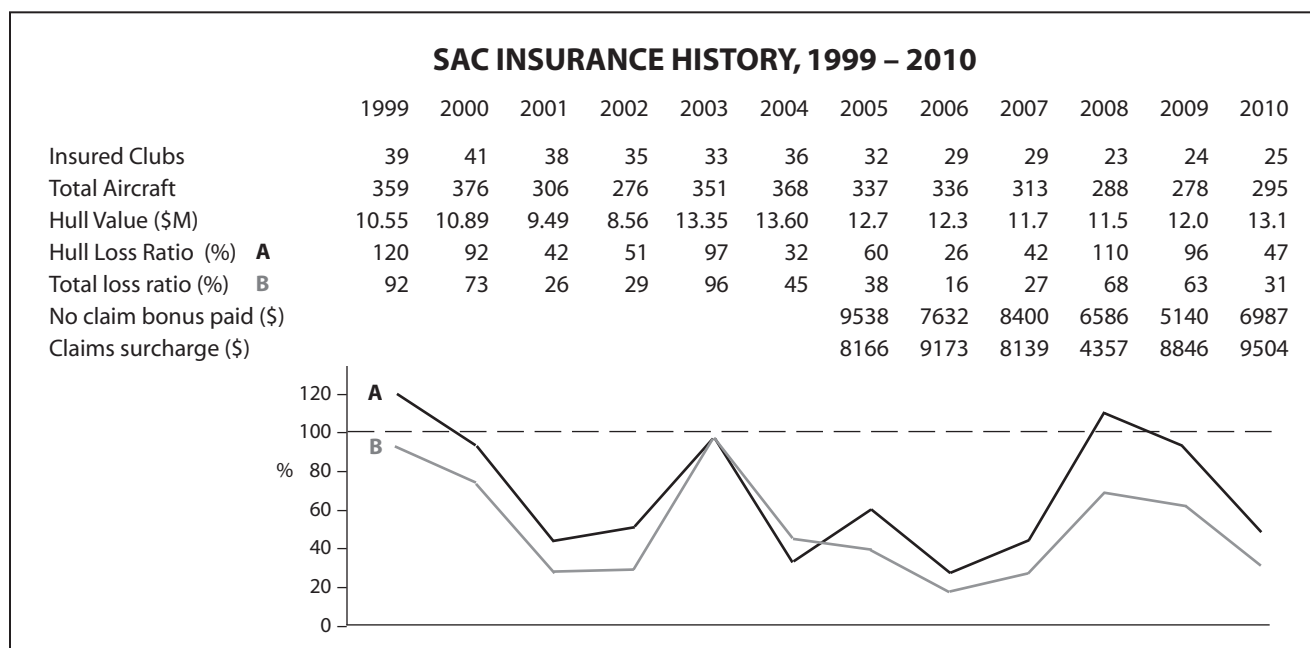
As I write this report, we are in the process of reading Requests for Proposals to send to interested underwriters in the Canadian market. The responses will be evaluated and we will finalize any changes for the 2011 plan. We are not anticipating increases to our premium rates. The 2011 policy year will run from 31 March 2011 to 31 March 2012. As in previous years, coverage will be automatically extended for the month of April to renewing owners to allow for the renewal process. While this standard extension does provide coverage, it is important to complete your renewal as early as possible before 30 April. Failure to renew your coverage and submit premiums can cause your coverage to be void in case of an incident, with no payment of your claim.

Club renewal packages this year will be sent out to each club treasurer or contact as soon as available in late March, in advance of the April renewal period.

New for 2011 We hope to have a new facility up and running allowing for online renewal and payment for private owners. This should ease the season start-up task for club treasurers as they will not have to process private owner premiums. Due primarily to the size of club renewal payments, we will likely need to continue to do club renewals the current way, via e-mail and cheque, at least for this year. Further information will be sent out to private owners late March as we complete testing and finalize the details.

Your SAC insurance coverage – major points

While this touches on the major points, both the plan coverage summary and policy document are available from your club treasurer. It should be required reading for all club executives and private owners. This helps to ensure that not only do you know what is being provided, but also what your 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 piloting SAC-insured gliders and towplanes. There are currently no requirements for specific experience. It is important for both members and clubs to ensure that all (both student and licensed) club members' SAC dues have been submitted in a timely manner to ensure coverage. This is especially important to private glider owners, as their glider insurance coverage is dependent on being a current SAC member.
- Guests (FAI affiliated members eg. SSA, BGA) members when piloting 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. 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 or to accumulate time).

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 third party property, and bodily injury to third parties that may occur involving your aircraft while it is "in motion". An example of covered property damage would be crop damage during an outlanding. This is also the coverage which provides protection to the club and SAC in the event of an injury during an aircraft incident to a bystander, intro passenger or other guest who is not a SAC member or FAI guest. Liability claims 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 limits per private aircraft and 2 million limit for each club aircraft. There is no deductible for this coverage.

Minimum liability coverage on all private gliders under the plan is \$1,000,000 per seat. Minimum liability coverage for club aircraft is \$2,000,000 per aircraft. One of the primary reasons for the higher club limit is that past club liability settlements have exceeded \$1,000,000, at least in part because clubs are seen to be held to a higher standard of "duty of care" than private owners.

Airport premises liability Coverage for all clubs in the plan is mandatory. This covers airport premises and operations other than aircraft to a liability limit of \$2,000,000. It provides important protection to clubs for damages and injuries that could occur on their airfield (owned or leased), which do not involve aircraft. An example of this would be a guest being seriously injured by tripping in a gopher hole. Note this does *not* provide general liability or property coverage for your clubhouse or other facilities. This coverage in the general marketplace typically costs a minimum of \$2,500. Our cost is \$185/club. The premises liability coverage also provides \$100,000 of additional coverage specifically 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 2011.

RECORDS – Roger Hildesheim

2010 record flying activity was focused in two very different geographical locations, the mountains of the Columbia Valley in British Columbia and the ridges of Pennsylvania.

In the west, Tim Wood was at it again but this time with his newly-acquired DG-400. Tim has been trying to optimize the available distance in BC (and Alberta) by launching out of different airfields such as Elko (BC) and Pincher Creek (AB). Unfortunately, only his records flown in BC passed muster with the FAI Sporting Code but many valuable lessons were learned regarding long distance flights in the Chinook Arch wave. I'm sure that we will hear more from Tim in 2011 as he probes further (and higher) into "Wild Rose Country".

Easterner Nick Bonnière adopted the "well, I'm more than halfway there" philosophy and spent some time in Invermere after the Nationals in North Battleford. I sent Nick an e-mail shortly after the Nationals asking about the contest and how he liked flying in Invermere. He mentioned that he had a "nice" flight. The next day I received his preliminary record notification for his record setting flight from the previous day. I duly noted that Nick can be low key...

Meanwhile back east, Adam Zieba was tearing up the ridges with a couple of incredible flights. Well, you have only seen the one on 9 May where he essentially reset the book for Citizen records. What you may not be aware of is that he flew a similar distance flight a couple weeks earlier but figured he could do better. Once again I noted that Adam too can be low key ...

So went the 2010 record season. A blend of experienced record pilots exploring new opportunities and two very skilled

newly minted record pilots quietly pushing the bar up for the rest of us. My lesson from 2010 is that everything your mother told you is true... you should watch out for the quiet ones.

2010 record flights

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 23 Dec 2009, Narrowmine, Australia
 Record type 400 km Triangle Speed, Citizen, Multiplace
 FAI Category SAC
 Sailplane Duo-Discus VH-GKC
 Task 3 GPS turnpoints out of Narromine
 Speed 111.7 km/h
 Previous record 85.0 km/h – A Kawzowicz (A Marcelissen), 2007

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 23 Dec 2009, Narrowmine, Australia
 Record type 3TP Distance, Citizen, Multiplace
 FAI Category 3.1.4f
 Sailplane Duo-Discus VH-GKC
 Task 3 GPS turnpoints out of Narromine
 Distance 406.5 km
 Previous record unclaimed

Pilot **Charles Yeates (Kris Yeates)**
 Date/Place 23 Dec 2009, Narrowmine, Australia
 Record type 100 km Speed to Goal, Citizen, Multiplace
 FAI Category SAC
 Sailplane Duo-Discus VH-GKC
 Task 3 GPS turnpoints out of Narromine
 Speed 127.0 km/h
 Previous record unclaimed

Pilot **Adam Zieba**
 Date/Place 9 May 2010, Mifflin, PA, USA
 Record type Free O&R Distance, Open, 15m, Club (all citizen)
 FAI Category 3.1.4b
 Sailplane SZD 55-1 C-FPOM
 Task Tussey, Tazewell, return
 Distance 1016.4 km Open & 15m, 956.4 km Club
 Previous records 750.2 km Open, 633.2 km Club
 Tracie Wark, 2003

Pilot **Adam Zieba**
 Date/Place 9 May 2010, Mifflin, PA, USA
 Record type Free 3TP Distance, Open, 15m, Club (all citizen)
 FAI Category 3.1.4c
 Sailplane SZD 55-1 C-FPOM
 Task S-Tussey, Tazewell, Williamsport, Quarry, F-Mifflin
 Distance 1474.1 km Open & 15m, 1387.1 km Club
 Previous records 1394.0 km, Open, Brian Milner, 1993
 unclaimed in 15m
 947.6 km, Club, Jerzy Szemplinski, 2006

Pilot **Adam Zieba**
 Date/Place 9 May 2010, Mifflin, PA, USA
 Record type 3TP Distance, Open, 15m, Club (all citizen)
 FAI Category 3.1.4f
 Sailplane SZD 55-1 C-FPOM
 Task S-Tussey, Tazewell, Williamsport, Quarry, F-Mifflin
 Distance 1474.1 km Open & 15m, 1387.1 km Club
 Previous records 760.0 km Open & 15m, 715.2 km Club
 Jerzy Szemplinski, 2006

Pilot **Adam Zieba**
 Date/Place 9 May 2010, Mifflin, PA, USA
 Record type Distance to Goal, Club (citizen)
 FAI Category 3.1.4e
 Sailplane SZD 55-1 C-FPOM
 Task Tazewell to Williamsport
 Distance 557.7 km
 Previous record unclaimed

Pilot **Adam Zieba**
 Date/Place 9 May 2010, Mifflin, PA, USA
 Record type 500 km Speed to Goal: Open, 15m, Club (all cit.)
 FAI Category SAC
 Sailplane SZD 55-1 C-FPOM
 Task Tazewell to Williamsport
 Speed 151.7 km/h Open & 15m, 142.5 km/h Club
 Previous Records 138.4 km/h Open, Walter Weir, 1993
 unclaimed in 15m & Club

Pilot **Adam Zieba**
 Date/Place 9 May 2010, Mifflin, PA, USA
 Record type Speed to Goal, 200 km, 300 km, 400 km
 Open, 15m, Club (all citizen)
 FAI Category SAC
 Sailplane SZD 55-1
 Speed 151.7 km/h Open & 15m, 142.5 km/h Club
 Task Tazewell to Williamsport
 Previous records
 200 km Open – 143.0 km/h, Walter Weir, 1995
 15m unclaimed
 200 km Club – 127.6 km/h Jerzy Szemplinski, 2007
 300 km Open – 145.9 km/h Walter Weir, 1994
 15m unclaimed
 300 km Club – 112.8 km/h, Tim Wood, 2008
 400 km Open, 15m, Club – unclaimed

Pilot **Tony Burton**
 Date/Place 16 May 2010, Black Diamond, AB
 Record type Straight Distance to Goal, Club (Territorial)
 FAI Category 3.1.4e
 Sailplane Russia AC-4C C-GJEC
 Task Cu Nim, Writing-on-Stone Park entrance
 Distance 307.3 km
 Previous record 236.7 km – Tim Wood, 2003

Pilot **Tim Wood**
 Date/Place 30 June 2010, Elko, BC
 Record type Free O&R Distance: Open & Club (territorial)
 FAI Category 3.1.4b
 Sailplane DG-400 (17m) C-GETW
 Task US border start, Bush Arm, return
 Distance 690.2 km Open, 628.1 km Club
 Previous records 596.7 km, Open, Ian Spence, 2009
 608.3 km, Club, Bruce Friesen, 2009

Pilot **Tim Wood**
 Date/Place 30 June 2010, Elko, BC
 Record type O&R Distance, Open & Club (territorial)
 FAI Category 3.1.4g
 Sailplane DG-400 (17m) C-GETW
 Task US border start, Bush Arm, return
 Distance 690.2 km Open, 628.1 km Club

Previous records 652.3 km, Open, Tony Burton, 1993
608.3 km, Club, Bruce Friesen, 2009

Pilot **Nick Bonnière**
Date/Place 6 July 2010, Invermere, BC
Record type 3TP Distance, Open & Club (territorial)
FAI Category 3.1.4f
Sailplane LAK-17A-18 C-GKST
Task Invermere, Bush Arm, Bull R, Moberly, return
Distance 818.1 km Open, 719.9 km Club
Previous records 642.7 km Open, 565.6 km Club, Tim Wood, 2007

Pilot **Nick Bonnière**
Date/Place 6 July 2010, Invermere, BC
Record type 200 km Speed to Goal, Open & Club (territorial)
FAI Category SAC
Sailplane LAK-17A-18 C-GKST
Task Bush Arm to Bull River
Speed 131.2 km/h Open, 115.4 km/h Club
Previous records 128.2 km/h, Open, Tim Wood, 2008
113.2 km/h, Club, Tony Burton, 2002

Pilot **Tim Wood**
Date/Place 8 July 2010, Elko, BC
Record type Distance to Goal, Club (territorial)
FAI Category 3.1.4e
Sailplane DG-400 (17m) C-GETW
Task US border start to GPS goal
Distance 412.8 km
Previous records 307.0 km, Tony Burton, 2010

Pilot **Tim Wood**
Date/Place 8 July 2010, Elko, BC
Record type 400 km Speed to Goal, Open (territorial)
FAI Category SAC
Sailplane DG-400 (17m) C-GETW
Task US border start to GPS goal
Speed 92.7 km/h
Previous records 81.5 km/h, Tony Burton, 1990

Pilot **Tim Wood**
Date/Place 15 July 2010, Invermere, BC
Record type 300 km Out and Return Speed, Open (terr.)
FAI Category SAC
Sailplane DG-400 (17m) C-GETW
Task Fairmont TP, Blaeberry bridge, return
Speed 124.8 km/h
Previous records 115.2 km/h, Hal Werneburg, 1983

Pilot **Tim Wood**
Date/Place 17 July 2010, Invermere, BC
Record type 500 km Triangle Speed, Club (territorial)
FAI Category 3.1.4j
Sailplane DG-400 (17m) C-GETW
Task Swansea, Spillimacheen, Crawford, 1000TP, ret.
Speed 78.6 km/h
Previous records unclaimed

SAFETY – Dan Cook

This year we had 12 accidents and no fatalities, well below our annual average of 19 accidents and 1.5 fatal. We are very happy to see this reduced accident outcome. It is difficult to do trend analysis with such a statistically small sample. However, this is a good problem to have. We now need to report and track incidents better, and we request that clubs look at their own incidents/accidents and complete their analysis each fall so that they can share information on their findings by 1 December to make it possible for our committee to develop recommendations.

Pilots may also participate individually in the SAC National Safety Program by dual reporting directly to SAC/FT&SC. Remember, all safety experts say, if you are not reporting incidents (at your club), it's not because you don't have any, it's because your reporting system is not working.

Reported accidents in 2010

Puchacz (written off) In a thunderstorm the wind flipped it into the air onto its tail and then its back while being towed back to the hangar. Pilots holding wings observed lightning strikes near glider on airfield and took cover in the tow vehicle. Pilot holding tail could not prevent a gust from lifting glider.
Lesson Learned Thunderstorms can suddenly change direction and approach fast. When forecast, and build up starts to occur, it is prudent to secure aircraft earlier than later.

L-13 Blanik (written off) Landed in field with crop and ground looped after low release by towplane having engine problems.
Lesson Learned Landable areas within reach at critical points in the takeoff need to be planned. This can be difficult when crops are significant. Special arrangements may have to be made to clear areas for possible launch interruptions.

Grob 109B (likely written off) Was not going to clear trees at end of runway and pilot initiated turn towards the field and stalled. One pilot broke leg, arm, and ribs.
Lesson Learned A go/no-go point about halfway down the runway is recommended where the motorglider should achieve at least 70% of take-off speed. This should allow sufficient distance to stop when the take-off is aborted.

Pawnee (substantial damage) Landing gear failed on normal landing, damaging wing tip, and in a resulting prop strike. Cracks were also found in other gear shock assembly.
Lesson Learned Towing operations expose our aircraft to higher gear loads than normal operations. Additional attention is needed in detailed gear examinations for daily inspections and in the periodic maintenance schedules. Aircraft such as the Citabria and Scout have had problems with the king bolts and cracks in the sprung gear near the wheels. Some clubs send one side of the gear in each end season to be X-rayed for cracks not visible (NDT).

DG-400 (substantial damage) Landing gear collapsed on hard landing in crosswind landing. Engine could not be

retracted after launch and extra drag of engine quickly slowed glider in the flare dropping quickly from about five feet.

Lesson Learned Motorgliders have specific training challenges. After training with engine closed it is suggested to practise landings with engine deployed if permitted in the POH/AFM. This can be also simulated with airbrakes open on the glider to replicate the sink rate and drag. Extra speed for rotation and flare is needed.

Ka6 (substantial damage, possible write-off, no SAC report) Pilot could not reach airport on local soaring flight and attempted off-field landing. Wing struck ground on final and groundlooped the glider. Pilot sustained minor injuries. (CADORS)

Lesson Learned Altitude, winds, and drift on local flights must be monitored to avoid loss of situational awareness.

DG-505 (minor damage?) Wingtip damaged in ground handling when wingtip struck towing gator.

Lesson Learned This type of accident is far too common. Wing walker must position themselves on the obstacle side of glider or use two wing walkers in confined spaces.

Pegasus (minor damage?) Landing gear damaged in hard landing on first flight by experienced pilot on type. Wind gust of 38 kts during landing phase balloons glider nose up to height of about 10 feet. Pilot closed airbrakes to try to avoid hard landing.

Lesson Learned Pilots, regardless of experience, are at high risk whenever flying a new type. This transition training must occur during benign conditions.

Schweizer 1-26 (moderate damage, no SAC report). Automobile backed over right wing of glider.

Lesson Learned Vehicles and gliders must be parked in well-defined separate areas. Back up lookout should be employed when moving vehicles near gliders.

Standard Cirrus (moderate damage, no SAC report). Hard landing?

LS-8 Damaged in trailer highway accident? (no SAC report).

VES1 Canopy cracked (no SAC Report).

Incidents (no significant damage or injuries)

- Two undetected glider pass each other within 150 feet.
- Wing walker tried to slow glider by slowing wing, starting a ground loop.
- High sink in mountains surprises pilot, unable to make final glide to airfield.
- PW-6 pilot pulled canopy jettison release in flight as it is in centre of console similar to Blanik or 2-33 tow release.
- PW-6 release handle becoming unscrewed.
- PW-5 circlips for spoiler inboard pin slipping out of retaining grooves. Air dam could detach from inboard actuator rod, possibly allowing damage to spoiler.
- Boeing 747 at 7000 feet on approach at major airport reported 200 foot pass near glider (CADORS).

- Inside control zone at major airport, aircraft reported passing glider by 500 feet that was not in contact with ATC (CADORS).
- Glider reported in major airport control zone not in contact with ATC (CADORS).
- TCAS alert on glider with both aircraft in contact with ATC in CZ but power traffic not alerted about glider by ATC.
- Libelle enters Class D airspace without establishing two way communications with ATC.
- Glider ELT found turned on in trailer by dispatched SAR Buffalo crew (CADORS).
- Glider with no transponder reported in conflict with Cessna 650 in control zone (CADORS).
- Glider canopy opened on take-off, possibly because latch not properly closed (CADORS).
- A Murphy Rebel passed underneath a towplane on final and forced towplane to go around. Rebel pilot on wrong aerodrome frequency (CADORS).
- Two gliders pass within 150 feet near gliding field as one pilot on 123.4 MHz instead of aerodrome frequency.
- Gliders pass within 200 feet in Nationals nearly head-on with only one pilot in visual contact with the other.
- Training glider undershoots runway landing in tall grass after low and slow approach.
- High performance glider undershoots runway in wind gradient. Airbrakes were not reduced on final approach.
- A Libelle takes off with disconnected spoiler, pilot distracted during DI.
- An ASK-21 has a hard landing. Pilot not familiar with effectiveness of airbrakes.
- Glider being towed by ATV downhill overruns tow rope and damages gear doors.
- ASW-20 lands with gear not positively locked down.
- Pilot recovered from a recent cold is nearly incapacitated by sinus pain on approach and landing.
- Launch interruption on aerotow due to worn cable near tow ring.

Analysis

Of immediate concern to some clubs would be the Pawnee gear failure accident and PW-5/PW-6 incidents. You may want to inspect your aircraft if you operate these types.

In addition, there is an increase in air proxies reported. This indicates we may have been underestimating the potential risk. SOSA has taken positive steps and announced they are installing transponders in all club owned gliders/towplanes to mitigate the risk. FT&SC is examining use of the *PowerFLARM* in Canada for more remote areas and/or where gliders may be concentrated (like contests or ridge flying).

Note that *PowerFLARM* is not intended to replace the need for transponders, which addresses similar but separate issues. The main factor for glider pilots is the risk level and this depends where and with whom they do their soaring with. If they fly near heavy metal areas they would want a transponder, if they fly in glider contests and mountain areas with many other gliders away from commercial aviation they will likely want *PowerFLARM*. If you want maximum protection from both risks you might install both.

Some of us are not getting the message about increased risk for flying new types. Soon many clubs may be introducing different gliders to their fleets to replace the aging L-13. Higher risk with new types must be managed by the clubs and CFIs. A new type is defined as a glider type you have not flown before. Treat the transition similar to a first solo for flying conditions and proper supervision by instructor familiar with the type. Also have a flight test plan at safe altitude to familiarize yourself with controls, their effects, and aircraft handling in the flight envelope, before the first landing.

The lessons learned listed with the accident summary may be a bit generic due to limited information available for this report. It is appreciated when clubs can identify their own analysis and lessons learned or their mitigating actions.

Conclusion

What is your club doing for safety training of new pilots to your club? These safety reports are archived in the Roundtable Safety section on the SAC website. As a minimum training effort, these pilots should be asked to review these reports before they get their licences, and discuss them with the CFI.

What is your club doing for recurrent safety training? Each spring should start with at least a pilot's meeting to discuss club safety issues from last season. You can also use these past reports and the Recurrent Training presentation by FT&SC to base the discussion on what might apply to your club situation. This is an easy risk mitigation strategy to use.

Finally, I believe we should all start making more use of simulators. An easy simulator is a PC or laptop with Condor glider simulator software connected to (COTS) rudder pedals and control stick (total investment under \$1000). A review of the past SAC safety reports will give you an idea of what exercises you may want to fly and replicate solutions on the simulator. Condor gives a good spin simulation compared to other simulations. Use the ASW-27 or other high performance glider for spin recovery training. Instructors: watch for correct control inputs for recovery! Have fun and be safe.

My thanks this year to the clubs who sent in their safety information.

SAC SAFETY PROGRAM club status as of Jan 2011

Club	1 Annual Safety Report	2 Incident / Accident Analysis	3 Safety Audit	4 Safety Program Manual
Eastern Zone				
ACES				
Cantons de l'est	Dec 10			
Outardes			Oct 00	
Champlain				
Quebec	Jan 10	Jan 10		
Montreal	Dec 08	Dec 08	Nov 00	
Ontario Zone				
Air Sailing	Jul 07	Jul 07		
Bonnechere				
Erin Soaring				
Gatineau	Jan 07	Jan 07	Jul 01	Jan 05
Great Lakes		July 08		
London	Dec 10	Dec 07	Dec 09	
Rideau Valley				
SOSA	Dec 08	July 08		
Toronto				
York		July 08		
Prairie Zone				
Prince Albert			Jan 01	
Regina				
Saskatoon	Dec 10	Dec 09	Nov 00	
Winnipeg	Dec 07	Dec 09	Nov 00	Dec 10
Alberta Zone				
Central Alberta				Dec 10
Cu Nim		July 08	Dec 00	
Edmonton	Dec 10	July 08	Mar 01	Jun 08
Grande Prairie				
Pacific Zone				
Alberni Valley				
ASTRA				
Cdn. Rockies	Dec 09	Dec 09		facilities HB
Vancouver	Oct 09	Oct 09	Dec 00	
Pemberton				
Silver Star	Dec 08	Dec 08	Nov 00	Dec 07

- 1 Date of last report to SAC (in italic if not for current year). Shows how club intends to mitigate incidents/accident.
- 2 Can be included in club annual safety report or separate. Shows analysis of accident/incident. In italic if not for current year.
- 3 In italic if not forwarded in last three years with updated information.
- 4 Manual explains how Safety System will be implemented. (hazards>risk assessment>mitigation)

SPORTING – Jörg Stieber & Derek Mackie

IGC Plenary Meeting, March 2010

I attended as the IGC delegate for Canada. As the sole IGC delegate for a number of years now, I have been looking for an alternate delegate as a back-up. Unfortunately, so far, no luck. The full minutes of the meeting can be downloaded from the IGC website at <<http://www.fai.org.gliding/meetings>>. I will discuss issues to be voted on with the SAC Board and the general membership through the Roundtable.

The European Gliding Union gave a presentation. The EGU is an effective organization representing the interests of glider pilots against over-regulation in the EU. The regulatory developments in Europe affect Canadian glider pilots two ways:

- cost of gliders
- with the weight of the EU behind them and the need to standardize internationally, European regulations tend to get exported and may show up as Transport Canada regulations. At 150 Euros per year, it may be wise for SAC to join and support the EGU. The website is <www.egu-info.org>.

The following vote was taken regarding pilot selection for World Championships: Every nation is guaranteed one pilot per class. If a class is over-subscribed, the International Pilot Ranking List will be used to decide which nations have to drop their second pilots. We supported the nomination of Ross Macintyre, the chairman of the IGC Sporting Code committee, for the prestigious *Lilienthal Medal*. The nomination was carried. At the 2011 plenary meeting 4-5 March in Lausanne, we strongly hope to be successful with our nomination of Tony Burton for the *Pirater Gehriger Diploma*.

Canadian Nationals The Canadian Nationals on 15-24 June 2010 were jointly hosted by the Soaring Association of Saskatchewan and the Alberta Soaring Council in North Battleford, SK. Despite the difficult weather at the time, the Nationals were successful with six scoring days. The competition was held in two handicapped classes, FAI Class for high performance gliders and Club Class (lower performance range). The winners were:

<i>FAI Class</i>	1. Jörg Stieber, JS	LS-8	4887 pts
	2. Nick Bonnière, ST	LAK-17	4381 pts
	3. Dennis Vreeken, 4Q	SZD-55	4281 pts
<i>Club Class</i>	1. Bill Cole, BC	Mosquito	4644 pts
	2. Tony Burton, E2	Russia	4077 pts
	3. Bruce Friesen, SL	Std Austria	3886 pts

There was good participation from central Canada as well as from western Canada. Comfortable facilities in the airport terminal and great hospitality made the Nationals enjoyable for all. Thanks to all who helped putting on a great contest! The results of the FAI Class were submitted to the International Pilot Ranking List. The 2011 Canadian Nationals will be hosted by SOSA from 29 June to 8 July 2011.

World Gliding Championships – best Canadian result in 40 years

Canada sent a strong team to compete in the 31st WGC for 15m, 18m and Open Classes in Szeged, Hungary. Jerzy Szemplinski's 4th place in 18m Class was the best result any Canadian Team

has achieved in 40 years. In fact, Jerzy missed the podium by an incredibly tight margin of 11 points out of a total of 6000.

The Team results were:

Dave Springford 15m, ASW-27 34th, 69% of winner's score
Jerzy Szemplinski 18m, ASG-29, 4th, 94% of winner's score
Willem Langelaan Open, Antares, 43rd, 34% of winner's score

Unfortunately, Willem Langelaan landed on last place in Open Class. Possible factors were:

- Exhaustion from competing in the Flatland Cup in Szeged just before the Worlds. The weather was extremely hot both during the Flatland Cup and the first part of the Worlds.
- He was severely disadvantaged flying a non-motorized 18m glider in the prevailing weak conditions against mostly engine-equipped Open class ships with wingspans of up to 28m. The Open class was the only class sent on task on an extremely marginal day following the logic that most of them will be able to return under motor, therefore it won't be a mass landout.

It was our goal to keep our gliding friends and SAC members at home informed through the team blog which was updated several times daily on <http://wgc2010teamcanada.blogspot.com/>. A detailed article about the 31st Worlds was in *free flight*.

Online Contest The OLC continues to be very popular among Canadian pilots. The 2010 season ended on 11 Oct 2010. Here are statistics for the last four years for flights scored in Canada:

	2007	2008	2009	2010
No. pilots	246	248	264	268
Total flights	2765	2226	2636	2594
Total distance (km)	596,000	407,691	448,290	450,811
Highest km (pilot)	28,429	18,150	13,529	14,935
<i>Trevor Florence in 2010</i>				
Highest km (club)	127,425	87,103	71,959	70,033
<i>MSC in 2010</i>				

Winners and achievements of the 2010 OLC season:

Best flight by a Canadian:

OLC Canada Trevor Florence 773 pts
OLC N. America Adam Zieba 1481 pts
this flight scored 2nd overall in the OLC N. America

Five Canadians submitted flights of over 1000 km to the OLC North America. OLC Canada champions were:

Classic: 1. Ian Spence 4254 pts
2. Tim Wood 3497 pts
3. Bruce Friesen 3270 pts
FAI: 1. Bruce Friesen 1906 pts
2. Jerzy Szemplinski 1797 pts
3. André Pépin 1699 pts

Top Canadians in the OLC North America:

Classic: 1. Adam Zieba 4581 pts – 11th overall
2. Ian Spence 4254 pts – 16th overall
3. Wilfried Krüger 4029 pts – 21st overall

There are changes to the rules for the OLC season 2011, which are posted on the OLC website:

- A new feature is the OLC Plus score which combines the

scores for the FAI OLC with the OLC Classic by awarding a 30% bonus for FAI triangle portions of the task.

- For the OLC Classic score, legs 5 & 6 are no longer devalued, all six legs are scored 100%.
- There is now a Barron Hilton Challenge for flights on an electronically pre-declared triangular course.
- Most importantly, the submission deadline is now 48 hours after landing (not midnight Tuesday as before).
- Derek Mackie spearheaded a project to update and refine the rules for the OLC-Canada. They will be posted on the SAC website.

BAIC, Canadair and "200" Trophies

BAIC Trophy	Awarded for the best flight in Canada.
Canadair Trophy	Awarded for the best 6 flights in Canada
200 Trophy	Awarded for the best 6 flights in Canada in the Novice category.

In 2003 these trophies were integrated with the OLC as recommended by the Sporting committee. A Roundtable discussion was moderated in 2010 in response to questions about what really constitutes the "best flight". Suggestions ranged from allowing a bonus for declared flights to using the FAI OLC as a scoring basis. There was little interest in the discussion, except from the Canadian Rockies group. Since under the current rules the BAIC and Canadair trophies have been almost exclusively awarded for flights originating in Invermere, the majority of Canadian glider pilots who don't have the opportunity to fly there seem to have lost interest in these trophies. The new OLC Plus category offers a somewhat more level playing field.

Recommendation to the SAC Board of Directors: In order to rekindle a broader interest, the Sporting committee recommends linking the BAIC, Canadair, and 200 Trophies to the results of the OLC Plus score.

National Competition Trophies With an increasing number of competition classes and a declining number of competitors, it has become impractical to field the traditional FAI Classes in the Canadian National Championships. For a number of years now, the different classes have been combined into two handicapped classes, an "FAI Class" for higher performance sailplanes and a "Club Class" for lower performance gliders. As this practice will continue for the foreseeable future, the MSC Trophy for the 15m Class winner and the Shell Trophy for the Open Class winner have become obsolete and will be retired.

The active trophies for National Championships are:

- CALPA Trophy Club Class winner
- Wolf Mix Trophy FAI Class winner
(formerly for the Std Class winner)
- Dow Trophies best Nationals flight in each class
- SOSA Trophy best Novice (per guidelines for Novice)
- Carling O'Keefe best team (at least 2 teams competing)

Expense Policy Guidelines of what expenses are eligible in SAC funded world level contests were drafted and submitted to the SAC Board as the basis for an expense policy. The Canadian Team in Szeged applied these guidelines and found them to be practical and workable.

New Seeding Procedure Derek Mackie drafted a new seeding procedure with the following objectives:

- Identify the best pilots to represent Canada in World Championships.
- Align procedure with the current competition class structure.
- Re-evaluate the current system of benchmark factors for non-Canadian Nationals.
- Re-evaluate the balance between recency and consistency.
- Better prepare pilots for World Championships by encouraging them to compete in high level international contests outside North America.

A town hall meeting was held in September 2010 during the Ontario Provincials with most of the top seeded pilots in attendance. Based on the input received, the draft was further refined in a number of iterations and is currently being circulated in the competition community.

Junior Worlds 2011 The 7th FAI Junior World Gliding Championships will be held in Musbach, Germany starting 5 August this year. Selena Boyle has been preparing for the Junior Worlds starting with the Canadian Nationals 2010. Recently she has competed in the Australian Junior National Gliding Championships and the Australian Club Class Nationals. Details of these competitions and her ongoing preparations are published on Selena's soaring blog. <<http://selenapb.blogspot.com/>>.

Selena has made a significant training commitment to prepare for the Junior Worlds. 2011 is the last year in which she is eligible to compete in the Junior Worlds. Selena has the unanimous support of the Sporting committee and of the leading Canadian competition pilots. We expect that Selena's participation in this world event will inspire more young Canadian pilots to take up competitive soaring.

Recommendation to the SAC Board of Directors: The Sporting committee recommends that SAC, in accordance with its funding policy for Junior pilots, fund Selena Boyle as a competitor in the Junior Worlds 2011.

32nd World Gliding Championships 2012 Uvalde, TX

The 2012 Worlds for 15m, 18m and Open Class in Uvalde, TX will be of great interest to Canadian pilots as it has been 20 years since the last World Championships in North America. Without the cost of overseas travel and glider and car rental, the contest will be reasonably affordable for Canadian pilots. I hope, this time, the competition will not be over-subscribed and we will be able to field a team of two pilots per class in 15m and 18m. The Team will be selected based on the 2011 seeding list.

Thanks On behalf of the SAC Sporting committee, I want to thank the people who have supported our work, in particular Ursula Wiese for maintaining the *Book of the Best*, Chris Gough for maintaining the contest letter registry, and everyone who gave us ideas, Roundtable feedback, reminders and constructive criticism.

Members: Jörg Stieber joerg@odg.com
Walter Weir 2waltweir@gmail.com
Derek Mackie itshdwrk@gmail.com

TROPHIES & AWARDS – Phil Stade

The beginning of the flying season is a great time to encourage club members to make use of the OLC. What are your flying goals for 2011?

Flight Trophies

Canadair Trophy – Best 6 flights of the year – Motorglider

Ian Spence – Canadian Rockies Soaring Club
4253.9 OLC points, 5017.4 km, 836.2 km average

Ian Spence again improved his 2009 total OLC points in 2010 by about 200 points to earn the 2010 Canadair Trophy – Motor Glider. His qualifying flights all originated at the Invermere, BC airport in his Ventus 2cT.

1. May 15	Dist / OLC Points	918.0 / 762.2
2. Aug 4	Dist / OLC Points	837.9 / 723.5
3. July 8	Dist / OLC Points	867.3 / 712.2
4. May 12	Dist / OLC Points	836.9 / 707.2
5. July 6	Dist / OLC Points	789.9 / 691.8
6. June 26	Dist / OLC Points	767.5 / 656.9

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

Bruce Friesen – Edmonton Soaring Club
3269.9 OLC points, 2932.3 km total, 488.7 km average

Bruce Friesen continues to rack up the cross-country flights in his red Standard Austria. His best 6 flights were all flown from the Edmonton Soaring Club field at Chipman, Alberta.

1. May 11	Dist / OLC Points	655.6 / 726.6
2. May 10	Dist / OLC Points	661.0 / 726.2
3. May 15	Dist / OLC Points	549.2 / 500.4
4. May 14	Dist / OLC Points	402.2 / 456.5
5. Aug 15	Dist / OLC Points	370.1 / 420.9
6. May 12	Dist / OLC Points	343.0 / 390.6

BAIC Trophy – Best flight of the year – Motorglider
not awarded when pure glider flight is longer

BAIC Trophy – Best flight of the year – Pure Glider

Trevor Florence – Canadian Rockies Soaring Club
May 12 Distance / OLC Points 862.8 / 773.5
Speed – 101.2 km/h
Duo Discus, Invermere, BC

“200” Trophy

best 6 flights – pilot under 200 hours P1 at start of season
Andrew Blanchard – Canadian Rockies Soaring Club
1929.3 OLC points, 1962.2 km, 327.0 km average
All of Andrew's flights originated at Invermere, BC.

1. May 10	Astir CS	
	Distance / OLC Points	424.4 / 408.2
2. July 4	PW-5	
	Distance / OLC Points	320.3 / 350.5
3. August 3	Astir CS	
	Distance / OLC Points	322.3 / 312.6
4. August 31	Std Cirrus	
	Distance / OLC Points	337.1 / 308.7
5. July 5	Astir CS	
	Distance / OLC Points	315.7 / 303.2
6. July 1	Astir CS	
	Distance / OLC Points	242.6 / 246.1

Stachow Trophy (highest flight)

Mitch Dryzmala is the winner of the 2010 Stachow Trophy for the highest flight recorded. The flight was flown in GGFG, the Cu Nim Std Jantar, on October 10 at the Fall Cowley Camp. His approximate release height was 8000 feet asl and his maximum altitude was 24,635 feet for an overall gain after release of 16,635 feet. Unfortunately a technicality prevented Mitch from qualifying for his Diamond Altitude with this flight. On the other hand it was his first solo wave flight!

Nationals Competition Trophies

A successful and well-attended Nationals was held 16-23 July at North Battleford SK, hosted by the Alberta Soaring Council and the Soaring Association of Saskatchewan.

CALPA trophy – Club class Champion

Bill Cole – Mosquito – 4644 points

Wolf Mix trophy – FAI class Champion

Jörg Stieber – LS-8 – 4887 points

Dow trophy – best task flown, Club **Bruce Friesen**
best task flown, FAI **Jörg Stieber**

SOSA trophy – best novice **Guy Blood**

Carling-O’Keefe – best team not awarded

Other Trophies

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 2010 are:

Walter Piercy trophy (instructor of the year)

Sylvain Bourque, AVV Champlain

Walter Piercy Trophy for SAC Instructor of the Year is awarded to Sylvain Bourque. Sylvain completed 142 of the 563 training flights at Champlain. In addition to more than his fair share of the club teaching, he has been involved as club treasurer, Zone Direc-

tor and SAC President, towpilot, winter ground school organizer/ instructor, TC authorized language proficiency examiner and the club's "TC Authorized Person". Sylvain has greatly contributed to his club and SAC and still managed to log a couple of 300 km flights in his own glider.

Honourable mention to other busy instructors go to:

Wayne Hewison, York Soaring, 202 instructional flights

Ray Perino, CRSC, 91 instructional flights

Yves Bastien, MSC, 106 instructional flights

Hank Janzen Award

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

SOSA Gliding Club

SOSA has been awarded this year's Safety Award for their work as a club to equip all their club gliders with transponders in order to mitigate the risk of collision with commercial aviation in the Toronto/Hamilton area. This effort was also recognized by TC and commended.

Honourable mention: Aéroclub des Cantons de l'Est

For efforts to promote use of *PowerFLARM* for the club and soaring community.

Roden trophy – *club soaring skills development*

Not awarded for the 2010 season.