



**SOARING
ASSOCIATION
OF
CANADA**

**ANNUAL REPORTS FOR 2014
& 2015 AGM Minutes**

The following information is SAC's report on the activities of the Association in 2014.

The full financial statement is available on SAC web site.

MINUTES – 2015 SAC AGM

28 March, Saskatoon, SK

The 70th Annual General Meeting of SAC opened at 1110 with 32 persons present and 23 clubs represented by individuals or through proxies. Jay Allardyce welcomed participants and introduced the Zone Directors.

Motion #1 Moved Keith Hay, seconded Dean Toplis that:
"the 2015 meeting agenda be accepted." Passed

Motion #2
Moved Tony Burton, seconded Joe Gegenbauer that:
"the minutes of the 2014 AGM be accepted." Passed

Presentation of reports

President's Report – Sylvain Bourque

Sylvain commented on having a safety goal of no fatalities, and gave a summary of the new safety grant program of \$40,000 a year for three years to clubs from SAC, accessible on program claims. He emphasized the importance of the club safety reports, noting that 25% of clubs had not submitted any.

Insurance Report – Keith Hay

Keith gave a brief summary of last year's results and the overall favourable downward trend in claims, noting that with the increasing value of gliders, it doesn't take many write-offs to affect the bottom line.

Treasurer's Report – Stephen Szikora

Stephen reported that the funds invested by SAC have done well and that their value has topped \$1M. The problem is that it has been difficult to make good use of them for the association due to the restrictive wording of the trust deeds. The Board has reviewed the funds and will ask for members to approve Motions 6, 7, and 8 that make more of the funds' value available to clubs. Clubs do need to take advantage of all the SAC program grants available to them.

Sporting Committee Report – Jay Allardyce

In the absence of the chairman, Jay reviewed upcoming soaring events, in particular noting the first ever Pan-American Gliding Championships being held in the USA this year that will be attended by Canadian participants.

FT&SC report – Dan Cook

Important points on safety and training would be presented in his afternoon discussion. He noted the important international work on safety being done by Ian Oldaker, who has worked for a long time with OSTIV and now for a newly-constituted FAI "expert group" on safety, and Ian spoke on this work.

Motion #3

Moved Dan Cook, seconded John Toles that:
"The Frouin Group will be appointed to audit the 2014 SAC financial statements." Motion passed unanimously

Motion #4

Moved Val Deschamps, seconded Keith Andrews that:
"The 2015 budget with its associated membership fee schedule be accepted." Motion passed unanimously

Motion #5

Moved Ian Oldaker, seconded Dean Toplis that:
"The activities and decisions of the SAC Board for 2014 be approved." Vote: 1229 For, 3 Against Motion passed

Motion #6

Moved Phil Stade, seconded Sylvain Bourque that, as previously submitted and circulated in accordance with the bylaws:
"... In any fiscal year the board of trustees may direct that up to 5% of the assets held by the Pioneer Fund, shall be transferable, or paid, to the Association." Vote: 1344 For, 3 Against Motion passed

Motion #7

Moved Dean Toplis, seconded Keith Andrews that: as previously submitted and circulated in accordance with the bylaws:
"... Up to the full amount of the interest (investment earnings) in any period [of the Wolf Mix Fund] can be paid out as financial assistance to Canadian international teams, until the Fund has a minimum balance of \$100,000, thereafter one half of the interest may be paid out as financial assistance to Canadian teams. The balance of the interest earnings shall be retained in the Fund to assist capital growth. Capital gains, if realized, shall be used only to increase the investment earning potential of the Fund." Vote: 1344 For, 3 Against Motion passed

Motion #8

Moved Dean Toplis, seconded Phil Stade that: as previously submitted and circulated in accordance with the bylaws:
"... Transfer of monies from the Air Cadet/Youth Bursary Fund to the Youth Bursary program shall be limited to a maximum of 5% of the assets of the Fund in the year prior to the awards." Vote: 1344 For, 3 Against Motion Passed

The remaining motions (9 through 16) came from clubs. Prior to them being presented, Stephen Szikora stated that the Board had detailed and long discussion regarding them. Although some appeared to have merit, on examination of how they would work in practice, cost factors involved, etc. the Board published the reasons why they were opposed. (That is not to say that some might be done in a more workable way.)

John Toles noted that motions #9 through #16, after each was seconded and discussed, were all defeated by recorded vote. Speakers to the motions noted instances where there were legal implications, conflicts with by-laws, or general problems with these motions.

He said, in his experience at past AGMs, that motions of this nature have little chance of success and take up a lot of time. There were some good ideas brought forth in these motions, many of which he would personally be prepared to support in whole or in part with proper modification. Also from past experience, some of the ideas proposed in the motions could have been passed if approved by the Board of Directors after modification acceptable to the Board and the presenter.

Motions successfully passing on previous occasions have happened when the club or individual approached his/her Zone director and discussed the proposal. The director then took this to the Board for discussion. If merited, the Board then worked with the presenter to prepare a suitably worded motion. The Zone director or suitable board representative could then speak in support of the motion at the AGM if the original presenter was not in attendance.

Motion # 9

Moved Dean Toplis, seconded Phil Stade that: as previously submitted and circulated in accordance with the bylaws:

"The motion passed at the 2009 SAC AGM on World Team funding be revoked."

Vote: 154 For, 1196 Against Motion failed

Motion # 10

Moved Dean Toplis, seconded Phil Stade that: as previously submitted and circulated in accordance with the bylaws:

"Our Active OO List be posted on the SAC website each year in June."

Privacy and difficulty in getting data from clubs noted.

Vote: 179 For, 1168 Against Motion failed

Motion # 11

Moved Dean Toplis, seconded Tony Burton that: as previously submitted and circulated in accordance with the bylaws:

"To qualify for our list of 'Contest Letters & Numbers', the pilot must be a SAC member and within the last 5 calendar years competed in a glider contest or applied or re-applied to be on the list."

A large workload for little benefit noted.

Vote: 118 For, 1229 Against Motion failed

Motion # 12

Moved Dean Toplis, seconded Keith Andrews that: as previously submitted and circulated in accordance with the bylaws:

"Remove the Copyright © on "SOAR, and learn to fly gliders."

SAC happy to allow use by third parties, but if passed could then be used by them for commercial benefit or changed without control of content.

Vote: 118 For, 1229 Against Motion failed

Motion # 13

Moved Dean Toplis, seconded Shane Cockriell that: as previously submitted and circulated in accordance with the bylaws:

"SAC make access to reading the SAC FORUM on the internet open to the general public."

Loss of control on content a concern.

Vote: 118 For, 1229 Against Motion failed

Motion # 14

Moved Dean Toplis, seconded Kyle Reid that: as previously submitted and circulated in accordance with the bylaws:

"A SAC decal be mailed with the annual membership cards."

Cost a factor. SAC intends to mail a decal with the membership card for a new member.

Vote: 121 For, 1226 Against Motion failed

Motion # 15

Moved Dean Toplis, seconded Joe Gegenbauer that: as previously submitted and circulated in accordance with the bylaws:

"The active list of instructors with their classifications will be posted on the SAC website."

Privacy issue, and difficulty in getting data from clubs noted.

Vote: 179 For, 1168 Against Motion failed

Motion # 16

Moved Jim Thompson, seconded Dean Toplis that: as previously submitted and circulated in accordance with the bylaws:

"Course fees and flying charges (glider rental and tow charges) involved for a SAC member to obtain a SAC sanctioned Glider Instructor rating or upgrade be covered by SAC. In order for a pilot to qualify and be reimbursed, he/she must have been a paid up SAC member for 5 consecutive years either prior to or post course or a combination thereof."

Current support for instructor candidates variable across Canada and it would be difficult to apply reimbursement fairly. New SAC safety grant program would give clubs better assistance for pilots taking courses.

Vote: 151 For, 1196 Against Motion failed

SAC Awards

The SAC Awards and Trophies for 2014 were presented by Phil Stade and Dan Cook.

New Business

Free Flight magazine

The new editor Doug Scott was introduced. A person was still needed to assist with the technical job of magazine layout. Doug reported that two persons had offered their services.

SAC Historian

Ursula Wiese has been SAC's unofficial historian for a considerable time with her preparation and annual updating of the extensive "Book of the Best" volumes on the web site. She says that she will not continue this work after Tony Burton is entirely gone from work on Free Flight. As the position of Historian is a vital function in our association, SAC needs to find someone to accept this role.

Motion #9

Moved Ian Oldaker that:

"The meeting be adjourned."

The meeting ended at 1405.

Tony Burton, recording Secretary

SAC BOARD OF DIRECTOR REPORTS

PRESIDENT – Sylvain Bourque

Heureusement, aucun de nos amis pilotes de planeur Canadien est décédé en planeur l'année dernière. J'espérais que mon mot rapport 2014 débute ainsi lorsque j'ai rédigé mon rapport 2013. Nous avons changé la tendance des dernières années, aucun décès ni blessé grave en 2014. Entre autre, un pilote et instructeur expérimenté l'a échappé bel lors d'un accident d'un ASW-20 au décollage. Ses commandes d'ailerons ne furent pas connectées à l'assemblage. Plus de détails dans le rapport d'accident 2014.

Je dois vous rappeler qu'en 2013 fut une année tragique pour le monde du vol à voile Canadien. Deux pilotes Canadiens expérimentés sont morts dans un accident de planeur. 4 personnes sont décédées dans un de ces 2 accidents impliquant un planeur et un petit avion. En 2012, un pilote Canadien expérimenté et compétiteur de mondiaux de planeur est mort dans un accident en planeur lors des championnats Nationaux. Un autre fut blessé gravement et est chanceux d'être encore en vie. En 2011, nous avons perdu deux pilotes et instructeurs de planeur dans un abordage en vol en planeur. Etc. Prenez un moment pour avoir une pensée pour eux, leurs amis, épouse, enfants, mère, père et leurs familles. Prenons un moment pour réfléchir que ça pourrait arriver à n'importe qui l'an prochain, un membre de votre club, un grand ami ou même peut-être vous.

Rappelez-vous que notre sport n'est pas sans risques qui peuvent être tragiques. Nous devons à tout moment faire tout ce qui nous est possible afin d'améliorer la sécurité. Quelle sera votre implication personnelle et pour votre club afin d'améliorer votre sécurité et celle de tous ? L'an passé, nos membres ont eu 8 accidents et aucun décès, abaissant le taux moyen annuel sur 10 ans à 12 accidents et 1 décès par rapport à respectivement 19 et 1.6 l'an passé. Avec 993 membres en 2014, les statistiques nous indiquent malheureusement qu'un membre d'un de nos clubs pourrait décéder en planeur la prochaine saison. 12 pilotes pourraient soit être blessés, soit endommager sérieusement leur planeur si nous n'augmentons pas notre niveau de sécurité et d'auto discipline. Espérons tous que ça ne sera pas le cas.

Les pilotes expérimentés et instructeurs semblent les plus à risque selon les statistiques. Ayez ceci en tête au courant de la prochaine saison de vol à voile pendant chaque vol. Nous pouvons améliorer la situation. Sur une base régulière, prenez le temps de lire des rapports d'incident et d'accident afin d'améliorer votre sécurité. Faites-vous un devoir de rapporter à l'officier de sécurité de votre club tout incident dont vous êtes témoins, le processus est confidentiel. Il faut partager cette information avec les autres pilotes de planeur afin d'éviter que ça se reproduise à nouveau. En regardant les rapports d'incident, on remarque que les

mêmes erreurs se répètent souvent d'un club à l'autre. Nous devons apprendre des erreurs des autres parce que notre vie est trop courte pour toutes les faire tous sois même.

Généralement, nous recevons qu'environ la moitié des rapports d'accident des clubs et la façon dont c'est fait n'est pas claire. Afin de corriger une situation non sécuritaire, il faut en prendre conscience. Il faut gérer le risque en rapportant les incidents, en analysant pourquoi ils se sont produits et en s'assurant que ça ne se reproduise pas à nouveau. Avez-vous pris connaissance du programme national de Sécurité (National Safety Program) disponible sur notre site Internet ? Est-ce que votre club y a adhéré ? Est-ce qu'il a été mis à jour sur une base régulière (aux 3 ans) ? Le mauvais temps est notre ennemi car dans ces circonstances on entretient moins notre expérience récente. Il nous faut voler régulièrement, soit plus d'une fois par mois en saison. Il faut faire un vol avec un instructeur si on a un doute. Soyez vigilant en 2015 car les statistiques nous prouvent que plusieurs d'entre nous ont peu d'expérience récente (des 12 derniers mois), et que ceci les rend à risque d'avoir un incident ou accident. Vos habiletés ont tendance à s'évaporer avec le temps lorsque nous n'accumulons pas suffisamment d'expérience récente. Regardons nos carnets de vol et comparons nos vols faits en 2014 avec les années précédentes afin de voir si on est à risque.

J'espère que vous connaissez une des façons significative de diminuer le taux de décès en planeur au Canada. Une des façons prouvée très efficace est d'investir dans l'achat d'un FLARM. L'investissement est rentable si on pense aux 2 accidents par abordage en vol que nous avons eu en planeur au Canada dans les 3 dernières années, tuant 6 personnes. C'est rentable aussi avec le retour de 5% par année sur vos primes d'assurances contractés avec le courtier de l'ACVV. Tout dépendant de la valeur du planeur assuré, le FLARM s'autofinancera entre 7 à 12 ans si vous êtes assuré avec le plan de l'ACVV/SAC. Aussi, un nouveau programme de promotion de la sécurité de l'ACVV-SAC a vu le jour, et les détails restent à déterminer au moment d'écrire ces lignes. Il sera possible entre autre de financer une partie de l'achat de FLARMS par les clubs avec ce programme ou tout autre investissement dans la sécurité. Plus de détails suivront. Un FLARM coûte environ 2000\$, alors votre vie vaut combien ? Demandez cette question à votre famille !

Je me questionne pourquoi 47 des 49 planeurs volant aux 3 clubs situés au Québec ont jugé essentiel et même obligatoire dans 2 des 3 clubs de faire cet investissement ? Selon les informations disponibles dans le rapport annuel du plan d'assurance de l'ACVV-SAC, il y avait lors du renouvellement d'avril 2014, une minorité de PF dans les autres clubs Canadiens exception faite des clubs Cu Nim, CAGC, CRSC et SOSA. N'attendez pas un accident par abordage en vol pour prendre action. Je présume que les propriétaires de planeurs Canadien ne sont pas au courant de la grande valeur du FLARM.

J'espère que mon prochain mot du président débutera encore par : "Heureusement, aucun de nos amis pilotes de planeur Canadien est mort en planeur les deux dernières années." Ça serait extraordinaire!



Thankfully, none of our Canadian glider pilot friends died last year. I was hoping that I would start my annual report this year with that fact when I wrote my 2013 annual report. We changed the trend of the last few years with no fatal or major accident in 2014. We had a major accident by an experienced glider pilot/instructor in an ASW-20 on take-off. The aileron controls were not connected on assembly. This could have been a fatal mistake. More details in the 2014 safety report.

I wish to remind you that 2013 was a tragic year for gliding in Canada. Two glider pilots died in a glider accident. In one of these accidents, four persons died in a midair accident between a two-seat glider and a Cessna. In 2012, an experienced glider pilot and world competitor died in a glider accident at the Nationals. Another one was seriously injured and is lucky to still be alive. In 2011 we lost two experienced glider pilots and instructors in a midair accident. Take a moment to have a thought for them, their friends, spouse, kids, mother, dad and family. Take a moment to think that it could be anyone this year, a member of your club, a great friend or maybe yourself.

Remember that our sport is not without serious risk that can become tragic. We have to do everything possible to improve safety all the time. What is your personal participation in safety for yourself and for all? This year our member had 8 accidents and no fatalities, bringing down the 10 year average to 12 accidents and 1 fatality per year from 19 and 1.6 respectively reported last year (from 2007 data). With 993 members in 2014, statistics suggest that one of our club members could die flying this season and 12 may either be injured or seriously damage their gliders if we don't raise our safety and self-discipline level. Let's all hope that it will not be the case.

Instructors and experienced pilots seem to be more at risk if we look at the statistics. Next season, have this in mind on every flight. We can make a difference. On a regular basis, take the time to read accident and incident reports to improve your safety. We must report any incident that we are involved in or witness to the club Safety Officer; this process be anonymous. We must share this important information with other pilots to make sure it won't happen again. When reading safety reports, the same mistakes seem to be repeated in clubs. We have to learn from the mistakes of others because our life is too short to make them all ourselves.

We receive annual safety reports from about half of the clubs by the end of the year, and fewer accident reports as occur. How the others are reporting within their clubs is unclear. If you are to correct an unsafe situation, first you must know about it. Reporting incidents, analyzing why they happened, and making sure they don't happen again, manages the risk. Have you read the National Safety Program? Does your club follow it? Winter weather is our enemy as it lowers our currency in the last twelve months. Fly often, more than once a month or at least

do a circuit with an instructor before flying if you have doubt. Be vigilant in 2015 because many of us have low recent flying time and are at greater risk of having an accident or incident if we look at statistics. Abilities tend to evaporate over time when not having enough recent flying. Have a look at your pilot log book and compare the flight time you've done in 2014 with the previous years to see if you are at risk.

I hope you all know one of the good ways to significantly improve safety and stop fatal midair accidents involving gliders is FLARM. It is a proven device and a very good investment for your safety. The investment on FLARM is very valuable if we look at the two midair accidents we had in Canada in the last three years, killing six persons. Depending on the value of the glider, the FLARM pays for itself in 7–12 years when you insure with the SAC plan because of the 5% rebate on insurance premium you receive every year. Also, a new SAC Safety Grant program is now available to the SAC clubs to help promote safety efforts. With this grant, it is possible to pay part of the FLARM bought by clubs or other safety-related expenditures. A FLARM costs around \$2000 – what is the value of your life? Ask this question to your family! After reading the SAC insurance program report about FLARM deployment in Canada on the April 2014 renewal, I question why 47 of the 49 gliders of the three clubs flying in the Quebec are equipped with FLARM and not most of the other clubs in the rest of the country, with exception of Cu Nim, CAGC, CRSC and SOSA? Don't wait to have a midair accident at your club to take action. It is easy to presume that glider owners are not aware enough of the high safety value of the FLARM. Please let my first words from next year's report be again: "None of our friends died last year".

Now on a better tone, we are fortunate to be surrounded by a wonderful team of volunteer directors, committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I thank them for their hard work with SAC. Half of our six SAC Directors are up for election for a two-year period: the Southern Ontario and the Eastern Zone Directors are willing to be nominated again. The Pacific Zone Director nominee had not been named as we wrote this article.

I want to take this opportunity to thank David Collard, who has stepped down as the Pacific Zone Director, for all the volunteer work he has done for SAC over the past eight years and six years as our volunteer Treasurer. David took on this position after Jim McCollum stepped down as the Executive Director & Treasurer. He also acted as the liaison person with the COPA office for SAC management, monitoring this on a regular basis. This is a key position on the Board; it needed expertise as well as a commitment to take on the job, and for that we thank David for the important work he has done for SAC. His highly valuable contribution will be missed.

The members of the Board of Directors for 2015 are:

- **Sylvain Bourque** – Eastern Zone Director since 2006. He was SAC VP from 2008 until 2010 and SAC President since 2010. He started gliding in 1994. Since then he has been a very active member of AVV Champlain involved in training, towing, and in accounting as Treasurer for the last 20 years. He was the

president of Champlain in 98 and 99. At that time, we held respectively the Provincials and the Nationals. He has his CPL, is an aeronautical radio certificate examiner, EN and FR aviation language proficiency test examiner and an authorized person for glider licensing. Sylvain owns a Pegase with two other partners. Sylvain works as a field production cameraman instructor and supervising technician for CBC/Radio-Canada in Montreal. I'm proud to be part of this passionate Board that has such a good variety of backgrounds and a huge involvement in the soaring community.

- **George Domaradzki** is the director for the newly-formed Eastern Ontario Zone. This zone consists of Gatineau Gliding Club, Rideau Valley Soaring, Bonnechere Soaring and Montreal Soaring Council. George has been flying gliders since 1998 and has been an instructor since 2004. He is currently the president of Rideau Valley Soaring. George also coordinates the Ottawa Area Glider Pilot Ground School every alternate year and had given various theoretical lessons. George is the proud owner of an ASW-20 that he flies whenever he is not scheduled for instructing. He retired in 2012 from the federal government where he was a demographer, enabling him to carry out mid-week flying and instructing duties.

- **Stephen Szikora** – Southern Ontario Zone Director since 2012 and our new SAC Treasurer. He was our VP for the last two years. Stephen was first exposed to gliding as an Air Cadet in 1978 and earned his PPL in 1988 and his GPL in 1989. Stephen is currently a member at York Soaring and was previously a member at Toronto Soaring and Air Sailing, where he was club president for eight years. His motivation for joining the Board includes improving the governance process and communication within the organization. When not flying gliders, towing gliders, pushing gliders, or fixing gliders, he likes to cut the grass.

- **Jay Allardyce** – Prairie Zone Director since 2010 and SAC Secretary. Jay represents the clubs in Saskatchewan and Manitoba. Jay flies out of the Winnipeg Gliding Club, owns an ASW-19 with two other partners and is an avid cross-country pilot. He is also an active instructor and towpilot and works in the aerospace industry in business to pay for his gliding.

- **Alan Hoar** – Alberta Zone Director since 2013. Al has been involved in the soaring scene in Alberta since 1992, mostly with the Cu Nim Gliding Club. Some soaring highlights of this time have been many Cowley camps in summer and in fall, Diamond distance and altitude flights, Valemount BC soaring camps, and the North Battleford National Contest. Al was president of Cu Nim as the club house was constructed, CFI twice, and also on the executive of the Alberta Soaring Council. He has found it interesting to be involved with the details of SAC.

Alan will be the SAC VP in 2015 and will be the BoD liaison with the Pacific Zone clubs until the Pacific Zone Director is selected.

PACIFIC ZONE – David Collard

Listed below are the club reports received for the 2014 season. In reading these reports I am always reminded of the great efforts put in by those at the club level who assume leadership rolls and provide that extra volunteer time in order for all to

enjoy our sport. They deserve no less than a big "Thank You".

Alberni Valley Soaring Association – Allen Paul

The year 2014 was a very good one for the Alberni Valley Soaring Association. Membership numbers remained steady at 10 for the season. The weather magically cooperated and the club PW-5 had a good season. With the glider remaining assembled in the hangar and having access to aerotows seven days a week from the Vancouver Island Soaring Centre (VISC), we can use the PW-5 week long and offer members and qualified visitors the opportunity to fly for several hours at a time especially during midweek. But we're not just a PW-5 club. The privately owned Schweizer 1-26, Javelin J4, and Libelle 201B also experienced good soaring seasons. The hangar currently holds 6 gliders but we have room for more.

Club members continued to explore the cross-country opportunities in the Alberni Valley soaring along the Beaufort Range as far west as Elsie Lake in both private and club aircraft. The PW-5 log book showed 61 flight hours flown over 36 flights. The total number of flights in 2014 flown by both VISC and AVSA members totalled 539.

Our efforts this past year focused on improving the AVSA participation in the OLC soaring competition. We were able to move up a couple of ranks in the Canadian competition and are optimistic we can make an even greater impact in 2015. Although the number of PW-5 flights was down somewhat from last year, we were happy that members were able to improve on their average flight times. On the instructional side, the VISC PW-6 provided the training to allow four power pilots to acquire their glider pilot licence. One pilot joined the club at the end of summer and we're optimistic that two more will join in 2015.

We continue to work on the club/airfield facilities to have them better serve our requirements. The reseeded grass landing area beside the runway responded well to the summer growing season and the grass surface filled in nicely. Towards the end of this past summer we were able to use the surface as our secondary glider landing area. Our project to modify a hard top tent trailer to produce a mobile flight line storage vehicle will continue into 2015.

The year 2014 was another step forward for our growing club. For those glider pilots looking for a fun place to visit in 2015 we hope you'll consider spending a few days with us to enjoy the soaring opportunities and the other attractions of the beautiful Alberni Valley. If you can't visit try our flying area out on Condor Soaring. The Vancouver Island scenery is readily available and we're a friendly club in person or on screen. See you next summer!

ASTRA – Mike Thompson

ASTRA's seven members started flying in April this year with season checkouts in Port Alberni at the Vancouver Island Soaring Center <<http://visc.ca/>>. Dennis and I flew to Sprout Lake in my Super Cub float plane on a beautiful day in April. Dennis managed to find a contact that had a dock we could use and Andrez picked us up for the short drive to the Port Alberni airport. We helped put the PW-6 together and then went on our check flights which included some good local soaring.

The ASTRA group was active at several locations this year. In Canada flights were in Port Alberni, Chilliwack, Pemberton and Invermere. Outside of Canada ASTRA pilots flew in Ephrata and Nephi USA, Räyskälä Finland, Zrenjanin Serbia and Bahia Gliding in Brazil.

Ephrata Washington is the base which many of us fly from and is home to the Seattle Glider Council <<http://www.seattleglider-council.org/>> The Ephrata soaring operation has a clubhouse that includes washrooms, showers, kitchen, BBQs and a large deck all located right beside the tie down area. A typical weekend during the soaring season is to drive 500 km to Ephrata on Thursday afternoon, fly Friday, Saturday and Sunday then drive to work on Monday morning. Dennis and I headed to Ephrata for the opening weekend in early April to help open up the clubhouse. Uncooperative weather and often windy conditions meant many 3-day weekends with only one flight. There are a lot of other activities to do on non-flying days and we have a good group that enjoys the excellent road biking in the local area. Practice in April was good to get us ready for better weather in May when the first OLC flights were logged. Ephrata did not disappoint us as there were many good days in May and June before the Region 8 contest started.

From the OLC ASTRA pilots flew in 2014:

- 43,201 km, 42,843 OLC points, 118 flights
- Average flight distance was 366 km
- Longest flight was 930 km @ 118 km/h by Branko Stojkovic at Bahia Gliding in Brazil
- Longest flight in Canada was 745 km @ 105 km/h by Harry Peters in Invermere
- Fastest flight was 686 km @ 147 km/h by Mike Thompson in Nephi. The fastest flight in Canada was 349 km @ 139 km/h by Harry Peters in Invermere.

Martin, Dennis and I flew in the Region 8 contest in Ephrata Washington with Martin 1st (1, 1, 2, 4, 3944 points), Mike 2nd (2, 5, 1, 2, 3874 points) and Dennis with 2546 points in the 18m - Open class. We had good conditions for the practice day and four excellent contest days.

After the Region 8 contest, Martin, Dennis and I went to the Nephi OLC camp <<http://www.utahsoaring.org/Nephi/>> and had some interesting flying at a new site for all of us. Martin's best flight was 783 km at 111.5 km/h, Dennis's was 493 km at 85.6 km/h and Mike's was 732 km @ 129.9 km/h.

Harry was busy in Chilliwack and Invermere and finished the season as the Canadian OLC Speed Champion. Harry's best distance flight was in Invermere, 712 km @ 117 km/h. We hope to see him back at Ephrata for the upcoming season.

Branko continues to amaze us all after flying a wide range of gliders on three continents, Russia AC-5M, Arcus T, DG-100, Grob 103, Nimbus 3T, L23 Blanik, KW-1 Quero-Quero and Jantar. Branko flew for Team Serbia in the worlds in Räyskälä, Finland and placed 14th in the 20M multi-seat class flying an Arcus T with some tough conditions. After the world contest, Branko went to Zrenjanin, Serbia and flew in the Nationals, placing 2nd

in the club class flying a DG-100. Branko came home and flew the Russia over the mountains out of Pemberton before heading to Bahia Gliding Center in Brazil for many more flights.

Plans for 2015: Ephrata starting in early April, Chilliwack, Pemberton, Invermere, Region 8 contest, Canadian Nationals, Nephi, and Ely.

The Region 8 contest and the Canadian Nationals have a date conflict, so some of our members will have to make the decision on which event to support.

Canadian Rockies Soaring Club – Wes James

With improved spring weather patterns our soaring season got off to a good start with some 600 km plus flights recorded in early May. When the last flights were made on 21 September, CRSC was the number one club on OLC with 89,053 points and the Invermere Airport was #1 on OLC with 89,048 km recorded.

CRSC accepted 4 scholarship students for 2014: Patrick Dibb, Damian deWet, Lewis Janzen and Hayden Pfeiffer. Under the tutelage of Chris Hildebrandt, our main instructor, all four students soloed and went on to have some memorable solo flights. One of the students, Patrick Dibb, achieved his required number of solo flights, wrote and passed his ground exam and now has his gliding licence.

These young people provide a welcome injection of youthful exuberance to the atmosphere at our club. They also make a significant contribution to the daily operations of the club by moving gliders around and running the tow rope. During the morning hours they receive lessons in the theory of flight plus instructional flights in our 2-33 trainer. Each student typically gets three instructional rides each morning. During the afternoon, after soaring conditions develop, the students help move private gliders onto the runway and run the tow ropes. Later in the afternoon after all the private gliders have launched, the students usually get an additional flight so that they can experience soaring conditions. The day doesn't end there, often they stay to help prepare the nightly clubhouse barbecue and do all the required cleanup including dishwashing.

This summer was highlighted by a week-long visit from a senior soaring pilot, Geoffrey Melvill-Jones. He was 91 and a WWII veteran. Geoffrey was a soaring pilot but had not flown as P1 for more than 40 years. Geoffrey wanted to get reacquainted with soaring and proceeded to take a glacier flight with Trevor Florence, Invermere Soaring Center. On landing back at the airport, Geoffrey was absolutely ecstatic. He exclaimed that never in his life had he experienced such a thrilling glider flight! The combination of mountain peaks stretching as far as the eye could see interspersed with expanses of snowfields was a scene he had never experienced before. Geoffrey stayed with us and for 4 days joined our students for some soaring training. A true gentleman, we look forward to having Geoffrey join us next year for more soaring training.

CRSC did not have any safety issues to report. All CRSC members have FLARM installed in their glider and we do have a portable unit for loan if a visiting pilot does not have a FLARM.

Vancouver Soaring Association – Daan Wynberg

VSA had a good year, with 40 active members, and a few less active. Membership saw some turnover with some leaving and some joining. Overall unfortunately there was small decline in numbers. VSA had a safe year of flying with no major incidents causing injury or significant damage, although a rear canopy from one of the Twin Grobs was lost during take-off due to a faulty latch. The flight was nevertheless completed safely. A separate safety report for 2014 is being prepared by our Safety Officer, Don Lott.

873 tows were performed, up 40-odd from 2014, and with no self-launchers this year – that equals the number of glider flights launched from Hope in the 2014 season.

The roster system saw it's second year of operation and a survey conducted among the members confirmed that the duty roster system should be continued.

Training at VSA was very active with three 1-week courses held and several members going solo this year. Two students stood out as they went from ab-initio to solo within the season, not a small feat. We had 5 active instructors and 4 more who were able to fill in on an ad hoc basis. I am hopeful that the number of actively rostered instructors will go up to at least six to reduce their roster frequency. Unfortunately our CFI, Pat Rolfe succumbed to cancer this year, and for much of the season he was unable to fly. He will be greatly missed.

In the summer, Dan Cook paid us a visit and spent the day checking out myself and Dave Hocking as new SAC instructors. We had already qualified in terms of the CARs, having followed the SAC training syllabus in-house in 2011 and 2012, but this visit by Dan confirmed our status as SAC Class III instructors. Later that evening Dan gave a presentation on safety which was well attended by many members of the club. Dan's efforts in regulating safety and training in the soaring community is very much appreciated.

This year the VSA managed to follow it's long term plans aimed at fleet renewal. The L33 and one of the Grob 103 Twins were sold, and we are in the process of acquiring a locally-owned DG-300 as the second higher performance single seater for club members. A planned progression for members to graduate from twin trainers to Grob 102, then to the twin, DG-505 followed by the DG-300 now provides for a logical path to a higher performance single. Efforts are also well under way to define the design of a new hangar to replace the current aging structure which must be erected and taken down each season. It is hoped that a new hangar could materialize in 2016 as it is feared that the current hangar will not last too much longer.

To introduce competition soaring to the club members, very short courses (the longest course is only 50 km) have been set up around some local turnpoints for members to race around. The race format is simple: shortest time around the course. Most use either LK800 or CXSoar. The 50 km race would be Start Hope Mtn, Ogilvy Mtn, Lake-of-the Woods, Deer Lake, Laidlaw and finish over the bible camp in the bowl. Each turnpoint is set up so that on any leg competitors are within reasonable reach of

Hope airfield or land-out options in Laidlaw. Only 4 or 5 members have taken these tasks on so far, and a floating case of beer, which doesn't seem to end up being drunk, is passed to the next winner. It's all just fun, but it is hoped that the concept will start to take hold. The hope is that this might improve proper use of tools such as LK8000 or XCSoar, and perhaps foster ideas by some members of competing in bigger events elsewhere.

On the soaring front, flying has been fun around Hope with a number of spectacular wave days, but for the longer flights some of our members have done away trips to Invermere, Ephrata, Nevada, so there are quite a few respectable long flights logged for the VSA at these different locations. Several members managed to accumulate some spectacular distances throughout the season. One member in particular accumulated all of this distance flying out of Hope, while the others accumulated it flying from more traditional longer distance soaring sites.

A new initiative being planned to start in 2015 is to set up a Condor flight simulator at the club. In recent years the SAC simulator was brought to the club, and this left some ideas of VSA building their own. Recent efforts by Kary Wright of the Edmonton Soaring Club are creating the Condor Nanaimo to Vernon scenery, which includes the scenery around Hope has re-energized efforts to seriously make use of Condor as a training tool, especially since we can use it for general training as well as cross-country flying in mountainous terrain in the Hope area, which is surprisingly accurate. We are trying to make reasonably realistic rudder and stick controls to improve the realism, and in 2015 it is hoped to have the first version of a workable simulator in use at the club. The hope is that this will increase the learning rate of students, both for basic flying, but also with respect to mountain flying. Of course, a huge advantage is that it can be used no matter what the weather or time of day it is outside. The plan is also to make it reasonably portable to facilitate off-season use at a venue in the lower mainland.

I have agreed to remain as President for 2015.

The other current Board members, all expected to be returning also in 2015 are:

Fionna Bailey – Treasurer
Ray Ochitwa – Maintenance & Secretary
Dan Boyda – Facilities maintenance
Alfonso Ergas – Membership
Ray Maxwell – Director at large
Dave Pearson – CFI
Don Lott – Safety Officer

The VSA will hold its next AGM in March to approve the revised Long Range Plan and the 2015 Budget. The 2015 season is expected to start in April and I have every hope that it will be another fun year.

Western Area Sail Plane Society – Dan Cook

WASPS club is currently a small group of interested pilots who have been attempting to purchase a two seat glider to get a training operation going in Vernon BC. Twenty five people have approached the club in the past few years that they are interested in joining a club if there was training activity. Sev-

eral options have been pursued in the last few years but the purchases did not work out. Recently our towplane availability has changed and we are now looking at a motorglider option. There have been three solo flights in Vernon with the remainder at other club locations due to the towplane availability. There is a history of interest in the Okanagan Valley in gliding and local soaring conditions permit 300+ km flights. We hope to have better news next season.

ALBERTA ZONE – Al Hoar

IT HAS BEEN A YEAR since I volunteered to do this job; here are a few things that I'd like to mention.

- There is a greatly revised SAC website. If anyone asks you about soaring, directing them to www.sac.ca, it will answer a lot of their questions. There is a nice interactive map (Where to soar?) that would direct a person to the closest gliding club. Please check that the contact info that pops up on this map for your club is correct. If not, give me your corrections. Input to the site is always welcome and I have been told that it is possible to post directly. Look under "News & Blogs". Any feedback or questions please send to me and I will find the answer.
- Alberta pilots should be excited that the National contest for 2015 will be in Alberta at the Air Cadet's Netook airstrip.
- The SAC Bylaws have been changed as was discussed and published last year. One main point is that an individual can bring up anything with his or her club, but it is the club (as a SAC sustaining member) that must forward the issue to SAC as an AGM agenda item prior to 30 November. Last moment issues cannot be dealt with.
- A new editor is needed for *Free Flight*. Tony has provided amazingly good service to SAC since 1982 but does want to hand it over to someone else. Potential replacements have already expressed interest and have been in contact with me and Tony about the work and skills involved.
- Fall Cowley weather this year was certainly no blizzard. Weather was warm all week with great wave at times and also calm with thermals on other days. On Thursday those at the camp decided to try out Elk Valley Airport north of Sparwood for a day. It has a paved runway, lots of room to rig and tie down, a heated clubhouse with water, showers and a nice lounge. There are high ridges on both the east and west side close to the airport. It is a beautiful place to fly, and thought is being given to having an organized event there.
- How often have we seen a new gliding club starting in Alberta? It's great to see the Lethbridge Soaring Club active now. See <lethbridgesoaring.webs.com> and their 2014 club news in this issue. Congratulations!
- Since the SAC Annual General Meeting in Ottawa in February, the SAC board had a teleconference on 8 September, and will meet in Toronto on 8,9 November.

Lethbridge Soaring Society – Pavan Kumar

This was LSC's first year in flying operation after spending a few seasons to acquire and restore a Schweizer 2-22. Now with a glider, much more club preparation needed to be done and the LSC members rose to the occasion. Last season a number of us went to CAGC to witness the smooth operation of a club flight line. Over the last winter many of our members trained

extensively on the SAC simulator which has proven itself very valuable for a winch launch club that has very limited flight training time in the air.

Then this year we were the first club to fly in Alberta – the provincial towplane was ferried to Claresholm on a windy day in April and with help from CAGC, we had both towing and test flights for our restored bird followed by the first flights for our club members. From there we went on to design and build our own automobile launch pulley and rope winder from scratch. We then took our 2-22 to CAGC for the first winch flights. The well-proven 2-22 now could be used on our auto launch system which we did at Claresholm and managed our first independent launching day as a club.

This season continued to be very busy as two of our members went to ESC's soaring weeks and trained with great focus which led to our first flight-tested new pilot Geoff Minors. Then Geoff, with his past experience in gliders years ago, went on to attend the instructor course held at Cu Nim and successfully became our second instructor! Shortly after he bought his own glider, an ASW-19, and brought it to Cowley where he aerotowed and winch his ship for the first time. A fantastic accomplishment for one season of flying!

LSC members had participated in the Cowley summer camp and learned to use the ASC winch. We completed several days of winch launches and are comfortable running a winch operation, auto tow, and visiting other clubs for aerotows.

We have a couple of students approaching solo skill level; one pilot was licensed and given passenger carrying privileges and, as mentioned before, one pilot was licensed this season and trained as an instructor. What a fantastic year.

We now hope to base our operations in Cowley or Claresholm, come up with some means of shelter for our glider (so we don't need to rig & de-rig each day), and potentially find an affordable glass dual glider for further training and solo for our members. We will simulator train over the winter and are keen to be the first club to operate next spring.

Thank you to all those members of ASC who have helped us get started in operations, learn how to run and operate a club, and helped us be safe. They have shown by example how to be friendly, positive, supportive and enthusiastic about our loved sport. We look forward to flying with you all next season!

Cu Nim Gliding Club – Pablo Wainstein

Looking back at 2014, I must say that it was a pretty good year. The DG-1000, K-21, Jantar, and DG-303 Elan had 1242 flights this year totalling 673 hours. The club is slowly growing and the financials are looking quite nice.

The club this year had several successful events such as fly-in breakfasts, hosting a wonderful instructor course led by Dan Cook with our senior instructors Al Wood (CFI) and Phil Stade, and having a bunch of new students joining. But the big question that I ask myself every time I drive to the club is what is the business model we have to follow to make this club successful?

I have thought about this for four years, and I still don't have an exact conclusion, but there are some key elements I'm convinced about.

We are definitely in the business of satisfying people. We need to fulfill needs and expectations of everyone because gliding is not a necessity, but a leisure activity. Sometimes you spend hours at the club and fly just twenty minutes, so those twenty minutes should be so good that they are worth not just the money, but the time you invested. So how do we make the flying experience a good one – so good that you want to keep coming back? The solution is listening. Look at the members and recognize their individual needs. Everyone is different and has different needs and different triggering points. We cannot completely satisfy everyone, but when people feel they are understood, we develop a sense of belonging to an organization that is worth millions. No other incentive is more powerful than feeling part of something you care for. As such, the executive has the mission of directing the club to fulfill the needs of members, all of them and hopefully their families. We need to strive to have inclusive clubs where our families and friends feel welcome and can have a space while you fly!

Now, more practically speaking, we have three sets of clients to satisfy, with three very different needs and expectations. They are our current members who we need to retain in order to keep our numbers sort of constant, we need to attract new members in order to increase our membership, and finally, there are the ones in the public that will never be a member, but they want to try an introductory flight.

This last group may be seen as the easiest to satisfy since they are so happy and thrilled by the experience. But let's not fool ourselves – how is our overall customer service? Do we answer e-mails on time? Is our flight booking system working well? Are we flexible and accept different payment methods, etc. In essence, are we up to the standards expected from any other service provider, because this is who we will be compared with. In the end, this is the first threshold someone crosses in becoming involved in the club.

Now, the new member who is learning and becomes a student has different needs. They want to learn. And of course they want to do it in an efficient and well organized way these days. Do our students feel they get their bang for their buck? How are our training facilities? Are our instructors current and make their students feel understood and guide them through the learning process to fulfill their expectations? This is the second threshold to getting fully involved in the club. At that point, members now have a whole new set of expectations.

Members want to fly good machines, a well-kept fleet which allows them to do what they love to do... fly. But, what type of flying? This is the key in keeping members. Clubs need to offer the possibility of developing members in the different activities they want to achieve. This does not mean that everyone has to be a world cross-country champion, but everyone has to find the sweet spot they like to be on, whether floating above the club on a nice summer evening or doing a world class cross-country flight.

Now, this is not everything. Topping of all of this, we have instructors and towpilots, those guys and girls that devote endless time to teach and make the development of flying skills possible. Clubs need to think about how to make their instructors and towpilots happy. This group keeps clubs running and we have to devote special attention to them. Find out what drives them, perhaps flying a nice aircraft, perhaps educational aspects and student development, whatever it may be, we should try our best to fulfill it. All of this may sound like a lot, and it surely is. However, I emphasize that the key is listening and getting to know your members to build a strong sense of community that is dynamic and adaptable to the changes in time and outside market pressures.

Central Alberta Gliding Club – Drew Hammond

The 2013 flying season had ended with the usual AGM and discussion of how the year progressed and what were our goals for 2014. The hottest topic was the purchase of the hangar at Innisfail airport. Elections were held and owing to my previous involvement with the negotiations on the hangar deal I accepted role of president. What could go wrong? Under the unusually heavy snow load that we experienced in the first week of January, a 25-foot section of the hangar roof collapsed directly above four gliders resulted in crushing the wings on three and the tail of a fourth. First sight of the damage left club members nearly silent with the realization that in a single event we have lost most all of our assets. Where do we go from here?

Members gathered at the site and with the help of the ESC and Innisfail Flying Club members, we managed to remove the snow accumulation and retrieve the gliders out from under the roof wreckage. The only good news is the Bergfalke and the 1-26 have damage to one wing only. An assessment of the building failure by the manufacturer determines that the tree line to the south of the building was the cause of the snow accumulation and subsequent collapse. A quote of \$120,000 for building repair was obtained.

Now the tough questions have to be asked. What does the club as a whole want to do? We have no flying 2-place ships and no hangar! Essentially we have become a start-up operation with 25 years experience. That answer is swift, let's rebuild and be better for it! Committees were put in place to move forward. John Mulder heads a committee to look for new gliders and to facilitate a member-funding program to finance purchases. Three possible gliders are identified: an L-23 from Edmonton, a Puchacz from SOSA, and a K7 from a local owner. We agree on the Puchacz and the L-23.

With only limited funds in an established glider replacement account, the club does not have the funds to purchase even one of these gliders. Members are polled to invest in the club using the gliders as security. The request is fully subscribed in three days! We now have gliders but no trailers to move them. ESC to the rescue – their custom trailer designed to accommodate both types is happily loaned for the easy Edmonton to Innisfail L-23 trip and the not so easy cross-Canada Puchacz trek. Special thanks to Derek, Leo and Val Deschamps' son-in-law, for his volunteer effort to make the long journey to Ontario to get the Puchacz, and in record time I might add. Shane Cockriell finds

the only Berfalke III in North America abandoned on a farm in Camrose. Jerry Mulder secures a smoking deal from the owner to purchase it – the wing fits, and the Berfalke flies again! The club is now flying again.

Hangar negotiations proceed slowly as expected. Insurance options are explored to repair the hangar, to no avail. In the end, contractual obligations between DND and the county are finally determined, and nobody except CAGC wants the hangar in its current state. The hangar is signed over to CAGC for transfer fees only, and we now own a hangar with a big hole in it. Treasurer Carol Mulder reminds the Executive that we are spending money like rock stars! We need cash to fix it, so with the help of *WestJet* and *Choice Audio*, a raffle is set up. Tickets sell out to the aviation community, securing some funds for the repair. Options are explored, but in the end a structure that appears to be of the correct dimensions is found on Kijiji. The price is right and Jerry Mulder manages that project. The building arrives on two transport trucks.

A bucket truck is loaned to the club and the first task is to demo the damaged structure. Make no mistake, this work is not for the faint of heart. Days of cutting away large sections of bent and partially collapsed sheet metal prove to be a challenge even for the best of the mechanically inclined members. Some 150 cutting discs later we have a 37-foot hole in the middle of the 67 x 120 Zipperlock building.

Erecting the new structure begins. Pilings are set with the help of Mark Saxton's Bobcat. A local rig welder volunteers to cap out the piles in his spare time. Mark paints the rusty trusses. Jerry and Mark spearhead the building erection. Dale Brown welds the trusses to the pile caps. The building is up but we have another problem. The width is spot on but the height is off by about six feet. The gap is assessed by a local girl who is skilled in such work and develops a plan to fabricate two skirts to fill the gaps. She also volunteers to sew the skirt if we provide the material ... and this is where we are currently with the hangar project.

Flying in earnest began slowly this year with spring checkout flights on the two new glider types. Pilots are grateful to have Gary Hill volunteer to come down to Innisfail from Chipman to get us going. In the end our membership numbers and flight hours closely match recent years with the exception of little cross-country flying done. Contest flying this year was limited to John Mulder's trip to Ephrata for the Region 8 event.

The other activities going on within the club prove to be a great distraction but line boss Val keeps flying operations organized and running smoothly. There is the usual shift of membership with a few pilots and students finding life commitments too great and not renewing membership. Two old members come back again and five new members join. With a relatively fresh crop of students, the club had no new licences to issue or any new solo pilots to report.

At the end of the flying season we all look back and realize that the challenges we faced in 2014 could not have been met without the support of dedicated members, community support,

and our fellow ASC clubs. There is not enough space to acknowledge everyone who so greatly contributed to this year's success but their kindness will be recalled for many years to come at our campfires.

Edmonton Soaring Club – Thorsten Duebel

The past year brought some exciting changes for ESC, and a wide range of positive, sometimes challenging experiences and developments. The 2014 board saw a good mix of new and experienced members who worked together well to tackle some important issues.

The club fleet saw some significant changes. We were pretty sure that this year we would actually take possession of our brand new SZD-54-2 Perkoz (C-GPKZ), which had been on order for several years. And yes, it finally arrived in the fall – too late to fly this season, but it will be ready to get into the air in 2015! Buying the Perkoz required the sale of one of our Blanik L-23s. When the Central Alberta Gliding Club (CAGC) experienced the loss of much of its club fleet because of the collapse of its hangar from an excessive snow load, they expressed interest in acquiring one of our Blaniks. We were happy to help out and, after some healthy debate among our members, sold C-GISP to CAGC. I believe we struck a great compromise between preserving the asset base of the ESC and being good citizens of the Alberta soaring community. We hope that CAGC will enjoy many hours of good use from this glider.

We decided to equip all the club aircraft, as well as the privately owned ones upon request by their owners, with Power FLARMs. All the club FLARMs have been installed, including our towplanes. This will contribute much to safe flying operations for everyone in our club.

Last year our L-33 Solo was damaged in a ground loop while landing out. We were successful in having the damage in the tail cone area repaired, where in similar cases the aircraft was written off. Needless to say, we were glad to have it back as part of our club fleet this season.

Unfortunately, in mid-season the Puchacz had to be grounded after the canopy suddenly opened during a side-slip exercise at altitude. The crew were able to close the canopy and land the aircraft safely; however, the violent opening of the canopy resulted in a canopy cross brace being damaged. Note that in January 2014 SAC re-issued a 2004 safety alert regarding "side-slipping modern gliders", which addresses the risks of canopies opening during this exercise: www.sac.ca/website/index.php/en/documents/safety-and-training/accident-prevention/439-safety-alert-apr-2004-v1/file.

We had some interesting flying adventures this past season. In early June, Guy Blood, our CFI, had scheduled a cross-country flying day. The task was to fly from Chipman to Two Hills and, if necessary, land there, and be launched for the flight back to Chipman by one of our towplanes. The day started with Chris Gough providing an excellent overview of how to prepare for a cross-country flight, and Gary Hill gave a detailed weather briefing. All four gliders eventually landed out, a club record by all accounts!

Steve Chihrin in the Solo made it to Two Hills and almost all the way back to Chipman, but fell a few miles short. Jason Acker took the ASW-15 all the way to Two Hills, but on his way back had to land at Vegreville airport, providing the easiest retrieve from a paved runway. Ray Troppmann and Chris Gough flew our L-23 and had to land out a few miles from Chipman in a muddy field. It was rolled back to Chipman on country roads without derigging! Trevor Finney and I almost made it to Two Hills in the Puchacz, but despite Trevor's valiant efforts to find any lift possible, we had to land in a farmer's field. The soil was soft and the terrain went slightly uphill – I couldn't believe how quickly a big glider like the Puchacz can come to a stop!

It was great to see how the club came together to make the day a success. All of the pilots gained some valuable experience in landing out, choosing fields, and derigging planes in inhospitable conditions. I hope we will do another cross-country day next year, in fact it's being proposed to hold one during each of our three flying weeks!

At the beginning of August we held another successful Junior Camp. Chris Gough took on the responsibility of organizing the camp, with the assistance of previous organizers Jason Acker and John Broomhall, and several ESC instructors and towpilots. We had seven participants, all of whom earned B badges, and six fulfilled the requirements for their C badges. Congratulations to all the participants, and a big thank you to the ESC members who make these camps possible. There is more about the camp in this issue.

Speaking of Chris, he achieved this year's most remarkable flying achievement among the ESC members. It was a 7-hour flight which exceeded each of the Canadian Open, 15m, and Club Class free triangle records!

In June, current and previous members, families and friends gathered at the ESC clubhouse to dedicate a bronze memorial plaque carrying the names of fellow ESC members who have gone before us. It was a great afternoon that reunited many members and a great time was had by all sharing stories, memories, food and drink! The plaque was financed through many individual donations; a big thank you goes out to Neil Bell, Garnet Thomas, and John Broomhall for seeing through the creation of this wonderful memorial!

Finally, we added another to the ranks of the ESC towpilots and we welcomed two new instructors, Arel Welgan and Mike DiPasquale. Another great season now lies behind us, and we're already looking forward to 2015!

PRAIRIE ZONE – Jay Allardyce

The theme for the 2014 season in the Prairie Zone seemed to be a late start due to a longer than normal winter and slow snow melt. Many of the Prairie Zone clubs reported this as the main reason for the late start to the season. Despite the late start for most clubs, activity seemed to be similar to previous seasons at most clubs. This winter has seen warmer temperatures and less snow than the previous winter throughout Saskatchewan

and Manitoba. Glider pilots in the Prairie Zone will no doubt be holding their breath for an early start in 2015.

Prince Albert Gliding and Soaring – Keith Andrews

During April, Dennis, Rob and Keith worked on getting the equipment ready for spring. During the week of May 5th, Bob Dueck performed the annuals on our gliders. The 2014 AGM was held in the home of Dennis and Lynda Mountford on 3 May with five members in attendance. All officers were returned to the positions that they held the year before.

Flying started in earnest on 30 May with annual proficiency check flights. On 14 June the Birch Hills Flying Club annual BBQ was held in Dave Berkland's hangar with 30–35 people in attendance. On 5 Oct a crew from Max TV came out to the club to do a piece on gliding. They spent about four hours with the club but were unable to do any flying as the crosswind was too strong. They included clips from the last time they were out to our site with the information they shot this year and had a pretty good presentation for TV.

We continued flying up to 25 October after which it was impossible to get enough members together at one time to fly as the weather had turned quite cold. The weather this year was not as good as it was last year. We flew on fourteen days and accomplished 130 flights for a total 22:53 hours.

Saskatoon Soaring Club – Ian Barrett

The club got a late start to the season due to the long winter and wet conditions following the snow melt. Check flights were started 4 May, a couple of weeks later than average. However, a reasonably good summer and nice autumn resulted in an increase in activity and a very successful year for the club.

The club year started with our AGM and dinner at the end of January. A ground school was held in the spring with ten attending. Also, we had a soaring simulator set up for members. The class of community college Commercial Pilot students also got to experience soaring on the simulator.

One goal for the year was to train more instructors. Two members attended the instructor camp hosted by Cu Nim, became certified, and did a lot of the fall instruction. Thanks to the Cu Nim club, their club instructors, and Dan Cook for their time and efforts.

The wing extensions were installed on the L-23 during the prime soaring season, and this was a popular choice. We hope to get more members interested in getting badges and doing some real soaring – safely away from the airport!

One pilot (Roy), travelled to Nephi, USA logging many good flights, including a 384 km triangle. He and Skyler both flew their ships at the Cowley Summer Camp. Saskatoon pilots racked up over 1500 Online Contest points from thirty flights originating from Cudworth.

The club has been flying at the Cudworth Airport (CJD2) since 1989. This season the Cudworth Flying Club ceased operation, leaving our club as primary airport user. We are currently work-

ing with the town to come to a new user agreement including shared maintenance costs and taking over the former flying club hangar. Hopefully, this arrangement can be in place for the 2015 season. In general, an active year with a membership increase and no accidents or serious incidents.

Winnipeg Gliding Club – Kelly Allardyce

The Winnipeg Gliding Club had a decent season in with a good amount of activity. Unfortunately, poor soaring weather after mid-June to the end of the season had an adverse effect on our activity. At 624 flights for 2014, we were down slightly from 2013 and way down from 2012. A further look at five- and ten-year averages shows we are down substantially on those numbers as well. Another driving factor for the decrease was a lack of student training at the club, which has historically represented a large portion of our flying.

Despite the reduced student activity we had two new licencees and two new solo pilots. Individual club members and the club as a whole continued to do well on the OLC rankings considering the size of our club compared to our larger cousins in the east and the west. The club also had a significant number of badge claims this past season which was great to see.

Financially, the club is in relatively good shape with funds remaining at season end down slightly from 2013 even with monies spent on needed equipment repairs and infrastructure upgrades. Despite this situation, there is still a need for increased activity from new students and additional members in the long run.

In late June, Jay Allardyce, our SAC Prairie Zone Director, attempted to host a Prairie Zone regional contest at our club but was forced to cancel the contest due to a solid week of rainy weather. We had hoped this contest would provide additional flying activity over a ten day period and test the club's ability to host a larger National contest in the future. A big thanks to Jay, and other volunteers who were involved in that effort, which was to help raise the profile of our club and our sport in this part of Canada.

On to the subject of safety, even with reduced flight numbers at our club, safety did not seem to suffer. Fortunately, we did not have any incidents or accidents of significance at the field or away from our field.

For the past two winters, our in-house mechanic, Mike Maskell, has taken on the task of doing some much needed repairs to our two-seat fleet, redoing the fabric on the empennage of both of our two seat Krosnos, among other important maintenance tasks. Future projects on our Krosnos is likely to include the replacement of the wing fabric, which has seen a lot of wear after almost 20 years of operation with our club. Our PW-5 and Astir single seat gliders continue to serve us well, with the panel on the Astir having recently been overhauled with a complete replacement of all the wiring and the addition of a new audio vario.

The club received a donation of gently used kitchen cabinets in the spring so we decided to do a complete renovation of our kitchen. We also replaced the main water pump in our

washroom and performed extensive repairs on our venerable swather which we use to cut the runways.

2014 was a good season for the WGC but a late start and poor weather kept the season from reaching its full potential. With the lack of snow this winter, we are optimistic for an early start in 2015.

SOUTHERN ONTARIO ZONE – Stephen Szikora

Following our AGM in Ottawa in 2014, the Ontario Zone was split into two zones to better reflect the demographics of the Association. The clubs in the Southern Ontario Zone include SOSA, York, Toronto, Great Lakes and London. Combined membership for these clubs fell this year to 308, from 328 in 2013, and 371 in 2012. This is a disturbing trend. However, there are a lot of good things happening at the clubs and our hope is that we can reverse the trend in the next couple of years.

The contest scene was active with SOSA hosting the Nationals and York hosting the Provincials. Both contests saw increased participation from recent years. Fleet renewal is continuing with club ships, towplanes and private ships being replaced with newer aircraft or refurbished. At the end of the year York made a very big investment in refurbishing their main hangar, including the installation of a cement floor costing over \$100,000! With these kinds of investments in infrastructure there is a commitment to grow the clubs in the future.

Most important, we are seeing much more cooperation between the clubs. In their report, London thanks SOSA for providing a towplane for a significant part of the season after they had a prop strike. York and SOSA continue to collaborate in the aerobatics programs and winch familiarization and training. These two clubs also cohosted an instructor upgrade clinic, with the assistance of Dan Cook from the FT&SC, that saw a number of instructors from several clubs gather to exchange ideas and obtain SAC instructor ratings and/or upgrades. We're also seeing more pilots visiting other clubs, enabling them to expand their horizons and make friends.

Great Lakes Gliding – David Donaldson

We had a decrease in member numbers. I have an opinion as to the cause and have worked very hard to fix it. I did get some comments that my efforts were paying off, but it is slow process.

We are significantly down from last year in flights – 340 vs 445 in 2013. I did not look at the membership from 2013 to 2014, there are about six members that have decided to return. We also lost three senior members, all of whom are instructors and two of whom were towpilots, two to medical issues, and one has fully retired from soaring. As I mentioned, I have focused on rebuilding our community.

Of note, both last spring and this past fall we had ships stationed at The Ridge in PA to provide other opportunities for our members. There was a considerable amount of work that was completed over the winter in preparation for the 2015 season. All of the trailers have been upgraded and our entire fleet now has functional trailers.

We had a club entry for the Provincials, but a sickness in the family precluded his participation. On a positive note this member just acquired his own glider.

London Soaring Club – *Chris Eaves*

Because of bad weather and a soft runway our flying season didn't start this year until mid May, the latest anyone can remember. Even with the late start we managed to get in 374 flights, about the same as last year.

One member completed his Silver badge and one completed her Bronze. More members started flying the Astir so hopefully it will be doing more cross-country flying in the future.

Around mid-season our towplane suffered a prop strike which put it out of action when we needed it the most. SOSA was kind enough to lend us their Citabria with a tow pilot to keep us going. Thanks SOSA!

London Soaring once had over 60 members; recently we've been hovering around the mid 20's, a trend shared by many clubs. We recognize each member improves the club financially, socially and with the skills and knowledge they bring. Over the past few years we've put a lot of effort into member retention and member recruitment. We enjoyed club social events and sharing our enthusiasm of our sport with others at public events.

This winter we'll continue having workshops every second Saturday where members and non-members speak about soaring and non-soaring related subjects. We enjoy learning from other aerosport enthusiasts how they enjoy the sky. During the winter, members also work on refurbishing club gliders and participate in the annual inspection of the towplane. Members find they enjoy this activity while at the same time learn about them mechanically.

In an effort to retain and recruit new members the club has introduced flexibility in when and how much members pay to join and fly. Besides the usual intro flights and 4-pack memberships, we now offer monthly memberships at \$200 per month. So a returning member or new member can fly after paying the SAC fee plus \$200 for a month. Again tows cost double under this plan and glider usage is free! We anticipate this flexibility will help retain and draw in new members. We'll share our experience with the other clubs at the end of this season.

Also, on the recruitment front, one of our members spearheaded the start of the Western University Soaring Club. University club members can fly with us at very low cost. We look forward getting this group of young people involved in our sport.

Toronto Soaring – *Tasneem Hashmi*

The Toronto Soaring Club had another good season with 414 launches with about the same number of flying members as the previous year. The new runway was seeded towards the end of 2013 and over the 2014 season we focused on surface preparation and removal of some trees at the southeast end. We expect the runway will be operational in 2015, which will give us two primary runways and one for emergencies. The

other big project, with the help of all club members, starting in the fall of 2014, was replacing the old fabric on the Citabria. We will have a brand new looking towplane in spring.

York Soaring Club – *Jim Fryett*

2014 started off with two positive changes for the York Soaring fleet of gliders. Early in the year the club made two fleet decisions – purchasing the ASK-21 and arranging for the acquisition of the LS-4b. Purchase of the ASK-21 allowed flying to begin early in the year with it stationed at Seminole, Florida. This was a first for our club with the intention of providing a convenient opportunity to retreat from winter to enjoy some flying on a regular basis in a winter vacation area. Through the efforts of Charles Petersen, an excellent hangar arrangement was made for the convenience of visiting pilots avoiding the need to rig and de-rig the aircraft. This first season with the -21 in Florida proved to be a modest success and it is hoped that we can make this a regular event. The ASK-21 is again in Florida for the winter of 2014/15 so York members have access to an aircraft year round for a second consecutive year flying at our home field or at various locations such as Vermont, Pennsylvania and Florida.

As an overview, there were no significant changes at York Soaring during the 2014 year when looking at our total membership numbers, budgets, expenses, etc., with one major exception. We had a budget for a total of 3000 flights based on our recent experience of the past five years. In 2011 we had a total of 3300 flights with the most recent low recorded in 2013 at 2769. As it turned out, the total was well down for 2014 at 2480 flights which is the worst outcome recorded. "How about that weather", seems to be the consensus looking back at the 2014 flying season, but as we very well know, the weather is something we can't plan on.

Our club facilities continue to age and maintenance continues to be part of our focus. Last winter was hard on the club, requiring a difficult repair on the clubhouse roof and a tedious repair to the deck in the spring. The integrity of the big hangar came into question (more on that later).

When things got rolling, they started going well. We had an increase this year in Ontario cadets getting their licence and we saw many pilots return for some recreational flying. Our Hong Kong visiting pilot numbers were down but we had 100% success in licensing these guests.

Tracey & John Brake and Eva Dillon organized and executed the Women's Soaring Pilots Association seminar in July. This event was an enormous success and well attended. It could have been better for York if we hadn't hit the towplane snags that occurred only days before the event. Both of our active tow-planes experienced tail wheel failures within 12 hours of each other. Fortunately, both Great Lakes and SOSA helped out with the loan of their towplanes. This was greatly appreciated and saved the day for the WSPA organizers and participants.

Patrick McMahon managed the Ontario Provincial Gliding Championships and laid the foundation for an annual competition and his focus on creating an event that was enjoyed by contestants and members seemed to be successful.

Our cross-country contingent had its ups and downs with new airplanes and borrowed airplanes. Special note is owed to Chris Razl who had a great season including a 503 km flight and scoring a win in the Provincials with the clubs new LS4b.

At the end of the season the Board of Directors decided to move ahead with a major repair to the main hangar. This hangar is a Quonset structure supported on concrete foundation walls which have shown a gradual deflection caused by the outward action of the roof. The concern that the walls could fail led to a thorough examination of the foundations and alternatives for repair. It was decided to install reinforcing steel to span the full width of the hangar to tie the tops of the foundation walls and roof together to prevent further movement. A new concrete floor was then installed to protect the reinforcing steel and provide a high quality finish in the hangar. This work was partially completed before winter weather closed down construction. In the spring, the balance of the floor and new supports will be installed for the hangar doors to complete the project. This was a major cost to the club which was debated at length by the Board.

In summary, York Soaring Association continues to provide an excellent soaring facility with a stable membership and economic foundation. Our fleet is undergoing constant evolution to respond to our membership needs. Planning is well underway for a new 2015 soaring season which will be celebrated with our annual banquet 28 March.

EASTERN ONTARIO ZONE – George Domaradzki

This has been my first term as Director of the new Eastern Ontario Zone, and I'm still getting my feet wet. I am making an effort at getting to know each club in the Zone and will try my best at representing their concerns. The Eastern Ontario Zone clubs have been very active in cross-country flying this season; three of our clubs can be found in the top twelve spots in the OLC.

There is a steady increase in PowerFLARM purchases in the Zone, even though our skies are not yet particularly busy. I will nevertheless continue to encourage clubs and private owners to adopt this technology.

This year's Gatineau-sponsored MayFly has again been successful in getting participation from the three clubs in the zone. The MayFly has been key to getting our clubs connected right at the start of every season. This year two Eastern Ontario clubs participated in the wave camp, culminating in an FAI altitude Diamond flight just over 23,000 feet by Pierre Gavillet.

Nav Canada is in the process of proposing to Transport Canada to have the Ottawa controlled airspace changed from Class D to Class C. This may result in increased restrictions for glider activity in the area. Nav Canada has consulted with local flying clubs and SAC has been actively participating to ensure that glider pilot interests are well represented. In exchange of the potential loss of access, SAC has proposed a larger CYA for the region around Rideau Valley Soaring and the creation of a CYA around Gatineau Gliding Club. Both CYAs would become active

when there is glider activity. Nav Canada has indicated support for these proposals. Our SAC Airspace committee representative is ensuring that glider pilot interests are well defended.

The Ottawa Glider Pilot Ground School is a good example of a successful joint operation between the gliding clubs in the region. Through successful advertising, we are able to attract a large number of participants over the winter and then have a large number of solo students in the gliding season. Another successful joint venture was the very well attended FAI badge and cross-country clinic hosted by GGC and RVSS. Representatives from both clubs gave very informative presentations.

This year I hope to establish more direct communication lines with all club representatives with the hopes of increasing the enthusiasm of the community.

Bonnechere Soaring – David Beeching

Bonnechere Soaring had a somewhat muted gliding season this year for a number of reasons. The club's principal glider was inoperable until mid-June as we were waiting for a new canopy for the club's Schweizer 2-22. A firm was contracted to repair the canopy in November 2013 but it wasn't delivered until June. Neither of our students elected to continue their training this year for various reasons. The club towplane has to have its wing struts replaced before next year's season begins. Our airfield is rented from the Ontario Ministry of Natural Resources, and they have decided to increase our rent by 400% based on the land values for properties they have sold near Ottawa. Property values in our area are markedly lower but this fact does not appear relevant to them. With only five members, our continued existence is looking a bit tenuous.

Gatineau Gliding Club – Roger Hildesheim

2014 was another very busy and prosperous year for GGC. A wide range of flying and non-flying activities all contributed to members having fun while ensuring the long-term club health.

The joint GGC/RVSS glider pilot ground school started in January 2014 and was once again held at the Canadian Aviation & Space Museum. Over 20 students successfully completed the course. GGC and RVSS have jointly hosted this ground school for over 20 years with clubs alternating the organizational responsibilities year to year.

March came in like a lion with an FAI badge and cross-country clinic hosted by Ron Smith at the Canadian Aviation & Space Museum. Although there was a metre of snow on the ground, pilots from GGC, MSC and RVSS benefitted from a mix of briefings including preparing for a cross-country flight, FAI badge requirements and cross-country flying techniques from a variety of different seasoned XC pilots.

The early 2014 flying season will be remembered as the winter that would just not quit. Unusually cold weather along with a very deep snow pack delayed our flight operations to mid-April (we typically start mid-March). This pushed many annual check flights into early May but by the time the Victoria Day long weekend rolled around, most pilots has received their checkout.

A note about the annual check flights at GGC: We require all GGC pilots to demonstrate all the skills of the licence check flight(s). This is far more than typically required but we have found this to be effective in keeping pilots skills sharp and current. It also simplifies paperwork and logistics as everyone can familiarize themselves using our existing licence check flight material. Late April also saw the annual pilgrimage of GGC cross-country pilots heading off to Ridge Soaring Gliderport in Julian PA. The weather was less than ideal but most pilots managed to get a couple good flights. Once again, the hospitality of Tom Knauff and Doris Grove was first rate.

In May, we held our annual spring safety meeting where incidents from 2013 (and relevant earlier ones) were presented and root-cause analysis discussed. In the 15 years since we started our incident recording and analysis process, we have generated a database of over 190 incidents. This statistically significant database has allowed GGC to perform relevant trend analysis to help target specific safety improvement initiatives. GGC once again hosted the annual MayFly (Eastern Ontario Zone Championship) competition over the Victoria Day long weekend. Ten pilots from four different gliding clubs came to fly a fun contest and get a flavour of competitive soaring. The podium was a snapshot of the pilot/club/experience diversity that has become the cornerstone of MayFly. Special thanks go out to SAC for their support in growing competitive XC pilots by helping to fund MayFly. For more information about MayFly, check out the following link: http://www.gatineauglidingclub.ca/mayfly/index_mayfly.html

Thanks to the dedication and hard work of Doug Laurie-Lean, GGC continued to conduct familiarization flights for the Freedoms' Wings program throughout the 2014 flying season. Doug was even interviewed about the Freedoms Wings program by the local CBC radio one station, further enhancing the visibility of GGC in the local community.

A dedicated core of mid-week flight instructors also ensured that GGC had an exceptional year for flight training and new members. We sent seven student pilots solo with four solo students also earning their glider pilot licences. Thanks to some gentle prodding from Dan Daly and Ron Smith, we saw a resurgence of GGC members submitting claims for their FAI flying badges. Karl Boutin earned his Silver badge (#1086) and Sandrine Gressard earned her Silver badge (#3033). Karl also penned an entertaining article for *Free Flight* about his 2-day retrieve from an outlanding in the Gatineau Hills.

In the fall we held the annual joint GGC/MSc fall wave camp in Lake Placid, NY culminating with a fly week preceding the Canadian Thanksgiving weekend in early October. This advanced soaring camp has really helped sharpen the skills of GGC pilots and has become a great way for less experienced pilots to be safely exposed to all aspects of soaring. Dan Daly was "King of the Hill" with the highest flight by a GGC member of 18,077 ft. One the same day, Pierre Gavillet (MSc) earned his FAI altitude diamond with a flight just over 23,000 ft.

GGC also continued the staged installation of PowerFLARM throughout the club glider fleet in 2014. We are on track to have

the entire club glider fleet outfitted with PowerFLARM by the end of the 2015 flying season. On the administrative/infrastructure side of club affairs, a substantial effort was put forward by past and present board members to update and resubmit our club incorporation articles in time for the October 2014 deadline as required by the Canada Not for Profit Incorporations Act. Our updated bylaws and associated articles of continuance were submitted and approved well in advance of the deadline. The GGC clubhouse was also a beehive of activity throughout the month of June as members all pitched in to install new tiles on the clubhouse floor. Special thanks go to Jacques Asselin for leading this effort. A special general meeting was held in November to gain approval for the club to purchase a "Junior" single seat glider. Everyone is looking forward to having this ship in our fleet for the 2015 season.

In summary, 2014 was a great year for GGC. The last three years have seen a large growth in new solo pilots and will go a long way to keeping GGC vibrant for years to come. Let's all strive for a fun and safe flying season in 2015.

Montreal Soaring Council (MSc) – Mark Schneider

A typical year for the gliding club, some good and some bad. MSc can be considered a four season club, the summers in Hawkesbury, Lake Placid and the wave (23K) in the fall, Florida in winter and the Pennsylvania ridge in spring. Due to the extended winter we started up a few weeks late this year. How long was our winter you ask? The lakes just north of the field were still ice covered, usually one has to fly quite a bit north before encountering frozen lakes in early May.

Mid-May to late June brought its usual exceptional flying weather. Various pilots flew 18 flights over 500 km, three of those being over 600 km. One particular route which has been flown for the past few years is the circumnavigation of the Ottawa terminal area. One particular day we had four pilots do this task. We flew over 57,000 OLC kilometres, with 23 participating pilots, good for second place in the club division.

Like numerous gliding clubs out there, our numbers were down. We usually run in the 90s in respect to membership, this past year 75. We implemented a new fee structure which may have affected these numbers. We had 15 students active of which half of them soloed and got their licences, the others ran out of time in the fall. Three came with a power background which was noticed in their progression and the instructor workload.

We reformatted our safety program a few years ago and is now showing results. We had a safe flying season with little to minor damage and with continued due diligence the 2015 season will be just as good.

Le Club de Vol à Voile Montréal a connu une année avec ses hauts et ses bas habituels sans se démarquer des années précédentes. Nous sommes devenus un club aux activités vol à voile annuelle.

Nous volons à Hawkesbury les mois d'été, suit un camp d'ondes au Lake Placid NY à l'automne. Nous déménageons le Duo-Discus en Floride à la période d'hiver puis au retour un arrêt en Pennsylvanie au printemps pour boucler l'année.

Un printemps 2014 tardif a repoussé le début de la saison de vol à voile au mois de mai. Les lacs toujours gelés au nord de notre terrain. Une période de météo exceptionnelle a permis 18 vols de plus de 500 km. Les 3 meilleurs vols excédants 600 km. Le contournement de la zone terminale de Ottawa est devenu un défi de choix. Cette épreuve a été complétée par quatre pilotes la même journée la saison dernière. La participation de 23 pilotes qui ont accumulé 57 000 km à la compétition en ligne, OLC, place notre club en 2e position dans le groupe club.

Nous sommes, depuis toujours, un club de 90 membres. Nous avons connu un ralentissement en 2014 avec 75 membres. Notre nouvelle grille tarifaire est peut-être la cause de cette défection. Nous avons accueilli 15 élèves-pilotes cette saison. La moitié d'entre eux ont réussi leur solo et obtenu leur permis de pilote.

Trois pilotes-moteurs ont ajouté une compétence planeur à leur permis. L'arrivée de l'automne a interrompu la formation des autres élèves. La mise à jour de notre programme de sécurité démontre son efficacité. La saison 2014 est exempte de bris majeurs. Les mêmes dispositions nous amènera une saison 2015 empreinte de sécurité.

Rideau Valley Soaring School – George Domaradzki

The significant news for our club is that our membership rose from 40 to 51 this year – the highest it has been in over 20 years. From the previous year ten members left the club, which is lower than in previous years. We had 21 new members, six of whom were former members who rejoined our club. Of the 15 new members who were new to our club, ten are less than 25 years old, and we hope that this could be the sign of renewed interest in gliding.

We believe that there are many reasons for the increase in our membership. We have for several years welcomed air cadets to complete their training at our club, and many have stayed on with us. Some of the new members were initially attracted by our advertising for introductory flights. We had 93 introductory flights, which is still a sizeable number for our club, even though it is down from 102 the previous year. We can attribute the increase in members in part to the annual ground school program that we run in concert with Gatineau Gliding Club. We also have made our website more attractive and have used other methods of publicity (newspaper, TV and radio).

We had gliding operations on 71 days, which is above average for the past ten years. We had 888 glider flights – up from 852 the previous year. 814 of these were in our five club ships – up from 778 the year before. The average number of hours flown per club glider was 93 – up from 73 hours the year before, but still less than the record 139 in 2004.

This year the club sent three candidates on the SAC Glider Instructor Course held at SOSA, where they successfully completed the course. The club will have three more instructors to add to the roster next year. Two pilots attended MayFly, one won the contest. One Diamond badge was completed with a 300 km Goal flight. Over the winter, we had the wings of Citabria towplane recovered. With the other recent overhauls (engine, frame and fuselage covering), our towplane should last for many more years.

2014 was a safe year without any accident for our club. Our club is on its way to adopting FLARM. The club has purchased its first FLARM, and two members have their own.

EASTERN ZONE – Sylvain Bourque

L'année 2014 fut une année ordinaire au Québec sur le plan météo, mais assez spéciale sur OLC pour les pilotes disponibles sur semaine. Deux des trois clubs du Québec ont terminé dans les six premières positions sur OLC Canada. Plus qu'une dizaine de vols de plus de 400 km, beaucoup de plus de 300 km. L'AVVC a terminé au quatrième rang. Les clubs de la région de Montréal ont débuté leurs opérations vers la mi-avril.

Tel que mentionné dans mon mot du président, je suis impressionné de voir la pro activité des propriétaires de planeur de trois clubs de la zone est avec 47 FLARMS sur 49 aéronefs: L'Aéroclub des Cantons de l'Est avec cinq unités et le club de Vol à Voile de Québec avec 21 unités ont rendu obligatoire l'utilisation du PowerFLARM pour leurs planeurs et remorqueurs. L'AVVC a pris une autre approche en recommandant l'utilisation du PF pour ses membres sans l'obliger. 21 des 23 planeurs volant à l'AVVC sont maintenant équipés de PF. Je tiens à féliciter les propriétaires de planeur de ces clubs pour leur grande pro activité au niveau de la sécurité.

2014 was an ordinary year weatherwise, but very good for the pilots who were available on the weekdays. On OLC, two of the three Quebec province clubs finished as the first six clubs of Canada. Some 400+km flights were made and many over 300 km. AVV Champlain finished fourth of Canada. Montreal region clubs started their season in mid-April.

I am impressed by the proactivity of the glider owners of the three clubs located in the province of Quebec. 44 of the 46 aircraft of the three clubs flying in Quebec are equipped with FLARM. Two clubs decided to make mandatory the use of FLARM in their club aircraft: ACE in Bromont with five aircraft and CVV Quebec with 21 aircraft including the towplanes. AVV Champlain took a different approach by recommending to its members owners to buy a FLARM. 21 aircraft out of 23 have FLARM. I would like to take this opportunity to thank all the owners of these clubs to have taken action to improve safety in the region.

AVV Champlain – Boris Le Drogoff

2014 fut une autre bonne année pour l'AVVC, avec tous les indicateurs d'un club en bonne santé, au "vert". Sur sept mois d'activités, le club a enregistré un total de 1100 vols, proche de sa moyenne annuelle. La saison s'est achevée avec 68 membres (dont 14 élèves-pilotes), soit un nombre optimum pour nos opérations. Parmi nos membres, 29 pilotes ont réalisé un peu plus de 38 500 km, plaçant l'AVVC au 4e rang des clubs canadiens sur OLC.

Nous n'avons pas eu de grand changement dans notre flotte cette année, si ce n'est l'installation et l'utilisation de nos FLARMS. La flotte volant à l'AVVC compte maintenant 21 FLARMS et 1 transpondeur pour sur un total de 23 aéronefs. Cette technologie a bien été appréciée par nos membres.

En 2015, l'AVVC fêtera ses 50 ans ! Le Conseil d'Administration planche sur l'organisation d'événements pour souligner cet âge respectable... Plus de nouvelles suivront prochainement !

2014 was another good year for the AVVC, with all the indicators of a healthy club, in the "green". In seven months of activity, the club registered 1100 flights, almost reaching its annual average. The season ended with 68 members (including 14 student pilots), which is an optimal number for our operations. Among our members, 29 pilots completed a little more than 38,500 km, placing the AVVC in fourth place of all Canadian clubs on OLC. There was no major change in our fleet this year, besides the installation and the use of our FLARMs. The fleet flying at AVVC counts now 21 FLARMs and 1 transponder for a total of 23 aircraft. This technology was well appreciated by our members.

In 2015, the AVVC will celebrate its 50th anniversary! The Board of directors is working on the organization of some events to underline this respectable age... More news will follow!

CVV Québec – Pierre Beaulieu

Les conditions météorologiques ont été passablement en dent de scie cette année, par contre les résultats sont surprenants au chapitre des revenus.

Nous avons aucun accidents à déplorer, par contre nous avons une augmentation des déclarations d'incidents et c'est je pense une bonne nouvelle parce que nous avons inciter les membres à déclarer tout les incidents sans craindre d'être réprimander, de cette façon nous pouvons prendre des mesures pour améliorer la sécurité dans le futur.

Nous avons effectués un total de 1185 vols dont 205 ont été fait à Baie St-Paul. Cela inclus 298 vols d'instructions. Nous avons enregistré 19 vols de plus de 5 heures, 34 de nos membres ont enregistré des vols sur OLC pour permettre au CVVQ de se classer sixième au Canada avec 278 vols et 32,000 kilomètres au total. Nous terminons l'année avec 54 membres soit le même nombre qu'en 2013 mais nous avons eu 11 départs et 11 nouveaux ou retour d'ancien membres, donc il y a encore beaucoup de travail à faire si ont veut augmenter le nombre de membres.

Phénomène nouveau, nous avons eu quelque plaintes pour le bruit de nos remorqueurs, même si nous sommes établit à St. Raymond depuis 60 ans ont constate que les quartiers résidentiels s'approchent de plus en plus et nous voulons préserver le bon voisinage donc nous envisageons sérieusement le remplacement d'un de nos remorqueurs par un avion plus moderne et beaucoup plus silencieux.

Les FLARMs sont obligatoires pour voler au club de vol à voile de Québec. Nous avons 21 FLARMs au total, soit deux remorqueurs, quatre planeurs biplaces, trois monoplaces et 12 planeurs privés.

Weather conditions were up and down this year but at the end income is quite good. We had almost the same number of flights last year with a total of 1185 flights, including 205 made at Baie-St-Paul and 298 instruction flights. On OLC we registered 278 flights for a total of 32,000 km; it gave us the sixth position in Canada.

We had no accidents but we have an increase in incidents and we think that is good news because we encourage pilots to declare everything so that we can learn from this. We had some complaints about the noise produced by the towplanes (especially the Citabria) and we treat that seriously. The club is looking for solutions. All gliders and towplanes equipped with PowerFLARM: 2 towplanes, 4 two-seaters, 3 club's single-seater and 12 privately owned single-seaters.

We end this year with the same number of members (54) than last year. It is difficult to increase the membership but we are still working to find solutions.

Aéroclub des cantons de l'est – Marc Arsenault

Nous n'avons pas eu la chance d'apprécier plusieurs journées de vol au cours de la saison 2014. Nous avons présentement deux nouveaux membres en formation, un ab-initio et un autre licencié qui se remet en vol mais de la bonne façon: en planeur ! Nous sommes présentement 12 membres actifs. Nous avons vendu un de nos LS-4 aux gens de York.

L'utilisation de FLARM est obligatoire sans exception sur les planeurs clubs et privés. Nous avons 4 planeurs clubs et un privé volant à ACE pour un total de 5.

Les membres de l'ACE ont participé activement au Spectacle Aérien de Bromont (SACE) édition août 2014. Plus de 30 000 personnes ont assisté à la fin de semaine fort agréable qui a présenté entre autres les Snowbirds, stationnés et soutenus par les facilités de notre hangar. Nous avons également hébergé le planeur de Manfred Radius. Nous étions en charge de ses remorquages assez intéressants à 5 000 pieds. Le spectacle de Manfred vaut vraiment la peine d'être vu.

We had the opportunity to have many days of flying in 2014. Presently we have two new members in training: one ab-initio, the other a licensed pilot who decided to get back in the air the proper way: gliders! We currently have twelve members.

In 2014 we have sold one of our LS-4 to the people of York. Our fleet is one towplane, four club gliders and one private – all are equipped with PowerFLARMs for a total of five. FLARM is compulsory in order to fly at ACE.

In August 2014 our club actively participated in the Bromont Airshow. This week-end long edition attracted over 30,000 spectators. The Canadian Air Force Snowbirds leading the bill were parked at our hangar supported by our facilities. We have also sheltered Manfred Radius's glider. Our HK-36 did his tows up to 5000 feet, an interesting operation. A well-organized airshow that was well worth attendance.

Air Currency Enhancement Society – Neil Wolthers

ACES flew about 50 flights in 2014, and checked out a few new pilots on the 1-26. A significant amount of restoration work was completed on the 2-22, I wouldn't be surprised if it flew this year.

ACES attended the Airshow in Moncton with two sailplanes in a static display, the LAK-12 and the 1-26.

We had one Cat D incident where a pilot's head struck the inside of the canopy during a transit flight while on tow. The canopy was damaged, and the pilot landed without further incident.

We continue to enjoy support from a local C-172 owner for aero-tow services. ACES have no FLARM.

2015 SAC membership fee schedule

Category	1/2 season		
Club affiliated	\$80	\$40	Affilié à un club
Spousal	40	20	Conjoint
Junior	40	20	Étudiant
Associate	40	20	Associé
Youth (Air Cadet)	0	0	Jeune

- Membership fees are eligible for a tax receipt.
- Half-year rates are applicable after 1 August, but for new members only.
- all club members must be SAC members to be covered by the SAC insurance program. This also includes student pilots even if they are not solo.
- *Le tarif mi-saison est applicable après le 1er août pour les nouveaux membres seulement.*
- *Tous les membres des clubs doivent être membre de l'ACVV-SAC afin d'être couvert par les assurances de l'ACVV-SAC. Ceci inclus aussi les élèves pilotes qui ne sont pas solo.*

SAC recent membership statistics

Member Type	2013	New 2014	2014	Retention %
Air Cadet	37	24	34	29.4
Associate	7	3	11	72.7
Club Affiliate	825	129	796	83.8
Junior	36	28	61	54.1
Life Member	22	1	20	95.0
Spousal	17	2	20	90.0
Youth	47	31	51	39.2
	991	218	993	78.2

Note : if a member type changes (like Youth to Junior or Junior to Affiliate when they go older), they would not be classified as a new member.

TREASURER'S REPORT on 2014 financial activities

Stephen Szikora

This is my first report as Treasurer, having taken over in January 2015 from David Collard, who has retired from the Board having served almost eight years, the last six as Treasurer. The entire organization thanks David for his years of volunteer service. As I take over the role, there is much to learn and I expect that there will be changes in the way information is gathered and presented. For now, I will try to follow the previous format for this report, being new to the role. In the future, I'll have a better handle on things and be able to provide the level of detail the membership requires.

Complete financial statements for 2014 are included in your package and summarized in this report. These are audited statements from Frouin Group. A budget for 2015 has also been included.

Here are some of the highlights:

- The Youth Bursary Program provided grants of up to \$499 for each of 23 young pilots at nine different clubs. In 2015, the number of available bursaries will be increased to at least 27.
- National Team funding provided support to send two pilots to the World 15m and 18m events in Leszno, Poland. Funding has been allocated for 2015 to send a Junior team to the event in Australia.
- Approximately \$2700 was paid out to clubs for marketing projects. This represented only about 30% of the available funding. For 2015, the potential size of this program is being nearly doubled so clubs should look to develop their marketing plans with this in mind.
- In 2014, a new Contest Hosting Grant program was put in place to encourage and reward clubs that hosted contests. Though \$10,000 was allocated to this program, only \$7000 was spend since three zones were not able to organize a Regional contest. In 2015, we hope to have at least one more Regional contest in addition to the Nationals and have budgeted accordingly.
- Our office arrangement with COPA has been in place for six years and in 2015 will be renewed for a further three. There has not been an increase in our contract price since we entered the arrangement.
- Total membership fees collected in 2014 were \$82,405. Recall that in 2013, the base fee was lowered from \$120 to \$100. In 2015, the planned base fee will be further reduced to \$80 due to our favourable financial position.
- The 2015 budget has changed in format with more detailed information being provided. For example, we have separated out the \$1500 annually that SAC pays on behalf of all Canadian pilots to support the OLC. In the future, even more detail will be included.
- A new program has been designed for 2015 that will see \$40,000 per year paid out to all clubs on a pro-rata basis to encourage safety improvements. Initially this will be a three year program. Further details will be provided after the AGM as program administration guidelines are established in concert with the FT&SC.
- In 2014, there were significant gains in our investments held as part of our restricted funds – particularly the Pioneer Fund, which is now over \$1M. At this AGM, the Board is seeking the approval of the membership

for changes to each restricted funds to simplify and improve access to earnings from these funds in order to provide more to the clubs in terms of program spending.

- In 2014, at the last AGM, the Peter Corley Fund was terminated and the assets rolled into the Air Cadet/Youth Bursary Fund. This step was necessary because CRA guidelines no longer allowed us, as a Registered Canadian Amateur Athletic Association (RCAAA), to give academic scholarships. At the same time, the principal donor to that fund indicated that he would instead direct his future donations to a similar fund created at a university.
-

SAC Youth Bursary Program 2014

The 2014 soaring season has once again proven to be a successful year in support to clubs participating in the SAC Youth Bursary Program. The seven clubs with the 23 students are listed below. The matching financial assistance that SAC gave to the clubs for the participants varied from \$207.81 to \$499.00 after consulting on how the club wished to sponsor their applicant(s).

Canadian Rockies – *Lewis Janzen, Damian deWet, Hayden Pfeiffer, Patrick Dibb*

ESC Air Cadet Camp – *Christopher Aikens, Nicole Boyle, Bennett Foster, Grayden Kruk, Dylan McKenzie, Janet Ross, Rachel Stefaniuk*

Cu Nim – *Dawson Hogg*

York Soaring – *Chris Kingdon, Avery Cozes, Holly Westbrook*

SOSA – *Alan Jack (AJ) Wilson, Patrick McGuire*

Champlain – *Antoine Latulippe, Yannick Cote-Prud'homme, Pier Alexandre Guimond, Charles Eliot Delambre Audet*

Quebec – *Mizael Bilodeau, Marc Antoine Nadeau*

This SAC program started in 2009 and in its six years of operation, a total of 117 youth have received bursaries, cofounded by both SAC and the sponsoring club totaling in excess of \$100,000. The awareness of the good that was being done by this program also prompted two personal and one corporate donation to the program totalling \$25,000.

I would like to take this opportunity to thank all at the SAC member clubs for helping make this a successful program over these past six years.

David Collard

SAC 2014 FINANCIAL STATEMENT – Summary

Statement of operations – as at December 31, 2014			Balance sheet – as at December 31, 2014		
	2013	2014	ASSETS	2013	2014
REVENUE			Current		
Membership fees	\$81,840	82,405	Cash	\$ 8,054	127,731
Sales and Services	9,241	8,628	Short-term investments	1,342,978	1,315,832
Flight Training & Safety	10,000	10,180	Accounts receivable	11,987	11,408
Youth Bursary & Air Cadet	232	0	HST receivable	9,855	5,434
World Contest	0	13,824	Pre-paid expense	0	394
Pioneer	264	1,150	Inventory (manuals, etc.)	27,731	25,053
Other	32	6	Long term investments	114,000	134,223
Total	\$101,609	116,193	total	\$1,514,605	1,620,075
EXPENSE			Assets (restricted)		
World contest fund team support	0	13,824	World Contest	10,000	10,000
World contest matching support	7,007	8,860	Youth Bursary	10,000	10,000
Management fees	24,000	24,000	Pioneer	948,497	1,024,734
Professional fees	3,920	3,760	Assets (unrestricted)	318,561	341,898
Bursaries	10,232	9,889	Current liabilities	7,685	3,600
Printing – Free Flight	9,740	8,306	Deferred contributions	219,862	229,843
Membership & subscriptions	6,342	6,234	total	\$1,514,605	\$1,620,075
Publications & training manuals (FF)	7,650	8,880	2015 SAC BUDGET		
Postage – Free Flight	4,034	4,285	<i>Revenue</i>	1 Membership fees	\$66,000
Cost of sales	2,987	2,678		2 FTSC Insurance program	10,000
Meeting & travel	11,953	10,124		3 Sales of supplies	3,000
Meeting & travel – FT&SC	6,066	3,827		4 Free Flight advertisement	1,200
Directors and Officers insurance	0	2,114		5 Pioneer Fund transfer	51,000
Bad debt	0	480		6 Youth Bursary Fund transfer	3,500
Contest hosting grant	0	7,000		7 Wolf Mix Fund transfer	0
Canadian National support	200	200		8 World Contest Fund transfer	0
Bank / credit card charges	320	244		9 Interest income	8,500
Awards and scholarships	108	86		10 Unrestricted funds draw	28,440
Advertising	2,359	2,698		\$171,640	
Web site	152	13,428	<i>Expenses</i>	1 COPA office contract	\$27,120
Office supplies	198	0		2 Office expenses	500
Non-refundable HST/GST	3,932	2,575		3 Distribution supplies	1,500
Total	\$101,200	\$133,492		4 Website improvement	3,000
REVENUE over EXPENSE				5 FAI/Aero Club of Canada	6,020
	\$409	(\$17,299)		6 Directors & Officers insurance	2,200
				7 Free Flight magazine	22,000
				8 Board meetings	12,000
				9 Flight Training & Safety	9,750
				10 Sporting committee	7,150
				11 National Junior Team	8,300
				12 Youth Bursary program	13,500
				13 Club marketing program	5,000
				14 Contest hosting grants	8,000
				15 Safety improvement grants	40,000
				16 OLC contribution	1,500
				17 Accounting and bank fees	4,100
				\$171,640	

COMMITTEE REPORTS FOR 2014

AIRSPACE – Scott McMaster

2014 was a relatively uneventful year for airspace.

Late in 2014 Transport Canada issued a proposed ruling that would have required glider winches to have high intensity lights on their cables. Luckily the intent of the rule was to light ground anchors for kite-mounted wind turbines, it was not aimed at aircraft launching equipment. Some discussions with Transport saw us able to get the wording changed so it did not apply to our operations.

The Ottawa terminal control area (TCA) is going to be re-designated Class C, a change from its current Class D. There are some associated changes being made to facilitate general aviation (including soaring) operations but those were not finalized at the time of writing.

Most recently, with a meeting on 10 March 2015, Nav Canada started the consultation process around the proposed expansion of the Toronto TCA. This is the last step of the WTM airspace re-design that was initiated in 2008. It was left until now so that all the IFR routing changes would be in place before looking at the TCA. The last phase of the IFR implementation was completed in November of 2014.

There are no proposed designs yet but I would expect the final TCA to look much like it does now with the addition of a number of higher level (5500 msl and above) spokes to cover the four arrival posts. On the positive side there is the possibility of some relief in specific areas of the current structure.

Consultations on the Toronto re-design are set to continue over the summer and fall of 2015 with implementation hoped for in spring 2016.

FAI BADGES – Walter Weir

Badge & badge leg statistics, 2005–2014

	05	06	07	08	09	10	11	12	13	14	5 yr avg	% of avg
1000 km	0	0	0	1	0	1	1	0	1	0	0.6	-
750 km	1	1	2	1	0	2	1	0	0	0	0.6	-
Diamond	1	0	1	0	0	1	0	0	1	0	0.4	-
Gold	5	1	2	3	4	2	2	3	2	3	2.4	125
Silver	17	13	16	9	10	9	11	9	7	13	9.8	133
C Badges	33	19	27	21	23	19	27	38	17	20	24.2	83
Badge legs	47	60	90	40	55	58	36	58	42	54	49.6	109

54 badge legs – 11 Diamond, 6 Gold, 37 Silver

The table shows that 2014 was better than 2013 in every category except 1000km, 750km and Diamond. Three pilots earned all 3 legs of their Silver badge in one flight in 2014:

- *Bruce Armstrong* flying an ASW-15 from Starbuck, MB
- *Steve Hogg* flying an ASW-20B from Invermere, BC
- *Kyle Tiessen* flying a PW-5 from Invermere, BC

FLIGHT TRAINING & SAFETY – Dan Cook

Safety report See the separate safety report. The club safety reports reflect for the most part the same accidents being made by different pilots. Some clubs might not follow the safety recommendations to the same level of implementation. Glider pilots are part of general aviation (GA) and, as United States FAA has pointed out, the GA safety record is not good compared to commercial aviation. The reason for this may be twofold. First, there is less pilot self-discipline to follow checklists, operating procedures, standard safe practices, etc. The second is because GA flying is not an “employment”, pilots are not responsible to employers and are not risking their livelihood. They are therefore likely willing to take more risks in the pursuit of a payout, whether it be adrenaline rush, bragging rights, or points in a contest.

What is the answer for GA and the soaring component? Unless safety is imposed by government regulation or some “accountable authority” such as in commercial aviation, the only way ahead will be in efforts towards improved safety culture (see safety psychologist David Broadbent’s articles on “A Second on Safety” at Transformationalsafety.com). In general, clubs with excellent safety records have good safety cultures. However, “buy-in” is required from most participants for it to work.

Stall/spin remains as our major risk area for fatal accidents followed by mid-air collisions. FT&SC has made education in these areas and the use of FLARM as a major effort.

Instructor training The FT&SC assisted with standards for two instructor courses in 2014. The eastern course was at SOSA for 7 candidates with 4 instructors, and the western course at Cu Nim for 8 candidates with 9 instructors assisting and working on upgrades to Class II and Class I. Ontario Zone FT&SC representative Dean Toplis participated in the eastern course and is now familiar with the instructor course standards function and should be able to help out clubs in Ontario. FT&SC has assisted/issued 12 new Class III ratings, 9 Class II upgrades (journeyman), and 9 Class I (CFI/examiner) ratings in 2014. The new format of the club conducting the course with FT&SC standards assistance for content has been working very well and positive experience for the clubs.

Training standards We have a dedicated instructor cadre that does a professional job. However, our ability to deliver thorough preparatory ground instruction as required by CARs may not always be to the same standard. FT&SC will be publishing some training notes for instructors on what they should consider including and will put more effort into completing the video series for this. Within the clubs, implementation is mostly a leadership issue.

I have been reviewing some club's ground school materials and I found a few cases of material not in line with the SAC manuals for explaining flying technique. This may be confusing for their students. Most of my attention is on explanations of spin recovery technique that is not in line with CS-22 (the standard recovery technique manufacturers are designing gliders to respond to). Unfortunately, a recovery technique that is good for all airfoils is not possible, but stating only a technique in ground school that may be adequate for a particular type and not including the standard recovery method is a disservice to students. The POH spin recovery technique for each glider supersedes the standard method, but teaching a method only suitable to two-seat training aircraft and not suitable to most single-seat gliders will not improve our fatal accident record. FT&SC has made standardizing the minimum spin training a priority. We are also putting together a SAC ground school package based on club submissions but vetted for these conflicts and issues.

We have also been watching circuits flown by instructor candidates in the last few years. Based on these observations, we seem to be having some problems flying proper circuits. This has nothing to do with the FT&SC "offset circuit" but more about flying towards the runway (crowding) rather than parallel, turning base too soon in no wind conditions, having to make full air brake approaches/landings to prevent overshoots. It is almost impossible to teach students stabilized approaches if the demo is nonstandard. I also believe many of the landing problems for pilots start with poor circuits. We suggest that FLARM traces start to be reviewed and discussed at club pilot meetings. This was done at the last Nationals and the circuits started to improve greatly in further reviews.

Many clubs do not have a formal safety training program in place outside of primary flight instruction. At most it is ad hoc. All the accident reports summaries are published on the website. We have been told that some club decision makers feel that this will scare students away from the sport, so they don't use that information. Letting them discover errors on their own is not a better alternative. Perhaps a re-think of safety culture is necessary.

PowerFLARM Interestingly, PowerFLARM acceptance is generally greater in the east (Quebec clubs are at 95%) than in the west (except Invermere at 100%). Some clubs have made it mandatory to be towed. Most pilots who fly with one where most of the other gliders are equipped do not want to fly without one afterwards. If you have not experienced flying with one, you need to fly at a club that has them in use. FT&SC has prepared a list of FLARM drills to help maximize the effectiveness of the device. In addition, the devices can be used to find a missing aircraft at contests by examining the IGC traces of other gliders. PowerFLARM can be contacted to provide this assistance.

Contest safety More pilots are using PowerFLARM at contests. Contest use is closer to 95% in the USA. As with radios and parachutes, FT&SC recommends FLARM be mandatory equipment. Low passes at contest finishes have been discussed on the SAC Forum. FT&SC has recommended that these not be incorporated into SAC contests as they increase the risk for col-

lision. FT&SC recommended that contest rules be reviewed for items that may reward unnecessary risk taking. A decision during a contest, or any cross-country flight for that matter, to not land out or to avoid a land out, will force the pilot consciously or sub-consciously to accept higher risk with potentially fatal consequences. Personal limits used for benign days must be raised for wind, turbulence, or thermal shear strength. A *Red Hat* policy is recommended (if pilot is wearing a red hat during a DI they do not want to be interrupted). A "Contest Pilot Risk Matrix Assessment" was introduced at the last Nationals and utilizing FLARM trace data as a tool to evaluate the quality of circuits. These tools have had positive feedback.

Instructor Standards workshop FT&SC has assisted many SAC clubs with training standards. This was identified as a risk area to be mitigated if possible. The workshops have proven to be successful in providing the information and the rationale for these standards. Accepted standards across SAC help reduce student anxiety, improve student learning, and increase safety. SAC standards are based on 15 years of Canadian accident/incident analysis and validated against the millions of flights and accident/incident analysis data from OSTIV. SAC standards were developed to reduce the unintended consequences of training and to make our pilots safer long past the licence stage into their cross-country flying. Standards workshops were combined with instructor courses, SAC conversion courses, instructor upgrades and refresher training at several clubs. Participants (about 30–50% of club instructors) from clubs included MSC, GGC, RVSS, SOSA, Saskatoon Soaring, ESC, Cu Nim and VSC. All CFIs should now be familiar with the content of these standards presentations.

Committee changes Dan Daly has taken leave from FT&SC as the Zone representative and Safety Officer. We hope that he may return to the committee at some future time but has been willing to function as a consultant.

OSTIV TSP Ian Oldaker, Chairman of the OSTIV Training & Safety Panel (TSP), was nominated by the President of OSTIV and then appointed by the FAI to the newly-formed Safety Expert Group. It is tasked with making recommendations for improving safety at all FAI-sanctioned aerospot events. The group first developed a Safety Policy for the FAI – work continues slowly. Among other initiatives, the group is working on safety requirements for international and World contests of all aerospots. It is hoped that their use in these contests will filter down to national and club operations. We expect that many of the requirements will be similar to those already in the SAC safety program. Hence for SAC sanctioned contests, we will not have to do much extra to be in voluntary compliance. In my opinion, the Europeans feel SAC has been able to make a significant contribution to this work.

National Safety Program status The NSP is a performance measurement tool, its success measured by percentage of club participation. The NSP status consists of annual safety reports (70%), club hazard/risk analysis (70%), safety audits (50%), and safety program manuals (25%). Although club safety reporting had improved dramatically last year due to the SAC Safety Officer's involvement, it dropped off substantially this year with

this position being vacant. Incident reporting within Eastern Zone clubs has increased with improved safety cultures. The mostly-French clubs are using the French material for the training, adapted to Canadian rules and SAC material.

Future FT&SC work We will be evaluating the Safety Training App by Dr. Kearns and the BGA video on winch launching (on BGA website), winch safety documentation reviews from work done by the Alberta Soaring Council and SOSA, and finishing the work started on the preparatory ground instruction materials. Many cross-country pilots are now flying with some method of locator in the event of a crash. GGC has recommended pilots fit some method of location in the event of a crash, be it ELT, PLB, SPOT, or InReach. Smart phone apps are becoming available to do similar functions and FT&SC will evaluate their effectiveness for cross-country and contest safety.

Chairman	Dan Cook
National Safety Officer:	Vacant
Members:	Joe Gegenbauer, Gabriel Duford, John Toles, Dean Toplis
SAC Board Liaison:	Al Hoar
OSTIV TSP Chairman:	Ian Oldaker
Director of Safety:	Sylvain Bourque

FREE FLIGHT – Tony Burton

The 2014/4 issue was the 188th to come out of our house since Ursula then I began editing *free flight* in 1981. This will be my last year as editor; I must say that it has been a great run for me, and it has been enjoyable and a privilege, but it's time for someone else to take over. Please give Doug Scott your full support in keeping *Free Flight* the fine magazine that you all tell me it is. I will be looking over his shoulder for a little while to assist and to kibitz.

Thanks to Ursula for her always expert copy proofing. Each page is read character by character three times – I couldn't do it! Thanks also to all the photographers and authors 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 84,600 word "searchable" index on the web-page – it is a very useful resource – *free flight* contains a lot of valuable information that 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's all available with a few keystrokes. Know also that there is hardly a gliding history question you can ask that doesn't have an answer in Ursula's *The Book of the Best* (go to SAC website Main Menu, then Historical Data).

Last year I began preparing the magazine in colour on all pages, even though the printed version is still greyscale except for the cover. The on-line pdf is therefore all colour. Please let our new editor know what you are doing at your club that is of interest or value to others across the country, and give the SAC office and *free flight* changes to your address, phone number, e-mail, or contact person.

INSURANCE – Keith Hay

You can see the main statistics on the SAC Insurance Group Plan in Chart A on the following page. Even though we did have a high loss ratio in 2014, our loss ratio continues to trend down from our high points in 2008-2009 where hull claims were greater than the premiums collected those years. The loss ratio is the percentage of premiums paid out in claims to aircraft owners. It is a prime determinant of the plan's premium rates so the continued downward trend bodes well for our safety efforts as well as our ongoing premium rates and insurability as a group.

Through the plan, we continue to credit those private owners and clubs with a 3 year claims-free record with a "No Claim Credit" at their renewal. This recognizes those keeping safety foremost in their flying practices. For 2014, the plan again credited an average of 3% to those owners and clubs with claims-free records.

During 2014, our underwriter, CAIG, continued to offer a 5% discount to those owners who have invested in safety by installing FLARM units in their glider. The discount is available to all gliders and towplanes insured in the plan with an installed FLARM unit. CAIG continues to recognize the initiative of the soaring community to actively work towards our own and others' safety in the air.

As of the beginning of the 2014 season, FLARM equipped aircraft have increased from 1/3 to almost 1/2 of the aircraft in the SAC Group Plan. We expect the portion of the total fleet with FLARM installed to continue to increase. Several clubs have now equipped their full club fleet with FLARMS and an increasing number of private owners are also completing their FLARM installations.

Some fleet "demographics" Chart B shows how the value range or SAC aircraft fleet has changed over the years. The chart expresses each value range as a proportion of the total fleet. As you can see, there has been a significant decrease in the relative size of the 20K range of gliders and a significant increase in the proportion of the fleet values in the 100K+ range. This has, in part, been driven by the upgrade of club 2-seaters, the general movement of the "high-end" gliders up the price scale and the "retirement" of many of the older ships such as the 2-33. This is great from a soaring perspective. From an insurance perspective however, it is quite easy for one loss to account for one-half or more of total losses in a given year and generate a quick spike in loss ratio as we saw in 2014.

One of the other changes we've seen is an increase in club ships relative to private ships. Club ships were 39% of the total (club + private) fleet in 2008, and this has climbed to 45% in 2014.

2015 renewals As I write this report, we are in the process of negotiating the plan renewal with the underwriting companies. Our usual process, through our broker Jones Brown, is to request quotes from interested underwriters. Once the submissions have been reviewed and final rates have been negotiated, we will finalize any changes for the 2015 plan.

The 2015 policy year runs from 31 March 2015 to 31 March 2016. As usual, coverage will be extended through 30 April 2015 to renewing owners to allow for the renewal process; however 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. Owners will once again be able to pay on-line for their renewal and receive their proof-of-insurance via e-mail.

Your SAC membership “validates” your insurance coverage, so please ensure that you deal with your SAC membership promptly in April or May by submitting your membership to your club. Failure to be a current SAC member could create difficulties in quickly handling your claim. It’s *equally important* that clubs forward their membership updates to the SAC

Office in a timely manner. Ensure that member information and fees as applicable are submitted for all club members to ensure coverage.

SAC does not provide insurance itself. The SAC plan is currently underwritten by Canadian Aviation Insurance Group (CAIG) and administered through our broker, Jones Brown. While we have dealt with other brokers in the past, both Jones Brown and CAIG have provided SAC with consistently high quality service over the years. Collectively, they represent many years of experience in aviation insurance, especially in Canada and soaring in particular. We have always had excellent claims service, with claims being settled fairly and promptly.

The goal of a group insurance plan such as SAC offers is to offer stable, reasonable rates to the group, while providing the

Chart A

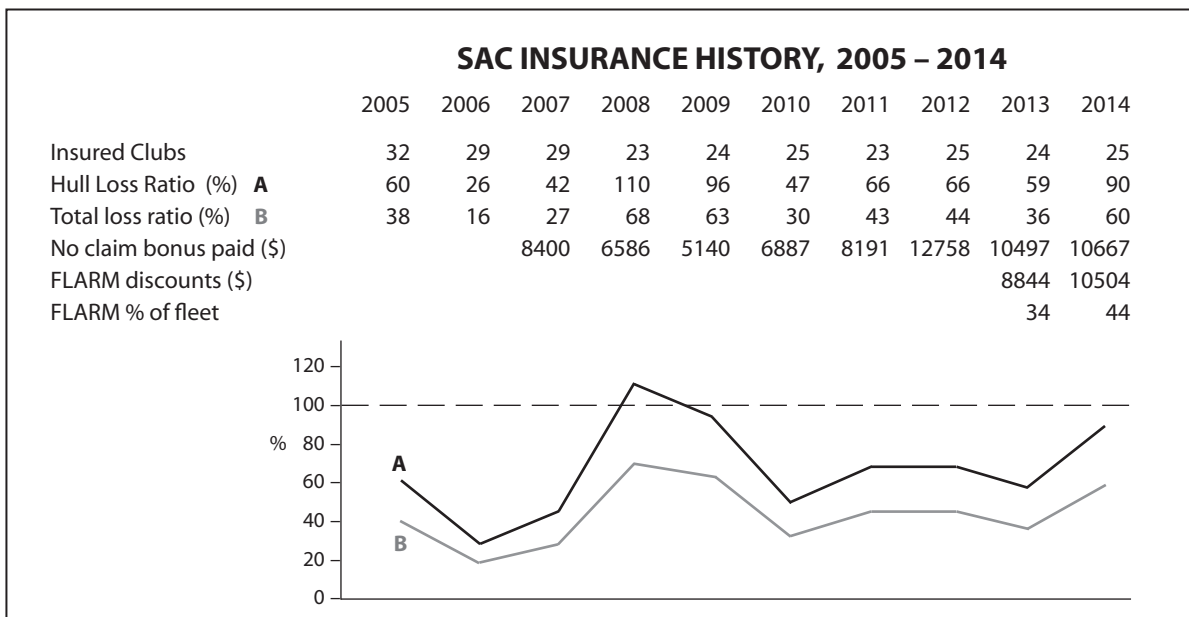
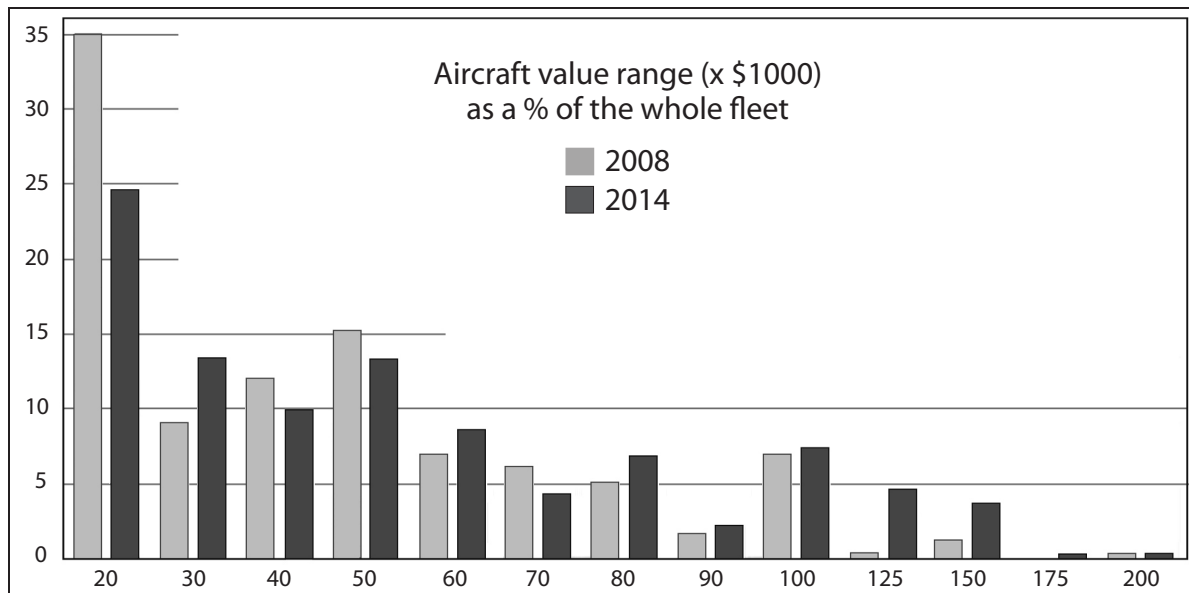


Chart B



best possible coverage to the group as a whole. This may not always offer the lowest possible rate to any one individual, but often the real difference is relatively minor, particularly when considered against the broad coverage available to the extended group and not just an individual's risk.

Over the years, the plan has evolved and responded to provide a full aviation umbrella to all those involved in SAC, be they clubs, associated commercial operators, glider pilots, club executive, instructors, towpilots, wing-runners and SAC club members. Coverage is also automatically extended to other FAI affiliated (SSA, BGA, etc.) soaring members who visit to fly SAC insured gliders and towplanes. All SAC members and clubs and their visitors benefit from the consistent reliable coverage being available to them. It is a policy that provides coverage tailored to soaring pilots and clubs in Canada.

The SAC group insurance plan has provided full, competitive coverage to all SAC clubs and private owners, regardless of experience and location, for over 25 years. During some of those years we had extremely high claims experience, but our insurance company worked with us to try and hold premium changes to a reasonable level and did not leave the soaring community stranded, as some other underwriters have in the past.

As a collective group, SAC has been able to ensure that insurance has always been available at reasonable rates to everyone participating in Canadian soaring.

Some benefits of the SAC plan

1. A true group plan, with SAC holding the master insurance policy that provides coverage for all clubs, private owners, and individual members. Our rates are based on our experience as a group, and are set regardless of individual experience level or history. The SAC plan supports soaring in Canada with a unique all-risks policy that covers not only the owner, but all those participating in soaring flight operations.
2. Options for aircraft coverage:
 - a. Combined aircraft Hull and Liability insurance
 - b. Aircraft Liability-only insurance
 - c. Optional trailer coverage
3. Club premises liability coverage for clubs.
4. Winch operations coverage.
5. Specific additional liability coverage for instructors.
6. Premium credits for clubs and owners with no claims.
7. Premium discounts for FLARM installation and use.
8. No limitations or notifications required for contest participation.
9. Support by the underwriter (CAIG) for SAC safety and training programs by the Flight Training and Safety Committee (FT&SC).
10. Reliable, prompt claims settlement and service.
11. Full legal representation for liability claims.

For those with questions or comments regarding the insurance plan, please use the SAC insurance address, insurance@sac.ca, as it is usually the most reliable way to reach me. I am usually able to reply back to people within a couple of days.

MARKETING & WEBSITE – Jay Allardyce

In 2014, the SAC website was completely overhauled including new content and a better layout. We had a number of technical issues with the previous website and upgrading and improving the old website was deemed too difficult and costly. To ensure completion of the website in a timely manner, SAC brought on a consultant to design and build the new website. Jay Allardyce worked with the consultant as a liaison for the project and also put together a lot of the new content that you see on the website.

The new website was a large investment for SAC in its online presence and the hope is that the new layout and content will make it easier for members to find relevant information including details on the various programs and support SAC offers. SAC has retained the consultant to perform on-going maintenance on the website to avoid running into the technical problems that occurred with the old website. In order to ensure there is relevant and interesting content on the website, there is a need for an individual that can manage the website content. SAC would be interested in hearing from anyone interested in taking on this role.

2014 was also the first full year of the SAC program that provides financial support to club marketing & publicity initiatives. This program provides matching funding to clubs for marketing & publicity initiatives in their community, to a maximum of 10% of the club's total fees paid to SAC. The goal of the program is to encourage clubs to dream up new and creative ways of marketing their club in their community, with SAC sharing some of the risk on the cost side. A number of clubs have had good success with marketing in their community while taking advantage of this program to share some of the cost. Unfortunately, only a handful are taking advantage of this program, which is disappointing.

The one element this program is lacking is a "quarterback" who can liaise with the marketing person at each club, and encourage clubs to take advantage of this program while sharing success stories and best practices. In this way, successful marketing indicatives at other clubs might be copied, and either avoid or improve less effective initiatives.

SAC would be interested in hearing from an individual who might be interested in this role. For 2015, the SAC board has approved an amendment to the program which would increase the maximum amount of funding available to 20% of the club's total fees paid to SAC. The hope is that this change will encourage more clubs to take advantage of the program and allow clubs to consider marketing ideas that may be more costly and were cost prohibitive previously.

RECORDS – Roger Hildesheim

2014 saw only two records flown and approved. That said it did finally bring closure the citizen records flown by Brian Milner in 2012 after a long and complex claim/submission/approval process.

This was a very challenging exercise (I think Brian would agree) as his flight could have set many more records but weak conditions after the start of the task forced Brian to use his sustainer engine to stay on the ridge. The use of the sustainer invalidated the pre-flight task declaration and limited any claims for this flight to the "Free" categories. Since then and after a variety of personal and professional challenges, Brian and I finally managed to zero in on an acceptable set of "Free" records for this flight. Congratulations on an amazing achievement, Brian. These records will likely stand for a very long time!

Chris Gough showed us that there is a lot of life (and fun) in flying Club Class gliders by setting the 672.4 km Free Distance Triangle record in an ASW-15. Let's hope that the conditions for this flight are repeated for the 2015 Nationals in Olds, AB.

Tim Wood also quietly planned and executed an amazing 500 km speed to goal flight out of Elko, BC. To get a first-hand account of Tim's flight, check out his video of the flight on Vimeo <<http://vimeo.com/105752572>>.

record flights approved in 2014

Pilot Brian Milner
Date/place 10 May 2012, Mifflin, PA
Record type Free 3TP distance: Citizen, Open, 15m, Club
FAI category 3.1.4c
Distance 2078.4 km, Open & 15m, 1804.1 km Club
Task start Lock Haven, TPs at Narrows, Lock Haven, Bluefield, finish at Mifflin
Previous record Adam Zieba 1474.1 km, Open & 15m
 1387.1 km Club

Pilot Chris Gough
Date/place 11 May 2014, Chipman, AB
Sailplane ASW-15 (C-GRXQ)
Record type Free tri. dist. – Territorial – Open, 15m, Club
FAI category 3.1.4d
Distance **672.4** km (Open, 15m, Club)
Task start/finish Chipman, TPs – #1 Marsden SK, #2 Gough Lake AB, #3 near Redwater AB
Previous record Nick Bonnière 630.8 km, Open & 15m (2012)
 Bruce Friesen 609.5 km Club (2011)

Pilot Tim Wood
Date/place 9 July 2014, Elko, BC
Sailplane DG-400 (C-GETW)
Record type 500 km Speed to Goal – Territorial – 15m
FAI category SAC
Speed **93.3** km/h (15m)
Task start near Elko BC, finish Valemount BC
Previous record Charles Yeates 77.1 km/h (1966)

SPORTING – Jörg Stieber

IGC 2014 Plenary Meeting I attended the IGC Plenary Meeting in Varese, Italy, 7-8 March 2014. The main focus of the meeting was the implementation proposal from the Sporting Code committee to simplify and update the Sporting Code for badges and records. During the months leading up to the meeting there was an intense online exchange among

international pilots about the proposed changes. It became clear that the record community was strongly opposed to many of the proposed changes to the Sporting Code.

Most of the fundamental changes were rejected by the Plenary, mainly to preserve continuity with past records and due to the strong opposition of the top level record holders. The following changes were approved:

- separating the badge rules from the record rules. This will result in a much clearer presentation of the rules for badges.
- removing use of mechanical barographs.
- a 3 km start line.
- for Silver distance performance, the pilot must achieve a minimum distance of 50 km from the release point.
- digital photo of paper declaration with time stamp is acceptable up to Diamond distance.
- new record category for 13.5 m Class gliders.

Canadian Nationals 2014 at SOSA, 25 June – 5 July

The Canadian Nationals at SOSA were well attended with a total of 26 pilots (12 FAI Class, 14 Club Class). CD Tom Coulson directed the contest with safety as the overriding priority. There were no accidents and to my knowledge no incidents. The conditions during the competition days were fairly good and provided a wide range of challenges for the pilots. Unfortunately we also had such a lengthy string of bad weather that at the end of July 4, officially the last day of the competition, we had only three scoring days. Rather than declaring a no-contest, it was decided with unanimous consent of all contestants, obtained by secret ballot, to add July 5 as an additional competition day. Going forward, this needs to be reflected in a change of the rules for National Competitions. The winners were:

FAI Class				
1.	Jerzy Szemplinski	ASG-29	3931 pts	100.0%
2.	Dave Springford	ASG-29	3836 pts	97.6%
3.	Sergei Morozov	ASG-29	3794 pts	96.5%

Club Class				
1.	Anthony Kawzowicz	LS-4	3824 pts	100.0%
2.	Krzysztof Wiercioch	SZD-51	3707 pts	96.9%
3.	Roger Hildesheim	SZD-55	3536 pts	92.5%

2014 Competition Seeding List The main factor for the 2014 Seeding List were the results of the Canadian Nationals.

Group A (FAI Class):

1	Jerzy Szemplinski	102.20
2	Dave Springford	99.82
3	Jörg Stieber	97.34
4	Sergei Morozov	95.30
5	Luke Szczepaniak	87.88

Group B (Club Class):

1	Krzysztof Wiercioch	90.28
2	Bill Cole	82.01
3	Anthony Kawzowicz	60.00
4	Roger Hildesheim	55.48
5	David Cole	53.80

The complete 2014 Seeding Scores are posted at:
<http://www.sac.ca/website/index.php/en/documents/competition-information>.

An ongoing and so far unresolved concern is how to compensate for the different levels of competitiveness between Group A and B.

International pilots ranking list

We have been entering Nationals results for a number of years now. After the 2014 results were entered, several Canadian pilots moved up over 1000 places. A list and ranking of all Canadian pilots can be obtained by entering Canada in the nationality field <www.sgp.aero/igcrankings/pilots/search.aspx?contestID=9271>. The cost is 4€ per pilot with a minimum of 100€ per contest.

33rd Worlds in Leszno Dave Springford and Jerzy Szemplinski represented Canada in 15m and 18m Classes with Jarek Twardowski as Team Captain. Unfortunately, Jerzy experienced a frustrating string of technical issues with his rented glider. This added to the challenge of competing as single pilots in their respective classes against large European teams who team fly and make use of "sacrificial lambs". The outcome was somewhat disappointing:

15m Class: Dave Springford:

41st place of 46 – 64.6% of the winner's score

18m Class: Jerzy Szemplinski:

38th place of 46 – 77.9 % of the winner's score

Jerzy lost nearly a full day's score due to an accidental airspace violation.

Canadian participation in US competitions

In 2014 there were no Canadian competitors in US Nationals. However, there was strong Canadian representation in the following Regional contests:

Seniors Championship, Seminole Lake FL; Region 5N Perry SC; Region 5E Lancaster SC; Region 2 Reedsville PS; Region 5S Cordele GA; Region 8 Ephrata WA; and Region 9N Nephi UT.

OLC Canada 2014 It was a good season with the highest number of participants over the last four years and the second highest number of flights as well as total kilometres flown. As it was the case in previous years, some extraordinary achievements were documented by way of the OLC.

<i>Flts scored in Canada in the last 4 years</i>	2011	2012	2013	2014
No. participants	250	279	265	292
Total flts in Canada	2513	3041	2554	2680
Total km in Canada	410,056	516,587	423,948	436,200
Highest pilot (km)	15,781	16,661	17,559	17,748
<i>Trevor Florence (131 flts)</i>				
Highest club (km)	70,092	78,187	49,844	89,054
<i>Canadian Rockies</i>				

Winners and achievements:

Best OLC flight, Canada

Chris Gough; ASW-15; Chipman, AB, 11 May, 692 km, 922 pts

Best OLC flight, North America

Wilf Krueger; DG-800B-18; Ely, NV, 3 July, 1038 km; 1069 pts

OLC Canada Champions (6 best flights):

1. *Ian Spence*, Canadian Rockies Soaring Club 4267 pts
2. *Trevor Florence*, Canadian Rockies Soaring 3851 pts
3. *Anthony Kawzowicz*, SOSA 3829 pts

OLC Canada Junior Champions (6 best flights):

1. *Thomas Butts*, SOSA Gliding Club 2286 pts
2. *Chris Hildebrand*, Canadian Rockies 2153 pts
3. *Timothy Belchior*, York Soaring 2127 pts

Top Canadians in the OLC North America (6 best flights):

1. *Wilfried Krueger*, York Soaring 4671 pts – 23rd overall
2. *Ian Spence*, Canadian Rockies 4267 pts – 42nd overall
3. *Trevor Florence*, Canadian Rockies 3851 pts – 58th overall

The 2015 season

1st FAI Pan American Gliding Championships, USA, 6-17 April. The PAGC is the first "Level 1" competition in the Americas. It is the result of a joint initiative of Canada, USA, Argentina and Chile. Broad Canadian participation will give us the opportunity to significantly improve Canada's country score in the International Pilot Ranking list (presently #24). Every participating nation from the Americas is guaranteed 5 pilots each in 15m Class and Club Class. The official entries have been submitted and entry fees paid. The Canadian Team is:

Team Captain: Jarek Twardowski (was Captain in Leszno)

<i>15m Class</i>	<i>Club Class</i>
Jerzy Szemplinski	Krzysztof Wiercioch
Sergei Morozov	Bill Cole
Luke Szczepaniak	Jrg Stieber
	Roger Hildesheim

The team thanks the SAC and the Canadian gliding community for their support in covering the US\$600 entry fee per pilot.

Canadian Nationals 2015 Next year's Nationals will be in Olds/Netook, AB, hosted by Central Alberta Gliding Club. The dates are 10-19 June with practice days 8-9 June. The SAC Competition Hosting Grant has made it much easier to find clubs willing to host Nationals. There was also interest from Winnipeg and the Central Alberta Gliding Club with York Soaring as a back-up.

Junior Worlds – Narromine, Australia – December 2015

We have possibly three candidates: Emmanuel Cadieux, Tom Butts, and Robert Zachemski. Depending on available funding, we will have to make a decision soon how many pilots and who to support. Going forward, I feel it would be beneficial to have a discussion about the benefits of supporting Juniors for World Championships. Perhaps it would be better to use the funds to support a broader range of Junior pilots in US competitions.

Ongoing projects

Overhaul of the Seeding List Rules as outlined in the 2013 Annual Report and Nationals Rules 2015 update.

Youth development The biggest factor for young pilots to reach a stage where they can successfully compete is access to suitable equipment (gliders). We have to find ways to get talented Juniors into planes!

In every club there are (usually older) members who own gliders but for one reason or another rarely fly it. Rather than letting the glider sit in a trailer where it will slowly deteriorate due to moisture, these pilots should consider teaming up with a young pilot for a win/win deal. The junior pilot pays for the insurance, looks after the annual inspection and generally keeps plane and trailer in good shape – in return he gets to fly. The owner's advantage when he comes out to fly is that he has a plane that is insured, has a current annual, the batteries are charged, the tires are inflated, and the trailer is operational. He also has an expert helper to give him a hand to rig and perhaps retrieve him. Maybe the junior's youthful energy rubs off on the senior and he will get motivated to fly more often.

We should also look into the possibility to that SAC purchases one or two Club Class gliders for Juniors to use.

SAFETY – Dan Cook

This year we had 10 accidents and no fatalities, bringing down the 10 year average to 12 accidents and 1 fatality per year, from the 19 and 1.5 reported in 2007. This year is a great improvement (or lucky, when you read the incidents) but we have the opportunity to make real progress by looking at our safety culture and examining what we are doing to reduce risks. Do not draw any conclusions based on the number of incidents as they are likely under-reported, but take note about what happened in the accident/incident. Compare the incident report list to your club operations and ask yourself "what mitigating action have I or my club taken to minimize the risk of a similar accident/incident occurring at my field?"

ACCIDENTS 2014

- ASW-20 written off and serious spinal injuries during failed take-off when elevator control rod was not connected during assembly. The pilot was disturbed during the assembly to help rigging with another glider and by new electronics installed which he had not yet used. A critical assembly check was not performed and the controls check before take-off was not performed properly. The pilot had went through emotionally challenging moments in the preceding weeks and days.
- ASW-27-18 was conducting a local flight about 13.7 nm east of the airport and made an off-field landing. As it touched down on soft ground, the aircraft did a ground loop and the fuselage was severed at the vertical stabilizer. (CADORS 2014Q0977)
- Mini Nimbus HS7 glider was being towed by Pawnee and about the halfway down the runway towplane reduced power and the pilot radioed "fuel leak". The towplane had not left the runway and the glider went right as the towplane turned right. The glider's right wing struck the ground trying to avoid a collision. The left wing overflew the towplane cabin, but hit the propeller from above. The glider's tail struck the right wing of the towplane. The glider suddenly dropped about five feet. The towplane's right wing was crushed at the tip and the propeller was bent. The fuel leak turned out to be excess fuel that splashed off the cap after a refuelling. The towplane and glider collided 175-200 feet right of the runway and with the

glider stopping about 250 feet to the right of the runway just short of the edge of the taxiway. The vertical, rudder and elevator had separated from the glider and laid about 50 feet behind the cockpit. The glider's left wing had been cut through in two strikes about 12 feet from the seat. (CADORS 2014H0180)

- Jantar off-field landing in soft ploughed field while contest flying in Pennsylvania. Wing tip touched sloped ground, groundlooping 90 degrees and sliding 10 feet sideways, damaging fuselage.
- Jantar off airport landing in a field in Pennsylvania. The pilot refused treatment and the aircraft sustained minor damage to the nose. (CADORS 2014H0072)
- Jantar canopy blew off during aerotow and was damaged. Glider landed safely.
- Towplane nosed over and damaged prop/engine. Pilot applied full T/O power and moved stick ahead to raise tail in quartering tailwind and a gust lifted tail.
- Grob 103 Twin canopy damaged (substantial damage).
- Grob 103 canopy not secured properly and departed glider after take-off (moderate damage).
- Touring motorglider gear-up landing (substantial damage).

INCIDENTS 2014

Assembly/Disassembly/Maintenance/DI

- Demonstrated glider assembly for student. Multiple other conversations took place during rigging. Pilot did not install the main spar safety pin. On climb-out the pilot didn't recall installing it, could not determine visually, so released and landed.
- During Junior Camp, a cadet was found wearing a parachute incorrectly.
- Mud wasp plugged tube in rear fuselage of our Jantar that was an adventure to re-connect. We added a cover to the static on the bottom of the fuse, half way aft on the tail boom. Not previously aware of location of this static port.
- Static not properly connected on Jantar after annual inspection/maintenance – reminder – the first flight after maintenance is the most likely time to have a system failure.
- Mice chewed through static tube on Cirrus. This is not the first mouse incident with this aircraft, the previous owner also had a mouse nest. First season with the new owner, he is planning on putting mouse traps and/or poison.
- Club Ka6 was left unattended in fuselage stand with the tail dolly on, and it weathercocked. No damage as was caught in time.
- A private single-seater that had been rigged that day, and while sitting in take-off position with some time to waste, the pilot asked me to perform a positive control check. To our horror we discovered that his right aileron was disconnected.
- When hangar storing a K-21 at end of day, helper walked under wing as pilot lifted wing and sharp corner of aileron gashed side of his head – stitches required.
- During glider assembly the pitot and TE probes were switched. During the launch the airspeed was registering zero. Switching to the second pitot in the nose solved the airspeed issue but the variometer remained uncompensated throughout the flight.

- Flight performed with badly locked tailplane on SZD-55-1. No damage or lack of control. The lock pin of the tailplane was not fully pushed in place, creating a greater than normal play in the whole unit. A successive positive control check was performed. It is only upon derigging that the problem was noticed.
- The pilot could not close the spoilers after checking them during downwind. The circuit was not modified properly for the increased sink rate and the pilot landed short of the runway but was able to run on to it. Upon investigation, it was revealed that the cable for adjusting the seat back was caught in the spoilers mechanism.
- The LS-4 pilot, having not performed a critical assembly check, got asked on the flight line (while waiting for the towplane) if he wanted a positive control check – and it revealed a disconnected aileron. The control was in place but the vibration during pulling the glider caused it to disconnect.
- Before rigging, the gear was lowered but the glider was not high enough and the tire was touching the ground, preventing the mechanism to lock. When the glider was pushed off the dolly, the wheel retracted.
- Water in the LS-4 spoiler box.
- Tow with malfunctioning mags.
- Ran out of fuel for a simple circuit.
- Loss of power on towplane during take-off. Neighbours heard strange noise.
- Pushed trailing edge of tail into beam while swinging trainer into hangar. Only two persons for tight space.
- Many incidents of Hotellier connectors found not being properly fastened.

Launch

- Soft runway slowed progress and towpilot lifted off and held towplane low in ground effect to build-up airspeed. Glider P2 was slow to respond at initial climb, resulting in inadvertent low-tow flight path over a small forest with few, if any, immediate options if there was a rope break or towplane upset.
- Interrupted take-off due to towplane engine problem.
- Puchacz was too high on tow at 100 feet. The front seat student was initially flying and was adjusting the vent window just off the ground. The pilot pitched forward, touched the ground and bounced into a high position and both aircraft released. The rear seat pilot took control and pitched down to increase airspeed and made a left turn initially toward a field directly north of the airport. The pilot then made another turn at very low altitude and low speed to land diagonally downwind. The pilot stated making a turn back to the airfield was an instinctive decision.
- Radio failure while taking up slack. Glider pilot told wing runner to abort and wing was dropped to ground. Towplane continued launch. Pilot did not think of releasing. Launch continued without incident.
- Glider too low on tow during take-off.
- Low altitude tow due to towplane performance not matched to Twin Grob weight. No one considered moving launch point back.
- Glider dropped wing on initial ground roll and immediately released (correct action).
- Winch launched a K-21 by nose hook instead of CG hook.

- During preparation for a winch launch, the wing runner was holding the winch cable getting ready to hook it to the glider. At the same time, the glider pilot called the winch to 'start engine for warm-up'. When the winch started its engine, the cable was yanked unexpectedly and violently off the wing runner's hand, but without injury.
- On a very windy day, instructor and student had windows and scoops closed and the wind noise kept the runner from hearing verbal launch instructions, crew was also communicating with towpilot by radio. When the launch sequence started, the wing runner was not aware of it, or if the pilots were talking to towpilot or not. The result was confusion for the wing runner and with very poor glider alignment down the runway with a student at the controls.
- Spoilers were not locked during the checks on K-21 and got sucked out during initial climb. The pilot closed/locked them immediately.
- ASW-20 flaps not properly locked in position.
- Pilot took off on aerotow and seconds later severe turbulence opened his spoilers without pilot noticing. A ground call was immediately made to the glider pilot and spoilers were closed immediately. Spoilers believed not to be locked.
- Groundloop at take-off. No damage. A water ballasted glider was launched by an inexperienced wingman who did not balance the water before giving the all out.

Rope breaks

- Rope break at 4500 feet during slack rope exercise.
- Tow rope break while practising descending on tow.
- Tow rope caught and cut by L-19 wing on aerotow.
- Tow rope failure at towplane end. End of rope had been heated to form hard knob instead of taping together. This was threaded into rope and was point of failure.

Canopy opening

- Puchacz had an inflight open canopy incident while flying. The Pilot-in-Command was demonstrating a left wing low forward slip when the canopy suddenly opened. It is unlikely the rear passenger unlatched the canopy by accident. The club fleet maintenance supervisor stated that the latch tension was checked during its annual in the winter. The canopy cross-member was found bent and delaminated from one side after landing.
- Canopy found partially open on ground roll.
- Canopy released in flight on tow when wrong handle pulled. Canopy emergency release knob on type was in position similar to the L-13 Blanik tow release. Visual confirmation was not made before release. This also led to a towplane upset as the pilot reacted to wind blast by moving stick back and lifting towplane tail. There was sufficient altitude for towplane to recover.
- Canopy opened on tow. Aircraft was 2/3 down the field about 50 feet. Released from towplane around 100 feet and executed 90° turn and landed on adjacent field to the right.
- Pilot almost took off in the K-21 with the rear canopy unsecured.
- Take-off with unlocked front canopy barely avoided in ASK-21, no damage. When the pilot gave the all-out signal the wingman noticed that the front canopy was not locked and aborted the take-off.

Landing

- Puchacz sustained minor damage in a hard landing. Student converting from power flying rotated at low speed and opened airbrakes fully leading to a tail strike just as instructor took over. Instructor's complacency was due to the student's good performance before the landing (halo effect?).
- A landing glider taxied while on rollout towards the hangar area and struck right wing tip on metal dolly used to move gliders in and out of hangar. Minor damage to wingtip extension.
- During the roll-out and just before stopping the left tip caught the winglet on the right wing of the glider parked on the taxiway. The wing wheel and tail wheel were on the parked glider. The stationary glider pivoted and the left wing hit a member.
- Pilot thermalling at 580 feet agl, well below procedurally required lowest altitude and certainly generally acceptable minimum altitude.
- Two separate incidents of tailwheel tire rupture on a Duo-Discus. Found wheel well inner fairing detached from fuselage structure. On landing with wheel touchdown on pavement inner fairing was rubbing on tire.
- Pilot got low while flying L-33 and landed safely in a field just short of runway.
- An ASK-21, with a check instructor on board, completed a low circuit with a turn to final at 50 feet.
- Glider made a low approach over road on end of field.
- Aircraft landing over *Spectra* winch line laid out along intersecting runway. Potential to draw rope into wheel of aircraft or damage *Spectra* cable. Strength is in longitudinal axis of cable only.
- Glider was making a simulated rope break at 1000 feet and turned back to field to land while another glider was on final.
- A licensed pilot began his circuit rather low. He was number two on downwind. After passing up the opportunity to land on other available runways, he proceeded to cut inside the glider ahead of him in the circuit and landed long.
- While on final approach, a seagull was struck with the wing of the 2-33. No damage to the glider.
- Elected to land on runway with some crosswind. On touchdown hit bump, rolled left and touched left wing tip on ground. Slight ripple on fabric noticed at rear of last wing rib beside end of aileron.
- Single-seat glider was downwind and low (500 feet). It appeared to enter an abbreviated circuit on base leg. At the turn to final at 400 feet the glider began to thermal.
- PIK-20B pilot deliberately induced groundloop to avoid overshooting during the ground roll. The pilot landed with a very slight downwind and touched down at a speed higher than recommended (50 kt). Immediately after touch down, the pilot raised the flaps to neutral. Approaching the end of runway, the pilot braked but the brake cable failed.
- Groundloop after landing attempting to clear the runway during wave camp.
- Pilot attempted to taxi aircraft off active runway to intersection at too fast a speed. Pilot lost control and slid and groundlooped.
- Winch training exercise released at 200 feet, pilot attempted to turn to land on another runway and not straight ahead, caught wing tip and bounced. Instructor not current.

- Many incidents in circuit from poor lookouts, improper patterns, using spoilers on downwind when not needed, lack of communication radio calls, inattentiveness of radio calls, unserviceable radios, not following operating procedures on roll out.

Gear-up landings

- ASW-15. The pilot had selected the gear down position but the handle was not properly locked. There is a pin on the gear handle that can visually be checked to confirm the gear is locked and it is suspected it was not checked. During the annual inspection over the winter, damage to the gear area was found. It is likely the damage was from this incident but not known for certain.
- Gear-up landing in muddy field during off-field landing when PIK-20E engine would not start.

Landouts

- Land out completed from low circuit after experiencing wave-like high sink on way to dust devil in farmer's field and landed not in ideal position of the field. Disassembled glider had to be carried out of farmer's soft ploughed field. *A promise not to land out before a cross-country flight is counter-productive to flight safety.*
- LS-4 pilot committed to landing out in a field that appeared great from the air and during the downwind. On final, with the lower sun, the field appeared less good and the pilot decided to land on the adjacent plowed field. The original field was a newly-harvested hay field, perfect for landing.
- During a ferry flight, the Puchacz was outlanded and experienced a hard landing.
- Pilot thermalling, accidentally flew far away from the airfield, lost the sight of it, and had to land out. During the landing, pilot passed the power line, touched down in a field and jumped over a ditch.
- Landout in a corn field right at the end and beside the runway. This was pilot's first flight on type in L-S4, no damage. The circuit started 300 feet lower than usual and circuit was not modified for additional sink. A ground loop occurred on touchdown. Upon disassembly of the glider, it was noticed that the l'Hotellier connectors were not all locked. Air brakes were unlocked at pre-landing check and believed to reduce L/D on type during circuit.

Air Proxies

- Single-seat glider was on left base for runway 09. Coming head-on was a two-seat homebuilt power plane, turning right base for 09. Homebuilt had engine issues, had radioed intent, however nobody heard it. Glider pilot took corrective action and both landed safely.
- A glider crossing midfield at close to circuit height in an attempt to soar on the circuit side of the field while another glider was on downwind.
- ASK-21 on a local flight entered Class C airspace with no clearance or functioning transponder at an altitude of 2600 asl.
- Towplane got a FLARM traffic alert. Both pilots looked out and pulled off to avoid an incoming unreported RV-7 (airport has a MF).
- Towplane with glider on tow and another glider near miss.
- Two airfield infringements, one a jet passed overhead to a

glider on tow, they were about 1000 agl. The second was a commercial helicopter that transitioned the field at 1000 agl, altitude verified by our towplane returning to the field. Both were on solid overcast days.

- Near miss, the PowerFLARM was shut off, checkflight demonstrating a steep turn when the towplane called on downwind and passed very close to the glider. Glider was outside glider circuit but near the wider tow circuit.
- Glider passes within 100 feet over towplane towing a glider at 3500 feet.
- After an ambiguous communication, the pilot assumed the wave window was opened and climbed to 20,000 feet, PowerFLARM beeps indicating a rapidly approaching transponder. An airliner passed from behind, 50 feet higher and 150 feet to the right.
- PowerFLARM didn't alert during a conflict between towplane and glider.
- Twin-engine conflict during wave camp. PowerFLARM didn't alert.

Towplanes

- Towpilot snagged rope on fence on a shallow approach to runway, no damage to aircraft.
- Towplane experienced engine problem near start of tow and signalled glider to release by rocking wings. Due to rough air conditions signal wasn't immediately acted on until radio broadcast to release confirmed.
- Towplane lost braking on one side during taxi phase. Loss of fluid detected on ground. Brake pads found worn out.
- Towpilot chose the circuit in favour of noise abatement when should have gone to the other side, this led to a scary turn to final and we re-established our circuit based on wind, not noise.
- Towplane then overflew two gliders and dropped the rope. The rope narrowly missed the glider parked on the north side.
- Non-attached gas cap was found to not be in place on the tank (and was found on the nose) at the start of operations the following day (two occurrences). On the third occurrence the towplane was started, taxied to position, hooked up, and took off with glider in tow with both caps still on the nose of the aircraft. On climb out the towpilot saw both caps slide off the nose.
- Glider towed at 75-80 knots, glider red line is 65 knots. Glider pilot released late and returned to field (approximately 250 feet).
- On normal landing, tailwheel attachment bolt sheared on touchdown. Tailwheel impacted on bottom of rudder causing minor damage.
- Tow rope struck power line at threshold of runway on approach following a runway change. Short link on tow hook end snapped, thus saving the towplane, tow rope, and the power line. Pilot was unaware of power line.
- Towpilot suggested "hot swap" to another towpilot, which was declined.
- Several incidents of mags and master being left on and incorrect gas cap placement venting out, not in.

Runway incursions

- Glider operations contacted ground to advise of two

pedestrians walking on Runway 08L towards the gliding area. Pedestrians were unaware of airport operations and had come through an unmanned gate.

- Glider operators advised that a Cessna 152 flew over the airfield at 300 feet without radio contact, while the area was active.
- The towplane had just announced its intention to enter the active runway and was maneuvering to position. No calls were received/transmitted by another arriving aircraft. After the aircraft completed the overshoot it departed the circuit and circled to prepare for a landing. Arriving aircraft was possibly on wrong frequency.
- Several incidents of lawn tractors heading to retrieve a landed glider, pulled out onto the runway just as the towplane and glider were starting their launch, or towing a retrieved glider in front of landing glider.
- Near miss with a deer during landing on short final. Instructor took control, no damage.
- Landing on a crowded runway while a take-off is happening (landing glider has right of way)
- Wingman didn't notice a glider on final, the latter didn't communicate either.
- Class C airspace incursion by glider.
- Commercial jet passed near glider activating FLARM in Class E.

Analysis

There are a significant number of groundloops occurring on landing (especially on MG) in modern gliders with the CG farther aft than on trainers. These gliders are more prone to groundlooping if the tail is not held down on landing above minimum energy touch down. Any braking or ground resistance exacerbates the problem. Is the issue inadequate type conversion or relaxed standards for landings during training? This is also applies to several hard landing incidents. Re-examine "How to Avoid Hard Landings" in 2014 *free flight*.

How can we reduce runway incursions and collision risks in the circuit? PowerFLARM (PF) use can definitely help on both counts. Towplane landing light on from engine start to stop may help prevent runway incursions and reduce risk in the circuit. Disciplined radio use similar to MF procedures will also help greatly. Some larger clubs want little chatter on radios and others want position reports from all pilots when there is a significant change to position. This can be achieved if the ATF is not very busy and is a preferred solution. Unfortunately, using a glider frequency (123.4) means local power traffic will not hear position reports so the ATF is best. Some glider pilots have a reluctance to give position reports because of inexperience. This must be incorporated into the training. I have seen airfields with the ATF chalked into the turf or painted on aprons. Pilots are also reluctant to talk to ATC. If you are near traffic areas get accustomed to contacting them and letting them know where you are going.

Along with poor communications in the circuit we are having difficulty executing proper circuits and the resultant low approaches in general or modifying the circuit. Spring refresher training must focus on this issue.

PowerFLARM has been reported not to function in all proxy cases. Attention has to be paid to antennae location and there is a tool on the PF website to analyze effectiveness. In addition, powered aircraft may not have transponder on or may not be interrogated by radar. Lastly, PF is a tool to aide visual scanning, *not* replacing or reducing this effort. PF use has increased dramatically across Canada which is a positive safety measure and reflection on safety culture. Many incidents are now being reported where PF has warned the pilot of a conflict. These likely happened before PF use but the pilot was just unaware.

Canopy openings have continued to plague us. Puchacz canopy replacement is about a \$10K repair. Fatalities have occurred in the past from pilot distraction over an open canopy. Like landing gear operation, often we just go through the motions without paying enough attention to detail. Visually confirming the locking, pre-flight the hardware (screws are tight), and disciplined use of checklists will mitigate.

Most disturbing is flight without completed control hook ups or safety locks. This is the most easily mitigated but too common a safety problem that leads to fatalities. We can get distracted, complacent or undisciplined. A double-check method and use of team work to help each other can mitigate risk. Checklists, Positive Control Checks, Critical Assembly Checks, and a "Red Hat" policy at the club are tools that reduce risk. Also, pilots should also complete a "walk around" before a flight each time the PiC steps out of a glider or towplane. You might notice the tail dolly left on when you moved the glider!

Many of our incidents/accidents can be traced back to something we did or did not do before we got into the aircraft. Promising yourself or someone else you will not land out, no matter how conservative you plan to fly or how skilled you are, is setting yourself up psychologically for making some bad decisions in the future. It may be turbulence and a stall/spin that causes the fatality but the groundwork may have been established hours before the flight. Don't underestimate the effect of your emotional state of mind on your decision-making capability (IAMSAFE).

Some clubs have reported most of their incidents seem to be in the spring, indicating currency in our safety thinking also needs a refresher. Some clubs have also reported few or no incidents. This may be good on the surface but may also indicate your reporting system is not working well. Just think about your own flying. Did you do everything perfectly well all season? Multiply that by all the members in your club and you will have an idea of the number of incidents that you should be hearing about. Have a pilot meeting and open the discussion with a few of your own learning experiences from 2014 and the taps will open.

20 of the 26 SAC clubs sent in their Annual Safety Reports:

Club	launches	PF
London SC	374	0
ACE (Bromont)	105	5
ACES (Halifax)	50	0

Alberni Valley SA	539	0
Cdn Rockies SC	?	18 (all gliders)
Central Alberta GC	412	6
Cu Nim	1242	7
Champlain	1101	20 (22 aircraft)
Edmonton SC	819	8
Gatineau GC	?	9 (add'l 6 late 2015)
Great Lakes GC	?	0
Montreal SC	?	1
Quebec	1185	21 (21 gliders)
Rideau Valley SS	909	3
Saskatoon SC	?	3
SOSA	?	26
Toronto SC	414	3
Vancouver SC	872	3
WASPS (Vernon)	2	1
Winnipeg GC	624	0
York SA	?	0

Missing annual safety reports: GGC, CAGC, PA, Regina, GPSS, Lethbridge

SAC Accident/Incident history

Year	Accidents	Fatalities	Cause suspected
89	29	0	
90	29	4	1x take-off wing strike 1x bounced landing 2 x stall/spin
91	22	1	1 x stall/spin
92	23	2	2 x stall/spin (motor glider)
93	34	0	
94	33	0	
95	23	0	
96	18	0	
97	12	0	
98	28	0	
99	25	4	1 x stall/spin on final 1 x stall on short final 2 x stall/spin home built 1 x stall/spin off winch
00	14	1	
01	10	0	
02	14	3	1 x stall/spin off winch 1 x stall/spin final turn 1 x stall in mountains?
03	16	2	1 x mid-air 1 x missing in mountains
04	19	2	1 x stall/spin off winch 1x stall/spin in circuit
05	18	2	1 x stall/spin in circuit
06	6	0	
07	4	1	1 x pitch in on final
08	17	0	
09	18	1	1 x obstacle off field
10	12	0	
11	14	2	1 x mid-air (2 fatalities)
12	10	1	1 x stall/spin (contest)
13	14	2	2 x mid-air (4 fatalities) 1 x stall/spin off tow
14	10	0	
26 year average – 18 accidents, 1.2 fatalities			

TROPHIES & AWARDS – Phil Stade

Canadair Trophy – best 6 flights of the year – motor glider

Ian Spence – Canadian Rockies Soaring Club

4267.4 OLC points 4737.6 km total 789.6 km ave.

All of Ian's flights were flown out of Invermere, BC in C-FYSC, his Ventus 2cT/15m glider. Congratulations Ian. Your 789.6 km average represents an excellent season of soaring in the Rockies.

	<i>OLC Pts / Dist.</i>
1. June 11, 2014	829.2 / 932.1 km
2. June 22, 2014	735.4 / 824.5 km
3. July 29, 2014	715.4 / 778.4 km
4. June 6, 2014	703.7 / 790.4 km
5. May 11, 2014	647.6 / 706.8 km
6. May 30, 2014	636.2 / 705.5 km

Canadair Trophy – best 6 flights of the year – pure glider

Trevor Florence – Canadian Rockies Soaring Club

3851.0 OLC points 3888.7 km total 648.1 km ave.

All of Trevor's flights were flown in his Duo Discus, C-FDUO from the Invermere Airport in B.C. Congratulations Trevor. Your consistent annual results have attracted pilots to the Columbia Valley and introduced many newbies to the wonders of soaring.

	<i>OLC Pts / Dist.</i>
1. June 6, 2014	823.8 / 885.0 km
2. May 27, 2014	754.0 / 785.2 km
3. May 7, 2014	626.3 / 633.2 km
4. May 13, 2014	560.0 / 537.9 km
5. May 11, 2014	557.1 / 556.0 km
6. May 12, 2014	520.7 / 491.3 km

BAIC Trophy – Best flight of the year - pure glider

Chris Gough – Edmonton Soaring Club

ASW15 – C-GRXQ

Chris has demonstrated advanced skills on several flights in the ESC ASW-15. His winning flight had three nearly equal major legs of 213, 204 and 225 kms and included Gough Lake, a "I had to use it." turnpoint. Well done, Chris. A great flight showing what an accomplished pilot can do with an old aircraft.

May 11, 2014

OLC Points / Dist. 921.7 / 692.4 km

Speed 89.2 km/hour

Take-off Chipman, Alberta

"200" Trophy – best 6 flights, pilot >200 hr P1 at start of season

Thomas Butts – SOSA

2285.9 OLC points 1905.8 km 317.6 km ave.

Another '200' winner from SOSA! Good things appear to be happening there. Thomas flew all his flights out of Rockville, Ontario in club gliders. All his flights were flown in the club's LS-4, C-FAOS except for the 24 July flight that was flown in the club SZD51 Junior, C-GPNN. It looks like your early season flying paid off. Congratulations Thomas.

OLC Pts / Dist.

1. June 22, 2014	520.0 / 449.9 km
2. July 24, 2014	473.3 / 332.4 km
3. June 28, 2014	405.7 / 340.1 km
4. May 30, 2014	328.3 / 289.7 km
5. May 31, 2014	282.8 / 249.3 km
6. July 5, 2014	275.7 / 244.4 km

Stachow Trophy – maximum altitude in excess of 5000 m

Patrick Pelletier, of the Winnipeg Gliding Club is the winner of the 2014 Stachow Trophy for the highest flight recorded in Canada. The winning flight occurred on October 4, 2014 at the Fall Cowley Wave Camp. Patrick flew his DG 300 C-GGZA.

Max. altitude 27,221 feet (8,297m)

Height gained 17,070 feet (5,203m)

Patrick first attended the Cowley Camps in 2012 and has been producing delightful videos of his flights there. Check them out at <https://www.youtube.com/user/peanut425etac/videos>

Walter Piercy Trophy

The 2014 trophy is awarded to **Chris Hildebrandt** of the Canadian Rockies Soaring Club (CRSC). Chris completed 197 instructor flights (150 hrs) and is the most active instructor of his club with 97% of the instructing. He also conducts the majority of ground instruction for his club.

Hank Jansen Safety Award

For 2014 the **Edmonton Soaring Club** (ESC) is awarded this trophy for club safety. ESC has been diligent in applying a systems approach to safety and moving the club to a generative safety culture. Chris Gough is the current safety officer and has continued to develop work done by past safety officers and CFIs including Henry Wyatt, Guy Blood and Gary Hill to name a few. This year's Club Safety Report was the most comprehensive and detailed of any submission received by SAC demonstrating an effective and dynamic safety program.