



**SOARING
ASSOCIATION
OF
CANADA**

ANNUAL REPORTS FOR 2002

*The following information is SAC's report on the activities of
the Association in 2002. Copies have been posted on the SAC website.*

The full financial report is also available from SAC upon request.

ZONE DIRECTOR REPORTS

PACIFIC ZONE — Martin Vanstone

Attending my third AGM as a SAC Director, I again found the event, this time in Ottawa, to be an interesting experience. There was not as much opportunity to meet with local members but it was encouraging to see the attendance and their participation in the business affairs of the Association. Insurance and membership concerns were raised. I am not a private owner, but as bookkeeper for my home club, I am acutely aware of the burden this item is to everyone and, yes, VSA has had to pay the 5% safety fund penalty for the past three years. As a SAC Director, I am not closely involved with insurance at that level, but I have been privy to many Richard Longhurst briefings and am convinced that he and our brokers have made every effort to secure the most economical but effective insurance that can be found. Other insurance schemes have come and gone, but until we can become a more attractive market for the insurance companies, we are not likely to find many willing underwriters, certainly not at the price we would like to see. The answer lies in improved safety. The increased activities of the FT&SC in holding more safety and instructors seminars is a means to that end and, in my mind, it is appropriate that the safety fund be applied to finance that activity.

Again, I was unable to get to any other sites in the Province. Even Pemberton eluded me this year due to the pressure of other activities. I did however enjoy a much better than average year at our home port, Hope Regional Airpark, sharing the delights of high wave flight with friends, one of which has taken up our sport and another expressed the intention to do so in 2003.

Alberni Valley Soaring Club – Port Alberni

The 2002 season was an unusually busy one for the AVSA membership grew to 21 and the club's 2-33 put on 99 hours which well exceeded our annual average of 32. With four instructors and three tow pilots available, training resulted in five students gaining licences.

Through the generous cooperation of the Edmonton Soaring Club we took possession of a 1-23. To widen our experience seven members made a trip to Invermere to see bigger hills and to fly different types. Current activities are scrabbling for funds to buy another glider and beginning a long process of building another winch.

Bulkley Valley Soaring – Smithers

Again, I have had no response from BVS, although we did have an inquiry on insurance.

Canadian Rockies Soaring Club – Invermere

2002 has been the most successful season to date for the Canadian Rockies Soaring Club (formerly the East Kootenay

Soaring Club). This year, we had a total of 35 members, with a fleet of 20 sailplanes registered within the club. Including Invermere Soaring Centre's (commercial soaring facility) five ships, and up to a dozen visiting ships at a time, the airfield was a very busy place, indeed.

CRSC was very active on the International Online Contest (OLC) again this year, with 20 participating pilots submitting 372 flights totaling 70,182 kilometres of cross-country flying. The club ranked eighth place out of 861 international clubs, almost doubling the cross-country kilometres that earned us the third place ranking out of some 246 clubs in 2001. The season also saw two Canadian Club Class records established by a club member.

Through the considerable efforts of many volunteers and with some very significant donations, we were able to build a clubhouse at the Invermere airport this year. The small structure (complete with wrap-around deck and floor-to-ceiling windows) was completed in the fall, and will be ready to keep both members and visitors out of the elements for the 2003 season. It should provide a key social focal point on the airfield for gliders and power pilots alike, as well as for the numerous visitors who come to sample the soaring here. It will also be the focus for après-flying congregation, as pilots meet at the end of the day to compare flights, and submit them to the OLC via high speed internet access. Considering the efforts that went into the clubhouse last year, we are planning no additional improvements for the 2003 season, except more barbecues and ad hoc parties on the deck.

As successful as the season was for CRSC, we were all deeply saddened by the tragic and untimely loss of a key member and enthusiastic soaring supporter, Norman Marsh. Norm helped develop the critical mass required to keep soaring alive and growing in the Valley, and his cheery disposition and character will be sorely missed. It is perhaps his legacy though, that the Canadian Rockies Soaring Club and the Invermere Soaring Centre have grown to self sufficiency and vitality, hopefully making a meaningful contribution to the growth of soaring in Canada.

Silver Star Soaring Association – Vernon

Silver Star's flying membership stood at 11 at the close of 2002. There were two new members, both of whom went solo before the end of the season and are expected to be licenced early in 2003.

The club equipment stands the same with a Blanik L-13 and a Schweizer 1-23. Privately owned machines are an LS4, DG-303, and a PW-5. Negotiations were underway prior to Christmas by two members to privately buy a Pilatus B4. That has been finalized this month so we're entering the 2003 season with 11 members and six ships. Not a bad ratio.

Four members of the club with four planes went to Invermere in 2002, a first away camp for our club. Marginal weather prevented anything earth-shattering from happening but it was a good experience for those relatively new to the sport as it exposed them to different flying conditions and other members of our flying fraternity.

Vancouver Soaring Association – Hope

The 2002 flying year for the VSA was one of many successes as well as some minor setbacks. During 2002 the board of directors have worked hard to ensure that our operation at Hope ran smoothly and that all members had a safe enjoyable flying atmosphere. The season began at Pitt Meadows in March while Hope Airport dried out. It was an interesting experience, particularly for those members who had never operated under Tower control before.

A horrendous wind storm in mid-April caused quite a setback as the hangar was damaged and the glass ships had to be re-trailerred for a few weeks. Fortunately there was virtually no damage to any gliders or towplanes, although the hangar was full. Also fortunate was the fact that it happened on a Saturday night when club members were camping on-site.

The Hope Flight Fest weekend, and away camps at Pemberton and Valemont were all very successful although the weather at the Pemberton camp was not as good as some years but all participants had a great time. Participants at the Valemont camp had great weather and had some outstanding cross-country flights.

The Hope Camp week is becoming the highlight of the year, particularly for the students. This was followed by another very successful Airline Pilot Conversion Course, in which six former or current airline pilots were upgraded to glider pilots within a very busy five days. One of these went from zero glider time to an "A" Badge on his first day and then went on to his "B" and "C" Badges the next day. Other accomplishments in 2002 were: 9 "A" Badges, 10 "B" badges, 11 "C" badges, 8 Bronze badges, 1 Silver "C" and 1 Gold badge.

Overall, VSA experienced a very successful year and had incredible weather from the August long weekend all the way to our closing weekend at the end of October. The season was also a safe one with no major incidents. The year ended on a sour note, however, with our clubhouse being broken into and the donated computer being stolen. Fortunately the thieves did not cause any damage to the inside of the clubhouse or the fuselage of our L-33 Solo that was stored there.

The Pacific Zone lost two more members this year in soaring accidents. Much is known but little is understood about the causes of these unfortunate events.

Respectfully submitted from the Evergreen Playground with thanks to Doug Moore – AVSA, Mike Glatiotis – CRSC, Malcolm Rhodes – SSSC, and James Swank – VSA.

ALBERTA ZONE — Phil Stade

2002 was a great year for three of our clubs and very disappointing for the other two.

First the bad news. Both Cold Lake and Grande Prairie had to contend with major aircraft problems. Grande Prairie's problems resulted in having no two seater available. Cold Lake had greatly reduced flying opportunities while their Scout was in for engine repairs and the replacement of the cracked wooden spar with a new metal one. We are hopeful a solution can be found to get the timed out Blanik back in the air for Grande Prairie. Cold Lake is moving ahead for the 2003 season with assistance from the Alberta Soaring Council. Congratulations to both clubs for their persistence and good luck in 2003.

Now the good news. All five clubs enjoyed a year with no major accidents! This was not a result of keeping the aircraft safely tied down either. Numerous memorable flights were flown by licensed pilots with at least nine badge flights and two pilots receiving recognition for five Canadian Record flights. Congratulations to them all and especially to Bruce Friesen and Tony Burton for their records. Seventeen students qualified for solo flying and five carried on to get their licence. Keep up the good work! May your flying days be many and all of them safe.

The Cowley experience continues to be a thrill for those that attend the summer and fall camps. The fall camp was extended to cover two weekends and the extra time paid off. Eight Diamond altitude flights were recorded in one day and other memorable flights were flown before the snow shut activities down. For all of you that haven't been to Cowley yet: be encouraged by Bob Hagen's flight. He achieved his Diamond height and his Silver/Gold duration flight on his first solo flight at Cowley and his first time in the wave!

Vaughan Allan continued exploration of the wave with numerous cross-country wave flights out of Claresholm including flights of 488 and 765 kilometres on December 12 and 13. Evidently there are many more opportunities and challenges for soaring pilots in Alberta!

PRAIRIE ZONE

Report not available.

ONTARIO ZONE

Report not available.

EASTERN ZONE — Jo Lanoë

Au cours de la deuxième année de mon mandat d'administrateur de l'ACVV, j'ai constaté deux points importants: (1) il m'est apparu de plus en plus évident que notre association manque cruellement de ressources pour pouvoir répondre à l'ensemble des attentes exprimées par de nombreux clubs ou individus, et (2) la communication passe mal entre l'ACVV et ses membres. Il serait trop facile de ne blâmer que l'ACVV pour ces problèmes. Il est inutile aussi de blâmer les clubs ou les individus pour cet état de fait. Ce n'est pas constructif, ça ne résoudra rien de nommer des coupables, ça ne fera qu'aggraver le problème.

Au moment de quitter mon poste, j'aimerais transmettre des pistes d'amélioration aux bénévoles qui ont décidé de continuer à œuvrer activement au sein de l'ACVV et aux clubs et individus qui rêvent de plus de services en provenance de notre association.

Notre association a besoin de ressources supplémentaires pour faire les tâches indispensables que sont le maintien d'une instruction de qualité, la promotion de la sécurité préventive, le maintien des assurances, la défense de nos droits d'utiliser l'espace aérien et la gestion de nos relations avec les organismes de tutelle et organisations sportives auxquelles nous sommes affiliés. Nous aimerions y ajouter d'autres tâches que nous ne pouvons tout simplement pas nous payer sans ajout de ressources humaines ou financières supplémentaires: activités promotionnelles de notre sport au niveau pan-canadien, meilleurs outils de communication entre l'ACVV, les clubs et leurs membres, organisation d'un plus grand nombre de compétitions au niveau régional, adaptation du parc des machines à une catégorie sport abordable (l'équivalent des nouveaux avions en kit), implémentation de plans d'actions à long terme pour assurer la pérennité de notre sport et son positionnement compétitif par rapport aux autres formes de loisirs aériens.

Nous devons donc dans un premier temps nous convaincre que la contribution annuelle de 112\$ par an à l'ACVV est ridiculement basse relativement aux tâches qu'on veut lui confier. L'ACVV doit aussi se doter au plus vite d'une personne de soutien administratif pour seconder notre secrétaire exécutif et le libérer pour des tâches urgentes et cruciales où il est irremplaçable. Les revenus de notre association doivent cesser de décliner en valeur absolue comme ils le font depuis 15 ans. Les gains en capital réalisés par les fonds issus des dons de certains membres ne suffisent pas à générer suffisamment de revenus connexes pour faire face aux nombreux défis qu'il nous faut adresser. Tout au plus permettent-ils de faire face aux fluctuations annuelles d'un budget stagnant en dollars réels, autrement dit en déclin en dollars constants.

Nous nous tirons une balle dans le pied en refusant de nous rendre à l'évidence. La cotisation annuelle devrait être au minimum de 160\$ pour retrouver son niveau de 1996. N'oublions pas que nous ne sommes qu'un tout petit groupe d'un peu plus de 1000 contributeurs. La cotisation annuelle devrait être indexée au moins au coût de la vie pour pouvoir assurer tou-

tes les tâches minimales. Elle devrait en plus être augmentée d'année en année au fur et à mesure que de nouveaux plans d'action récurrents spécifiques seront mis en place. Arrêtons de penser que cette cotisation est une taxe à notre sport et qu'il est de bon ton de la combattre. Faisons-nous plaisir: bâtissons-nous une association forte et efficace, rêvons d'y voir évoluer beaucoup de nos enfants et petits-enfants d'ici 2010. Qui vous emmènera faire un tour en planeur quand vous aurez perdu votre médical? C'est eux. Léguons-leur une association puissante, pas une organisation sur la défensive parce que mal financée. Pour 160\$ (équivalent à une fraction de ce coût après la déduction fiscale), nous serons mieux préparés à assurer la défense de nos intérêts dans les années à venir. Par contre, si nous hésitons encore, seuls quelques privilégiés avec leur planeur motorisé et leur transpondeur pourront continuer à pratiquer ce sport dans un environnement exclusivement réservé à des aéronefs bourrés d'électronique à la Nintendo et qui volent tout seul. Où est le sport?

C'est alors que nous pourrions espérer avoir un impact sur le deuxième point de mon constat: mieux communiquer. Pour cela, il ne suffit pas de communicateurs doués des deux bords de la table (des demandeurs d'information qui expriment clairement leurs besoins et des fournisseurs d'information qui produisent du matériel immédiatement assimilable), il faut aussi des outils de communication adaptés. Ça prend du CASH, c'est incontournable. C'est bien beau de dire qu'il suffit de TOUT mettre sur le site de l'ACVV pour qu'on puisse le consulter, c'est bien beau de croire que la table ronde est un moyen très efficace pour régler des problèmes (pas juste vociférer pour se défouler contre des bénévoles qui préféreraient voler), il faut un plan de communication pour l'ACVV, et son exécution demande la création d'un deuxième poste à plein temps à l'ACVV.

Donnons-nous les moyens d'avoir l'ACVV que l'on souhaite tous.

Je n'ai pas parlé des enjeux spécifiques à la région Est du Canada. Il y en a, ne serait-ce qu'au niveau des services dans les deux langues, au niveau de la taille minimale des clubs pour qu'ils puissent offrir un environnement sécuritaire, au niveau de l'auto-évaluation des pratiques de notre sport (le "Safety Audit"), au niveau de la promotion du vol à voile dans la communauté (jeunes et pré-retraités) ou au niveau des activités inter-club à développer. Une bonne partie de ces enjeux seraient plus faciles à aborder si on adresse les points que j'ai développés plus haut.

Je remercie les présidents de club qui m'ont fait confiance au cours de mon bref mandat. Je regrette de n'avoir pas été plus disponible, mais je suis heureux de voir que mon successeur possède toute la détermination requise pour être à votre écoute et contribuer à bâtir une association plus forte et plus efficace. Je lui accorde toute ma confiance, manifestez-lui la vôtre, aidez-le à vous aider dans sa tâche de bénévole, c'est le meilleur service que vous pouvez offrir aux membres de votre club.

Bons vols en 2003, faites-vous plaisir sans prendre de risques.

TREASURER — Jim McCollum

Overview

The Soaring Association of Canada continued in the black in 2002, with revenues exceeding expenditures by \$17,356. This was due to expenditures being low, both relative to the previous year and to the budget since total revenue was down as well. In constant dollar terms, that is adjusting for inflation, total expenditures were close to a three decade low and at about the same level as in mid-1970s. The low level of expenditures was largely due to the combination of a number of temporary circumstances, as well as the effect of some unsustainable factors.

The budget for 2003 is similar to last year's, but is balanced at a somewhat lower level. There is an adjustment in fees to take account of inflation; however, fees in constant dollar terms are unchanged.

At year's end, taking the trust funds into account, net assets of the Association stood at some \$700 thousand.

Financial results for 2002

Total revenue, at \$143,524, was down by some \$8,500 relative to budget and almost \$14,000 relative to 2001. While membership fees received were in line with the forecast amount, they were down by close to \$3,000 relative to 2001. The decline was consistent with the lower level of membership in 2002. While a decline in membership is regrettable, it was not large and the level of membership was at the same level as two years ago and not far from its mid-1980's level. The big decline in membership occurred almost two decades ago. Other income was unrepresentatively high in 2001 and in 2002 dropped back to a more typical level and consistent with the budget projection. Merchandise sales and investment income was also down. Fee income for FAI awards was up noticeably, reflecting the higher level of badge claims last year.

The main outstanding feature of the 2002 results was the low level of total expenditures, which declined from 2001, which was already at a low level. Total expenditures were almost \$26,000 below budget, with most areas being below budget. A number of special factors were responsible for this result, although it also reflects an ongoing dedication to restraint and to use the Association's funds prudently. Some volunteers continued to be able to travel at no expense to SAC and in other cases were unable to attend meetings; holding the AGM in Ottawa last year also helped

to limit travel and meeting expenses. The Association purchased its own office in 2000 and this has been helpful in restraining expenditures. Total occupancy expenditures, including depreciation, are currently running some \$5000 below what they would otherwise have been. *Free flight* expenditures appear low, part of this is real, part is illusionary. The real part is related to a switch in printers; 2002 is the first full year using the new printer. The illusionary part is that the printer consolidated its premises in the fall of 2002 and was late in billing; thus the 2002 does not include the full printing costs. The low level for postage continues to reflect the prepayment of some postal expenses, a more normal level would be in the \$5000 to \$5500 range. Depreciation does not include depreciation for office equipment, this was depreciated years ago; however, equipment purchases have been postponed and this cannot be done indefinitely.

The Pioneer, Wolf Mix, Air Cadet Funds and World Contest Funds received donations totalling slightly over \$8500 last year. While the book value of the funds continued to grow, the market value has declined, reflecting weaker security markets. Taking a longer term perspective however, it can be remarked that most of the growth on the trust funds has been due to realized capital gains. The funds are held at Nesbitt Burns and managed by Jariswalsky-Fraser. The SAC office is also an appreciating asset, its current market assessment is \$98,000, about a third more than the Association paid for it.

2002 budget and membership fees

This year's budget is balanced at a \$7000 below last year's, although the basic pattern of the budget remains much the same. Fees have been adjusted up marginally to offset the effect of inflation. In constant dollar terms, SAC fees and taking the tax credit into account, SAC fees remain at a low level.

2003 BUDGET		
	2003	2002
<i>REVENUE</i>		
Membership	\$115,000	\$115,000
Flight Training & Safety	2,500	2,500
Sales	10,000	14,000
Free flight (ads/subscriptions)	3,500	4,000
Investment income	10,000	12,500
Other	4,000	4,000
total	\$145,000	\$152,000
<i>EXPENSES</i>		
Salaries & professional fees	\$43,000	\$42,000
Occupancy	6,000	7,000
Office expenses, printing	10,000	11,000
Telephone	3,000	4,000
Postage	5,500	5,500
Depreciation	5,000	7,000
Cost of sales	6,500	8,000
Free flight	27,000	27,000
FAI / Aeroclub	6,000	6,500
Flight Training & Safety	6,000	6,000
Meetings and travel	21,000	21,000
Publicity	3,000	3,000
Other	3,000	4,000
total	\$145,000	\$152,000

Financial summary
on next page

SAC 2002 FINANCIAL STATEMENT – SUMMARY

STATEMENT OF OPERATIONS – GENERAL FUND for the year ended December 31, 2002			BALANCE SHEET – as at December 31, 2002		
	2002	2001		2002	2001
REVENUE			GENERAL FUND		
Membership	\$115,849	\$118,722	Current liabilities		
Flight Training & Safety	1,845	2,294	Accounts payable	\$167,526	\$152,171
Merchandise sales	10,567	12,475	Deferred revenue	<u>40,802</u>	<u>33,799</u>
Free Flight ads & subs	4,138	4,681	sub-total	208,328	185,970
Investment income	6,638	9,200	Fund balance		
FAI fees	2,750	1,600	Invested in capital assets	\$61,930	\$65,726
Other	1,737	8,412	Unrestricted	<u>98,474</u>	<u>77,322</u>
Total	\$143,524	\$157,384	sub-total	160,404	143,048
EXPENDITURE			Sub-total	368,732	329,018
Salaries & professional fees	39,800	39,785	TRUST FUNDS		
Occupancy	5,516	8,384	<i>Revenue</i>		
Office	5,596	5,675	Investment income	\$11,336	\$6,914
Telephone	1,578	1,739	Donations	8,343	8,433
Postage	3,519	3,629	Gain on sale of investments	<u>25,004</u>	<u>72,460</u>
Insurance	3,222	2,685		44,683	87,807
Depreciation	3,788	3,788	<i>Expenditures</i>		
Merchandise cost of sales	5,248	6,743	Management fees	\$16,264	\$16,206
Free Flight	23,279	27,073	Scholarship	2,300	2,300
Affiliate memberships (ACC)	5,885	5,885	Donations	<u>7,182</u>	<u>7,267</u>
Flight Training & Safety	6,719	8,552		25,746	25,773
Meetings and travel	15,134	11,920	Balance - year end (note 6)	541,940	523,003
Publicity	2,485	1,286	- internally restricted		
Other	4,399	4,055	WORLD CONTEST FUND		
Total	\$126,168	\$131,199	Balance - internally restricted	585	335
EXCESS OF REVENUE OVER EXPENSE			Total	\$911,257	852,356
	\$17,356	\$26,185			
Start of year	143,048	116,863			
End of year	\$160,404	\$143,048			

NOTES TO FINANCIAL STATEMENT

1 While this report is substantially complete, some details have been omitted for brevity. A copy of the full financial report is available from the SAC office.

2 **Significant accounting policies**

Contributions and donations – recorded as received, the restricted fund method is followed.

Inventory – stated at the lower of cost and net realizable value.

Depreciation – provided on a straight line basis over five years for office equipment and twenty-five years for office.

3 Mutual funds	2002	2001	
market value	\$204,202	\$213,795	

4 **Capital assets** Fixed assets are office and computer equipment. Book value for 2002 was \$61,938 after depreciation.

5 Fund investments	2002	2001
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• equity funds	\$514,478	\$452,776
(market value)	\$509,565	\$573,379

6 Trust Fund balances	2002	2001
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• Pioneer Trust	\$431,963	\$415,387
• Wolf Mix	77,733	74,843
• Glynn	15,346	14,058
• Special Purpose	11,834	11,396
• Peter Corley	5,064	7,319

total	\$541,940	\$523,003
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2002 COMMITTEE REPORTS

AIRSPACE — Ian Grant

The year was relatively uneventful. In the Ottawa area, Ottawa Terminal Control contacted Gatineau Gliding Club in July to revisit issues related to traffic in the Pendleton area. The projection of IFR traffic arriving from the east on the V316 airway is a continuing concern to the TCU. Agreement was reached on the notification that Gatineau Gliding Club will continue to provide when operations at Pendleton commence and cease to assist traffic coordination, and on a procedure for notifying the TCU when gliders go above a certain altitude in the vicinity of the V316 airway.

Pilots at the Montreal Soaring Council learned of a potential increase in air transport activity at LaMacaza airport, a former cold war RCAF radar station in the Gatineau Hills north of the club's field at Hawkesbury, which may have some impact on cross-country routes. MSC has written to NavCanada to express interest in the event of any changes to airspace in the locality.

The committee also received via the SAC office a message from an air transport pilot describing his concerns with glider traffic in the Kitchener–Waterloo area west of Toronto. The committee has replied with a description of the measures that clubs have implemented to minimize the risk of conflicts.

The committee notes the increasing commercial availability of compact, low power drain, TSO'd transponders which appear to decrease the technical barriers, if not the costs, of installation in gliders.

Finally I would like to thank members Scott McMaster and Roger Harris for their continued support and advice through the year.

AIR CADETS — Jim McCollum

In recent years SAC has made a noticeable effort to strengthen its working relationship with the Air Cadet League of Canada. The number of SAC cadet members at soaring clubs has increased from a half dozen or so four or five years ago to almost 90 today. In part this is because the League has been drawing the attention of cadets to the possibilities of maintaining and enhancing their flying skills at soaring clubs.

Cadets who join a club receive free SAC membership while they remain a cadet (ie. under age 19), and graduates of the Cadet summer glider pilot training program receive an "A" badge. SAC has established a program of continuing flying scholarships and the amounts have been kindly matched by Youth Flight Canada; there will be five such scholarships in 2003.

The military has taken an interest in SAC's training materials and the Central Region Glider Pilot Training Region near Belleville will be using SAC's *SOAR & Learn to Fly Gliders* manual in 2003. A survey of cadets on the Cadets' glider pilot training program last summer revealed a high level of interest in learning about soaring.

Each summer SAC receives a list of cadets who are enrolled in the Cadet glider pilot training program. Any club can obtain a list of local cadets on the program from the SAC office.

FAI AWARDS — Walter Weir

Last year at this time I wrote in my annual report: "The table of statistics presented herewith shows that we are up a bit from last year but still quite a bit down from most of the nineties. Let's try to make 2002 a record year!"

Well, it happened! Take a look at the table of statistics below. In 2002 we broke ten year records in most of the categories, and by huge amounts in some cases. Since the weather wasn't anything extraordinary, and I can't think of any other good reasons for the increase, I'm willing to take all the credit.

But seriously, the credit for our success has got to go to all those (such as Dean Toplis of Great Lakes and Harold Kirschner of Vancouver to name just a couple) who made a special effort to promote badge flying in their clubs. I have noticed that the more successful clubs are prolific badge earners and I am sure there is a correlation. Actively promote badge flying and your club will thrive. I just hope we can sustain this level for 2003 — and maybe even achieve a bit of an increase.

For those who are interested in calculating task distances, I wrote in *free flight 6/02* about the new oblate spheroid earth model adopted by the FAI as of 1 October 2002. Distances which have to be accurate can no longer be calculated by a relatively simple spherical trig equation on a hand calculator. I have updated my Task Planner program with the new calculation method and at the time of this writing neither *SeeYou*

SAC Badge and badge leg statistics 1993 – 2002

	93	94	95	96	97	98	99	00	01	02	5 yr avg	% of avg
1000 km	1	1	0	2	0	0	0	1	0	2	0.6	333%
Diamond	3	1	2	4	1	0	3	2	1	2	1.6	71%
Gold	1	2	4	6	3	2	4	5	5	5	4.2	119%
Silver	3	11	12	16	8	17	17	7	8	19	13.6	140%
C Badges	44	55	42	39	30	34	33	15	38	57	35.4	161%
Badge legs	45	87	93	91	79	87	79	67	71	111	83.0	134%

or *Strepla* offers this capability. It's interesting to enter a task and then switch between the spherical and spheroid earth models to see the difference in the distances.

By the time this report is published the program should be available on the CAS website at <www.sac.ca/cas/resources/resource>. You can download an update file if you've had a previous version or the whole installation file if this is your first. If it's not there, e-mail me at <waltweir@ca.inter.net>.

FLIGHT TRAINING & SAFETY — Ian Oldaker

Instructor Courses Courses were run in several locations in 2002, with Tom Coulson, Ian Oldaker and Marc Lussier running or supervising them. These courses used the recently revised and updated instructor's manual that was issued early in the year in English. This manual now includes all the theoretical materials concerning teaching and learning for instructors as well as the flying lessons, which coincide with *SOAR and Learn to Fly Gliders*, the student manual.

OSTIV Safety & Training Panel meeting and flying seminar

In late July, early August Dan Cook and Ian Oldaker attended this meeting in Sweden. This panel meets every two years to go over accident trends and discusses the latest training issues and methods. At this year's meeting, attended by representatives from more than twelve gliding countries, the issue of safety and training was examined in detail. Each country described their accident statistics and problem areas. As discussed in the Safety report by Dan Cook, the situation in Canada over the last ten years could be grouped into three broad categories with a few subcategories. In order from most severe to less so, they are: the *in-flight phase* (stall/spins, mid-air collision), the *landing phase* (striking obstacles/wires, under/overshoots, ground loops) and, the *take-off phase* (launch interruptions, ground loops). Many countries have the same problems; a few countries such as Sweden, Norway, Denmark, UK have significantly fewer accidents based on their pilot numbers. We compared flight training methods and procedures to look for reasons that might account for their lower accident rates. The basic lessons are taught similarly, however the countries having fewer accidents per pilot in relation to the three problem areas of flying had modified their training methods to recognize these problems.

For human factors reasons, some of the basic flight training in the above countries has been re-emphasized and augmented against these types of risks. For example stall/spin training was improved, with added emphasis on recognition/recovery from symptoms of the stall followed by more thorough exploration of the stall/spin envelope with the idea that students should be trained to avoid the situations leading to stalls and spins. In the landing phase more emphasis has been placed on approach control, and over/undershoot recognition. The order in which skills are developed is better emphasized; in our training program in comparison, developing these skills has been less phased and is seen therefore as less satisfactory. In the takeoff phase the Europeans include more training in launch interruptions with emphasis on promptly lowering the

nose to the approach speed. This compares to our launch-interruption training that in many clubs is superficial at best. Each of the above areas has seen serious accidents in Canada in the recent past, and we hope that increased emphasis on training in these important areas will in the long run lead to fewer such accidents.

Update to the instructor's manual A major effort has been ongoing for the past two years to update this manual. A first major update had been made in 2000 when the theoretical materials that are used on all instructor courses were incorporated into the manual. The flying portions of the manual were also revised to bring them into line with *SOAR and Learn to Fly Gliders*. Following the OSTIV meeting and flying seminar last August, the committee decided to undertake a major revision to the training curriculum, to bring it more into line with what is being taught worldwide, particularly to address the major safety issues that are amenable to influence through training. These areas are discussed above as well as in Dan Cook's report.

By the fall the curriculum had been revised and several new or modified air exercises had been incorporated. A set of prerequisites also was agreed to provide a logical method to advance students from one level of exercises to the next. These were used on a fall instructor course, which included several high time pilots. This course therefore served as a very useful vehicle to check on the fine details of each exercise. At the end of the year the manual was being revised, a new order, and a recommended sequence for all the flying exercises was agreed by the committee. The AIR NOTES and Manual itself were being circulated among the committee and other pilots for their input and feedback throughout the winter. The SAC Board of Directors agreed also that a series of seminars should be run before the next flying season to introduce the changes to the curriculum to all CFIs. At the same time it is planned to discuss related safety issues and the SAC safety program.

Training records and CAR requirements for student flight sign-offs

In 2002 an audit at one club showed the students and instructors were not signing off on each flight's objectives as required by CARs. Discussions were held with TC regarding the requirements, to determine if there is room for negotiation, it being that glider training flights are short compared to power training flights, and many occur in one day, etc. The issue was unresolved at the end of the year.

Instructor classification system Some modifications were made to the training content for the upgrading to Class I instructor. The emphasis will be on assessing standards as a CFI and the practical flying will include a review of the Practical Flight Test for licensing of student pilots. It is noted that Class I instructors would be doing the flight tests. A synopsis of the flight test curriculum is shown below.

Safety in 2002 See separate report below by Dan Cook, National Safety Officer.

Safety audits Clubs that have not submitted audits should

do so as soon as possible. It is emphasized again that the audits are primarily for the club's benefit; submitting them to the Association is our chance to suggest areas for improvements in the club's as well as the Association's operations. It also shows to the insurance company that we are being proactive regarding safety and that the club has shown due diligence in addressing safety related issues and concerns. We hope that assistance from the committee members will lead to enhanced safety in the club's operations. Not to be forgotten is the benefit that we derive from lower insurance rates that we hope will come from this program.

Glint Tape Trial OSTIV has a work plan to trial Glint tape on wings. This mirror tape is available in Canada for about \$200 a 4x4 ft sheet and we invite clubs to assess its use in Canada.

Post Bronze Badge Training The committee would like to see established a coaching system to encourage more FAI badge and contest flying. This program would involve coaches who may or may not be instructors. The Association together with CAS group training would train and certify the coaches.

Members: Dan Cook, Tom Coulson,
Fred Kisil, Joe Gegenbauer, Marc Lussier.

SAFETY REPORT 2002 — Dan Cook

Some of the accidents below were reported in *free flight* issue 4/02 and are included in some less detail here for this report along with the more recently reported accidents. Each accident has its own factors of cause and effect that are unique to that particular situation. Other factors are more in common with soaring as a whole. Sometimes we need to take two steps back to see the wider implications. We have an improvement in accident numbers, but there were three fatal accidents. What happened to us in 2002?

Fatal The glider, a Schempp-Hirth Open Cirrus, was observed during a winch launch, pitched up, continued to climb inexplicably, then rolled inverted and dove into the trees.

Fatal The glider, a SGS 1-23, was observed returning to the field, and appeared to be joining the circuit for landing. The glider was thought to be flying too slowly, appeared to enter a spin to the left, completing a half turn before impacting on a gravel road near the runway.

Fatal The missing glider was found near a saddle along a ridge in the mountains. From the wreckage a stall into the trees is suspected. One hypothesis is that an attempt to cross the ridge was possibly too low/slow; no accident report was received.

Substantial damage The glider was damaged in an off-field landing attempt. The pilot overshot his intended plateau landing area and went down the other side of the hill and hit a ditch-like roll across his path that bounced the glider.

Substantial damage The glider had its tail broken off in a deliberate ground loop on an outlanding into a too-short field. Late decision?

Substantial damage A Citabria towplane had a prop strike on the ground (\$7K).

Substantial damage A car ran into a Pilatus glider trailer damaging both the glider and the trailer (\$15K).

Substantial damage A 2-33 was left unattended and not secured when a wind gust lifted the upwind wing and aircraft. The undercarriage, elevator, vertical stabilizer and wing tip were damaged (\$12K).

Moderate damage Twin Astir canopy broken in wind gust. It had been left unlocked and unattended.

Minor damage A glider landed long as planned but braked hard to avoid hitting a hangar, which resulted in a ground loop. The wing hit the hangar receiving minor damage.

Minor damage At an airport after maintenance the glider's rear canopy opened during the tow and the pilot released to return to the reciprocal runway. Other traffic ready to take off rushed the pilot's decision to taxi off the runway leading to the wing striking a landing light.

Minor damage DG-300 wing dropped while waxing (\$1.5K).

Minor damage An ASW-15 canopy was damaged when the pilot's head struck it in turbulence.

Minor damage In a powered glider the pilot attempted to restart a retractable engine approaching the circuit. Restart was not successful; meanwhile the pilot was on base leg and too low to reach the airfield. Attempted to overfly but the wings struck the tops of tree branches on final approach and landed short of the field heavily, gear up, and with water ballast. Experienced pilot, low time on type.

Analysis

The first challenge with a yearly analysis is that it is difficult to draw any concrete conclusions from the small amount of data. The approach taken this year has been to look at the bigger picture and the types of accidents collectively over the last several years. Taking away those accidents related to maintenance or ground handling, we focused on the more life-threatening flying accidents. We noted that the problems we are experiencing here in Canada with respect to gliding accidents are mirrored in many other countries. For example, the SSA safety report produced last April in their *Soaring* magazine could easily be applied to the Canadian situation (suggested reading). As the report points out, it is too often easy to point the finger at pilot error and blame the individual. If you look closer you will see that most of the pilots, as in our accidents, were experienced, rational, intelligent, and motivated people like you and I. Why then would these experienced pilots have accidents?

In Canada, as in the US and many European countries, many of the fatal accidents can be attributed to stall/spin situations. Often the debate with respect to preventing these accidents has been about training and has been specifically about spin avoidance and spin recovery, often dividing into two camps. Spin recovery is an important skill but at very low altitudes it is not effective on its own. But leaving this argument alone for

a moment, there are other national gliding organizations that are not experiencing the same problems to the same magnitude. Why?

This issue of safety and training was looked at in detail during the last meeting of the OSTIV Training & Safety Panel. Each country attending described their accident statistics and problem areas. The situation in Canada over the last ten years could be grouped into three broad categories with a few sub-categories. In order from most common to least are:

- the *landing* phase (stall/spin approach, striking obstacles/wires, under/overshoots, ground loops);
- the *takeoff* phase (stall/spin on launch interruptions, groundloops) and;
- the *in-flight* phase (stall/spin, midair collision).

The conclusion of the discussions/comparisons was that many countries had exactly the same problems with a few countries such as Sweden, Norway, Denmark, UK having significantly fewer incidents compared to their pilot populations. The next challenge was to compare flight training methods and procedures to determine if there are any significant differences that might account for the better accident statistics. We were comforted by the fact that all the basics are the same, however we were surprised at some of the differences that have been targeted at the same problem areas that we are having. The countries having fewer accidents per pilot in relation to stall/spin, approach/landing and launch interruptions had recently modified their training techniques.

Human factors studies from airlines and the military have shown that in high-stress situations (life threatening) the human response is to revert back to the basic skills learned during the initial training. It is also not disputed that the law of primacy applies here; what is taught first will remain with us the longest and we will draw on those skills when needed at a future time. For these reasons some of the basic flight training in the countries mentioned has been hardened against these types of risks. For example, the area of stall/spin has been improved with emphasis on recognition/recovery from symptoms of the stall, followed by more thorough exploration of the stall/spin envelope. In the landing phase more emphasis/development was placed on approach control together with circuit planning and over/undershoot recognition.

The order in which skills are developed is believed to be better emphasized in Europe; this has been less formal in our SOAR manual. In the takeoff phase, the Europeans include more training in launch interruptions with emphasis on lowering the nose to the approach speed promptly, followed by taking preplanned appropriate actions or options. Generally noted is the emphasis on the correct approach speed, given the winds, for recovery at lower altitudes, rather than recovering to best L/D which is being taught at many of our clubs.

Why then is basic training improvement important to us as experienced pilots (who are having most of the accidents)? Our hypothesis is that the new students and low time pilots are not having the majority of accidents because the current

basic training meets most of our requirements. In the controlled environment of the club training and early flying, pilots are keeping their flying within limited parameters. As they gain experience they start to push the flight envelope and stretch beyond the normal limitations of local flying. When a flight situation occurs we revert to our basic skills which, perhaps, do not serve us to the degree we need them to. As pilots we may be trained well to recover from a spin but do we recognize all the situations that will get us into trouble? More importantly, we need to better learn how to avoid or recover from these situations. We have witnessed instructors who initiate climbing turns on rope release, or when a wing drops on takeoff, salvage the tow by using their skills to lift the wing and recover the launch. Why then are we surprised that a pilot will later groundloop on takeoff, or stall/spin during a launch interruption or attempted turn?

Table 1
Canadian fatal accidents – 1990 to 2002

Year	Fatal	Relationship suspected
90	4	1 x take off wing strike 1 x bounced landing 2 x stall/spin steep turn
91	1	1x stall spin on final
92	2	2 x stall/spin motorglider
93	0	
94	0	
95	0	
96	0	
97	0	
98	0	
99	4	1 x stall on short final 1 x stall/spin on final 2 x stall/spin homebuilt
00	1	1 x stall/spin off winch
01	3	1 x ? off winch 1 x stall/spin final turn 1 x stall? on mountain

Note: 23 Fatal accidents 72 -95

Flight phase of Canadian accidents

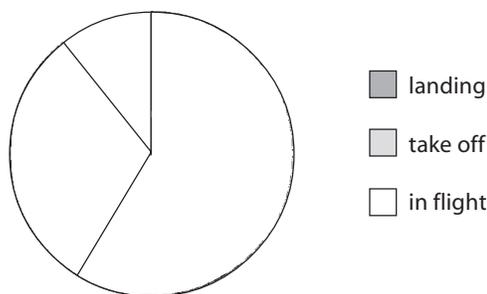


Table 2

OSTIV – T&SP Comparison of national data

Country	No. of Fatalities	Period	Totals			Rates		
			Launches	Members	Gliders	Launches/fatality	Members/fatality	Gliders/fatality
Australia	10	93-97	519,000	17,573	5,645	51,900	1,757	565
Belgium	3	97-01	105,564	4,582	1,410	35,188	1,527	470
Canada	5	97-01	110,000	6,500	3,000	22,000	1,300	600
Denmark	5	97-01	320,424	9,523	2,275	64,085	1,905	455
Finland	1	90-94	276,180	10,236	1,859	276,180	10,236	1,859
France	31	93-97	1,259,134	73,209	9,302	40,617	2,362	300
Germany	67	97-01	4,998,776	182,421	39,027	74,609	2,723	582
Netherlands	3	91-95	800,868	21,413	3,057	266,956	7,138	1,019
Norway	1	95-99	63,084	8,173	784	63,084	8,173	784
Sweden	2	97-01	318,010	14,513	2,672	159,005	7,257	1,336
UK	22	94-98	1,736,005	40,523	10,483	78,909	1,842	477
USA	29	95-99	2,400,000	70,000	22,200	82,759	2,414	766
Total	179		12,907,045	458,666	101,714	Avg 72,106	2,562	568

Conclusions

Unfortunately, there is no magic bullet solution. We know major factors affecting accidents are pilot attitude, organizational climate (club leadership and safety culture), and basic flying skills including knowledge. Within SAC clubs, we have been working on changing pilot attitude and organizational climate over the past few years and will benefit from that effort as long as we maintain our will to improve. The next step to managing risk is to harden our training against the types of accidents that are most common in our flying.

The FT&SC has put a lot of effort into upgrading the flight-training syllabus in an effort to harden us against future situations that could lead to accidents. Inputs from safety and training groups internationally and from improvements suggested in our instructor courses and visits to clubs have been incorporated into the amendments. It is now up to every one of us to create the climate that will allow us to implement it and benefit from the results.

FREE FLIGHT — Tony Burton

2002 was another good year for *free flight* and I trust you have enjoyed getting it. There were five 24 page and one 28 page issues in 2002. Thanks to everyone who took the time to contribute stories or even a bit of filler material — the magazine depends on you for its content. I particularly invite pilots to send *free flight* a detailed report if they have had an “interesting” incident or accident (I’ll keep it anonymous if you wish) — it makes very useful safety reading.

Thanks to all you photographers who sent me good photos, even if some were not used — they are on file. Some could not be used as they were digital files which just didn’t contain

enough pixels for good resolution in a magazine which needs 300 dpi minimum.

The web and e-mail has become pervasive. The primary reasons are instant access and significant cost savings in distribution of printed and graphical material. A secondary reason, but primary from my point of view as *free flight* editor, is the search function — the magazine becomes accessible and searchable by anyone over an extended period of time when stored electronically as .pdf files. However, there is no thought of eliminating the printed original. Nothing replaces (yet) the ease and practicality of reclining with a copy of *free flight*. Arguably, paper will always last longer than any hard drive — if the medieval monks had computers rather than parchment, there wouldn’t be any Western history on library shelves!

The work on the “searchable” index for *free flight* has stalled. Susan Snell built the keyword-searchable index which is now running on the SAC website but she is now no longer maintaining it. We need to have someone take over the function who is a programming guru as there are technical problems with moving the current search function off Susan’s Linux system. To date, the index has been completed back to 1970. Eventually ALL issues of *free flight*, which go back fifty years, will be indexed — that’s the goal anyway.

This index will be an immensely useful resource — these volumes contain a lot of valuable information which *does not* go out of date: soaring techniques, safety issues, training methods, etc. And of course, the history of the sport in Canada (people, contests, gliders, events) will be available with a few key-strokes.

Please let us know what you are doing at your club that is of interest or value to others across the country. I remind club executives to ensure that *free flight* is on their mailing list (if

you don't have a newsletter, please have someone correspond on your activities) and give the office and *free flight* changes to your address, phone number, e-mail, or contact person.

Thanks to Ursula again for her proofreading. The new printer in Ottawa is giving me a good turnaround on the magazine.

I also prepare other material for SAC members — for example an OO "test" and most of the SAC forms, all of which are on the SAC documents web page. I enjoy the work of editor — the rest is up to you.

INSURANCE — Richard Longhurst

The 2003 insurance plan is now in place, and renewal information has been forwarded to club treasurers. The purpose of this communication is to provide you with a background to the insurance discussions this year.

Historically the insurance industry had been suffering from low profitability. Due to competition, insurers had difficulty raising premiums to economic levels without being faced with a loss of business. During this period we experienced a significant consolidation of insurance companies as they endeavoured to minimize costs and increase market share. While more recently there was some upward trend in rates, the events of 11 September 2001, coupled with the disappearance of many of the companies formerly operating in the market, provided both an added reason and opportunity for those remaining to make significant corrections to premiums and coverages, both for 2002 and 2003, and to look more critically at not offering coverage to certain risks.

While the change of our insurance year to December 31 was primarily undertaken for different reasons, it had a favourable effect on this year's renewal. Last year the plan absorbed the brunt of the post 9/11 increase, so that this year (while other insurance clients are still suffering the effects of this increase) the cost of our insurance proposal increased only modestly.

We had been hoping for two or more companies to submit competing quotes this year; however, as has been the case

for the past several years, there was only one serious offer to deal with from the proposals that had been solicited. Coverage for the forthcoming year provided an overall increase of approximately 4% from the 2002 rates. This was achieved by a significant decrease in our claims for the past two years, together with having absorbed the 9/11 adjustments as described above.

Before release, all rates were checked for accuracy and, as always, particular care was taken with the pricing for private aircraft to ensure the final rates would be competitive with coverage available in alternative markets. For those who wish to defer payment of the premium, an installment payment option continues to be available, but at a lower rate than last year.

General Information

Glider trailer physical damage

Coverage is once again being offered. Coverage is for the actual cash value of the trailer, up to a maximum of \$15,000. There is a \$500 deductible for each and every loss. The premium for 2003 remains at \$150 per trailer. Please note; all trailer *liability* coverage must be placed through a normal automobile insurance program or insurer in your province.

Premises liability

Coverage for all clubs is mandatory. This covers premises and operations other than aircraft to a liability limit of \$3,000,000 at \$150 per club.

Minimum liability coverage

on all gliders under the plan is \$1,000,000 per seat. All owners are encouraged to cover for more than the minimum.

Coverage amendments and highlights from 2002 and new for 2003

War risk and terrorism Coverage is no longer included and is not available — this is the same as 2002.

Worldwide coverage No longer automatic. The standard policy territory is Canada and the United States of America, its territories and possessions, Mexico and the Caribbean. Should worldwide coverage (excluding hostile areas) be re-

SAC INSURANCE HISTORY, 1991 – 2002

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Insured Clubs	38	39	41	40	39	32	37	37	39	41	38	35
Total Aircraft	370	384	384	417	413	393	387	411	359	376	306	276
Hull Value (\$M)	7.33	7.99	8.57	9.09	9.43	9.13	8.61	10.15	10.55	10.89	9.49	8.56
Hull Premium (\$K)	201	229	198	221	244	247	241	267	289	306	300	287
Hull Losses (\$K)	48	153	258	205	225	185	151	340	347	280	127	147
Hull Loss Ratio (%)	24	67	130	102	89	75	63	127	120	92	42	51
Total Premium (\$K)	295	328	298	323	354	356	347	423	435	466	493	508
Total Losses (\$K)	53	164	274	253	240	1616	1717	456	401	339	127	147
Premium/Losses (%)	18	50	92	79	68	454	495	108	92	73	26	29

quired, a one time \$500 charge will apply. No aircraft will be allowed outside of the standard policy territory for more than 60 consecutive days. This is also unchanged from 2002.

Non-owned aircraft liability

This coverage will no longer be automatic for private members. This applies where you wish to rent or borrow an aircraft not currently insured under the SAC policy eg. on a trip to the USA. You can obtain coverage by separate application and premium, but hull coverage is not available. As a result, if you are renting an aircraft you are better off to take the insurance option offered by the operator. Coverage is available only as follows:

- Prior notice required.
- \$250 premium, maximum 2-seat gliders, for \$1,000,000 combined single limit for bodily injury and property damage, no physical hull coverage available. Wording available on request.

Instructor errors and omissions

\$100,000 of coverage is now included in the SAC program. Unchanged from 2002.

Personal Injury Liability

The limit is now \$1,000,000 for personal injury (ex. libel, slander, defamation of character, etc). This is not bodily injury. New for 2003.

Thanks are due to Doug Eaton and Keith Hay for their assistance on the Insurance committee. For the forthcoming year the committee has been asked to review coverage available through COPA and EAA. The committee will also look into the feasibility of obtaining coverage for commercial operations.

MEDICAL 2002 — Dr. Peter Perry

This year's report will be brief since there have been no medical licensing problems brought to my attention, and this has followed the trend since the introduction of the Category 4 Licence. It is difficult to believe that we have no problems, in view of the aging pilot population.

With the possibility that gliding may become an Olympic sport, performance-enhancing drugs are being investigated as they may relate to gliding. One such drug is used to stimulate red blood cell production in patients whose bone marrow is suppressed by kidney failure, resulting in anaemia. I have not received any updated information on this topic, but will keep you informed.

Otherwise — "All Quiet on the Western Front"

RECORDS 2002 — Roger Hildesheim

It has been quite a year for Canadian records. However, to Tony Burton's credit, he quickly offered to double my salary! Here are the statistics for 2002:

Claims Received: 26
 Claims Rejected: 2
 Claims Approved: 25 (24 in 2002, one from 1999)
 Claims Pending: 2

My own personal award for most complete, neatest and concise claim of the year is Tim Wood. Tim's claim packages remind me of what my grade school teachers tried to guide me toward, but never really succeeded!

As you can see, Canadians have been busy in Australia this year. Tracie's 752 km Free Out & Return Distance claim is of special note as it exceeds the existing citizen records for Feminine, Club and Open categories. I believe that this is the first time that has ever happened. Well done!

As our local 2003 season draws closer, now is time to check the calibration date of your flight recorder and reread the FAI Sporting Code if you planning to break records this year. It is important that you understand the rules and prepare in advance of the day of your flight. If you have any questions, please drop me a line and I will try to get you a timely answer. After two years as your records chairman, I'm actually starting to be able to answer most questions without digging through my "well used" copy of the Sporting Code. It has been a continuing pleasure to be your records chairman.

The record flights approved in 2002 are as follows:

Pilot	Dale Kramer
Date/Place	29 November 1999, Julian, PA
Record type	100 km Triangle speed, Open, citizen
FAI category	3.1.4h
Sailplane type	LS-4a, N7LR
Speed claimed	168.1 km
Task completed	3 GPS turnpoints
Previous Record	Peter Masak, 141.4 km/h, 1985

Pilot	David Mercer
Date/Place	8 October 2002, Cowley, AB
Record type	100 km Triangle speed, Club, territorial
FAI category	3.1.4h
Sailplane type	Genesis 2, C-GBKK
Speed claimed	115.6 km/h
Task completed	3 GPS turnpoints
Previous record	unclaimed

Pilot	Tracie Wark
Date/Place	18 January 2002, Tocumwal, Australia
Record types	100 km speed to goal, Feminine & Club, citizen
FAI category	SAC only
Sailplane type	LS-4, VH-CXP
Speed claimed	106.4 km/h (Fem), 101.1 km/h (Club)
Task completed	Start: 35° 36.212 S, 145° 50.271 E Goal: 34° 52.679 S, 146° 36.734 E
Previous Record	Not claimed

Pilot	Tracie Wark
Date/Place	18 January 2002, Tocumwal, Australia
Record types	Free out & return, Feminine & Club, citizen
FAI category	DOF 3.1.4b
Sailplane type	LS-4, VH-CXP

Distance claimed 320.2 km (Fem), 304.2 km (Club)
Task completed Tocumwal to 34° 34.904 S, 146° 46.293 E, return
Previous Record Not claimed

Pilot **Tracie Wark**
Date/Place 20 January 2002, Tocumwal, Australia
Record types 500 km O & R speed, Feminine & Club, citizen
FAI category DOF 3.1.4g
Sailplane type LAK-12, VH-GDE
Speed claimed 99.6 km/h (Fem), 86.1 km/h (Club)
Task Tocumwal to West Wyalong, and return
Previous record Not claimed

Pilot **Tracie Wark**
Date/Place 20 January 2002, Tocumwal, Australia
Record types Out & return distance, Feminine & Club, citizen
FAI category DOF 3.1.4e
Sailplane type LAK-12, VH-GDE
Distance claimed 510.3 km (Fem), 441.4 km (Club)
Task Tocumwal to West Wyalong and return
Previous record Not claimed

Pilot **Spencer Robinson**
Date/Place 20 January 2002, Tocumwal, Australia
Record type Free out & return distance, Open & Club, citizen
FAI category 3.1.4b
Sailplane type LS-6, VH-GLP
Distance claimed 529.9 km (Open), 462.6 km (Club)
Task completed Tocumwal, West Wyalong North, Tocumwal
Previous Record Open: Walter Weir, 519.4 km, 1995
Club: Tracie Wark, 304.2 km, 2002

Pilot **Spencer Robinson**
Date/Place 24 January 2002, Tocumwal, Australia
Record type 200 km triangle speed, Club, citizen
FAI category SAC only
Sailplane type Standard Cirrus, VH-GZR
Speed claimed 81.6 km/h
Task completed Tocumwal, Urana, Wood Park, and return
Previous Record Not claimed

Pilot **David Springford (Pat Templeton)**
Date/Place 24 January 2002, Tocumwal, Australia
Record type 200 km Triangle speed, Multiplace & Club, citizen
FAI category SAC only
Sailplane type Duo-Discus, VH-GIE
Speed claimed 108.5 km/h (Multi), 95.9 km/h (Club - David only)
Task completed Tocumwal, Urana, S 35° 14.16' - E 145° 39.67',
and return
Previous Record Multi: Charles Yeates (K Yeates), 79.5 km/h, 1987
Club: Spencer Robinson, 81.6 km/h, 2002

Pilot **Pat Templeton (David Springford)**
Date/Place 24 January 2002, Tocumwal, Australia
Record type 100 km Triangle speed, Multiplace & Club, citizen
FAI category 3.1.4h
Sailplane type Duo-Discus, VH-GIE
Speed claimed 112.7 km/h (Multi), 99.6 km/h (Club - Pat only)
Task completed Tocumwal, Savernake, Berrigan NW, return
Previous Record Multi: Charles Yeates (K Yeates), 102.7 km/h, 2001
Club: unclaimed

Pilot **Tracie Wark**
Date/Place 25 January 2002, Tocumwal, Australia
Record types 400 km triangle speed, Feminine & Club, citizen
FAI category SAC only

Sailplane type LAK-12, VH-GDE
Speed claimed 95.0 km/h (Fem), 82.2 km/h (Club)
Task Tocumwal, Yanco South, Walla Walla, and return
Previous record Not claimed

Pilot **Dave Springford**
Date/Place 25 January 2002, Tocumwal, Australia
Record type 750 km Triangle speed, Club, Citizen
FAI category SAC only
Sailplane type LS-8, OH-898
Speed approved 94.6 km/h
Task completed Tocumwal, Cootamundra, Hillston, Tocumwal
Previous record unclaimed

Pilot **Tracie Wark**
Date/Place 26 January 2002, Tocumwal, Australia
Record types 200 km speed triangle, Feminine & Club, citizen
FAI category SAC only
Sailplane type LAK-12, VH-GDE
Speed claimed 99.9 km/h (Fem)
Task completed Tocumwal, Bundure SW, Daysdale, and return
Previous Record Fem: Marion Barritt, 68.7 km/h, 1970

Pilot **Tony Burton**
Date/Place 26 May 2002, Black Diamond, AB
Record types 300 km Triangle speed and Triangle dist, Club
FAI categories 3.1.4h and 3.1.4f
Sailplane Russia AC-4C, C-GJEC
Speed/dist. claimed 78.2 km/h and 365.2 km
Task completed Black Diamond, Bassano, Carmangay, and return
Previous Records Not claimed

Pilot **Trevor Florence (Jim King)**
Date/Place 30 May 2002, Invermere, BC
Record type Free 3 TP distance, Multiplace, territorial
FAI category 3.1.4c
Sailplane type Duo Discus, C-FDUO
Distance claimed 689.0 km
Task completed N50°31.7' W115°56.7' to N51°26.8' W116°55.7'
to N49°19.0' W115°06.7' to N51°01.0' W116°23.9'
to finish at N51°20.5' W115°48.1'
Previous Record Trevor Florence (D. Turner), 521.3 km, 1999

Pilot **Trevor Florence (Jim King)**
Date/Place 30 May 2002, Invermere, BC
Record type 200 km Speed to goal, Multi (with J King)
& Club (Florence only)
FAI category SAC only
Sailplane type Duo Discus, C-FDUO
Speed claimed 91.5 km/h (Multiplace), 80.9 km/h (Club)
Task completed Start: N51°17.0' W116°54.0'
Goal: N49°41.2' W115°35.8'
Previous Records Not claimed

Pilot **Bruce Friesen**
Date/Place 1 June 2002, Chipman, AB
Record type 300 km Out & Return speed, Club
FAI category SAC only
Sailplane type Standard Austria, C-FPDM
Speed claimed 113.6 km/h
Task completed Chipman, Kitscoty, Chipman
Previous Record Not claimed

Pilot **Bruce Friesen**
Date/Place 1 June 2002, Chipman, AB
Record type Free Out & Return distance, Open & Club

FAI category	3.1.4b
Sailplane type	Std. Austria, C-FPDM
Distance claimed	315.4 km (Open), 425.8 km (Club)
Task completed	Chipman, Kitscoty, Chipman
Previous Record	Open and Club: both unclaimed
Pilot	Mike Glatiotis
Date/Place	3 June 2002, Valemont, BC
Record type	Free 3 TP distance, Open & Club, territorial
FAI category	3.1.4c
Sailplane type	HP-18 (mod), C-FETQ
Distance claimed	860.7 km (Open), 869.3 km (Club)
Task completed	start McBride ridge, TPs at Lussier Hot Springs, Willowbank summit, Radium Hot Springs, Inver.
Previous Record	Open: Tim Wood, 776.1 km, 2001 Club: Trevor Florence, 770.4 km, 2000
Pilot	Mike Glatiotis
Date/Place	3 June 2002, Valemont, BC
Record type	Free distance, Club, territorial
FAI category	3.1.4a
Sailplane type	HP-18 (mod), C-FETQ
Distance claimed	480.6 km
Task completed	McBride ridge to Lussier Hot Springs, BC
Previous Record	Not claimed
Pilot	Tim Wood
Date/Place	24 June 2002, Invermere, BC
Record type	Free 3 TP distance, Open, territorial
FAI category	3.1.4c
Sailplane type	LS-3a, N57SS
Distance claimed	871.9 km
Task completed	3 GPS turnpoints
Previous Record	Mike Glatiotis. 860.7 km, 2002
Pilot	Tony Burton
Date/Place	21 July 2002, Black Diamond, AB
Record type	200 km Speed to Goal, Club
FAI category	SAC only
Sailplane type	Russia AC-4C, C-GJEC
Speed claimed	113.2 km/h
Task completed	Black Diamond to Warner a/p, AB
Previous Record	Trevor Florence, 80.9 km/h, 2002 Club: Not claimed
Pilot	David Mercer
Date/Place	13 October 2002, Cowley, AB
Record type	100 km Speed to goal
FAI category	SAC only
Sailplane type	Genesis 2, C-GBKK
Speed claimed	113.0 km/h
Task completed	Cowley GPS start to Champion, AB
Previous record	Tony Burton, 93.3 km/h, 1999

SPORTING — Jörg Stieber

Nationals Rules

2002 After extensive changes in 2001, only minor changes were required to update the rules for the 2002 Nationals.

2003 The rules are currently under review for the 2003 season. The following changes are being considered:

- Replacement of the finish gate with a minimum height finish cylinder to prevent finish gate conflicts.

- Introduction of a scaled penalty system for airspace violations to introduce more fairness in this area.
- Introduction of the Assigned Area Task (AAT)

The AAT has been used at the Worlds level and in contests in Europe and the US for several years now. This task form does not require a pilot to reach a pre-determined turnpoint but allows a turn in a *turn area* with subsequent optimization of the flight.

Advantages:

- Safety — reduction of gaggles and elimination of turnpoint congestion.
- Elimination of mass landouts at turnpoints in rain or dead air — the pilot decides how far to fly and where to turn.
- Less chance of task over- or undercall.
- No more catastrophic scores because of narrowly missed turnpoints.
- Added dimension of pilot decision-making.
- Pre-defined TPs are a relic from the OO and camera age.

Disadvantages:

- Requires sophisticated flight evaluation software.

Recommendation: Develop scoring software and draft rules for the AAT, preferably based on the TDT concept. In 2003 try-out in lower level contests such as the Ontario Provincials. This will allow to prove the rules as well as the software. It will also give pilots a chance to develop and practise the different strategies required for this type of task. If successful, incorporate into the rules for the 2004 Nationals.

Online Contest Canada

Starting with a Roundtable discussion, the rules for combining the Canadian Decentralized Nationals and the Online Contest (OLC) were developed in cooperation with Ernst W. Schneider and CAS. Thanks to Ernst for his efforts in persuading the operators of the OLC website to set up a separate section for OLC Canada as well as implementing some special Canadian requirements.

The Canadian Decentralized Nationals based on the OLC were very successful, both in participation as well as in the number of cross-country flights recorded.

134 participants entered the contest, 100 submitted flights. A total of 150,000 cross-country kilometres were recorded in 826 flights. Larry Springford submitted the longest flight with 1078 km, originating at Ridge Soaring in Pennsylvania. Mike Glatiotis submitted the longest flight recorded in Canada with 875 km, originating from Invermere, BC. This level of participation is in stark contrast with only twenty pilots who participated in the "old" Canadian Decentralized Nationals in 2001.

A decentralized competition gives pilots who cannot make the time and/or travel commitments to attend other competitions, the opportunity to participate in competitive cross-country soaring. Due to its nature as an ongoing contest, the OLC also provided inspiration and motivation for pilots who attend traditional contests. The members of the Sporting

committee view the SAC Board's decision not to underwrite the annual cost for the OLC with regret.

Use of commercial off-the-shelf GPS for badge documentation

A suggestion to lobby the IGC to allow the use of unapproved GPS flight data recording devices was considered and discussed on the Roundtable. However, for the following reasons it was decided not to pursue this issue further:

- It is questionable if the use of non-approved flight data recorders would lead to a significant increase in badge attempts and badge claims. Under the current rules, badge flights can be documented using cameras and barographs if the cost of approved flight data recorders is a problem.
- The effort to draft a proposal that has a chance of being accepted and to build support at the IGC level for a change in badge requirements would be significant and would certainly exceed the resources of the Sporting committee in its present form. The Sporting committee would have to be expanded, ideally by a dedicated task force.
- Only two participants seemed to be seriously interested in this subject. When asked to look for volunteers for a task force, the main proponent declined to get involved.

Nationals 2002 The Nationals were hosted by MSC. All tasking was based on TDT. On the last day numerous airspace penalties were assessed. This raised the question of how to apply penalties in a fair way. These issues were further analyzed and discussed in *free flight 5/02*. In addition to scoring by class, combined scores for all classes were compiled. Unfortunately, these scores cover only three days, one of which had a shorter task time limit for the Sports class. Therefore the combined score was not used for seeding list purposes in 2002.

Team Selection Policy

The seeding list for 2002/3 was prepared and published based on the results of the individual classes. As planned, the provision to select the Canadian team ten months before the respective World Championships will be implemented this year. The Sporting committee recommends that combined handicapped scores for 15m, Standard, and Club classes be used as the basis for team selection for all international classes in the future, provided that the combined scoring covers at least four days of the Canadian Nationals, and all classes have the same task time limits on at least three days.

Canadian Team for the 28th World Championships

The members of the Canadian Team for the 28th World Gliding Championships, 2003 in Leszno, Poland are: Dale Kramer, Std class; Peter Masak, 15m class; Ed Hollestelle, 18m class.

Thanks I want to take this opportunity to thank my fellow committee members for donating their time. Thanks also to:

- The good people of MSC for hosting the 2002 Nationals
- Ursula Wiese for her continued work maintaining *The Book of the Best* and the criteria for the various SAC trophies.
- The CAS executive for their support.

members: Colin Bantin ccbantin@sympatico.ca
Walter Weir waltweir@inforamp.net

TROPHIES & AWARDS — David McAsey

The 2002 soaring season has seen more than the usual number and quality of achievements by Canadian glider pilots. It also has prompted questions about the national awards program and whether basic changes are needed if it is to continue to be a major motivator for achievement of excellence in the sport. The latter is the subject of a separate section of this report.

FLIGHT TROPHIES

Stachow Trophy (*highest flight of the year*)

One day during the Cowley fall wave camp in Alberta, six pilots not only achieved Diamond height gain, but came within a few hundred feet of Flight Level 280, the highest altitude ASC set for the block airspace with Nav Canada. Co-winners of the Stachow Trophy are:

Jeff Anderson	Cold Lake Soaring Club
Mel Blackburn	Canadian Rockies Soaring Club
Derek Brown	Cold Lake Soaring Club
Al Hoar	Cu Nim Gliding Club
Dave Rolland	Cu Nim Gliding Club
Phil Stade	Cu Nim Gliding Club

Canadair Trophy (*five best flights of the year*)

Once again, the Columbia Valley of BC has proven to be a prime location for distance flights, and once again SOSA's **Tim Wood** recorded the five best flights of the year there. In his LS3a, Tim achieved actual flight distances of 811.8 km, 650.3 km, 643.9 km, 693.3 km and 872.4 km, adding up to 3,671 km. All the flights took place between 3 June and 5 July.

BAIC Trophy (*best flight of the year*)

The best flight of the year, which set a new Canadian territorial record, was also won by **Tim Wood** of SOSA. This was a free three turnpoint distance flight flown on the east side of the Columbia Valley between Bush Arm and Kinbasket Lake at the north end, and the USA border to the south.

Of the total flight time of 10 hours and 29 minutes, Tim spent only 13% in thermals. His aggregate height gain in 31 thermals was 30,827 feet, and 85% of the total flight time was spent in 32 straight runs. Losing height at an average rate of 60 feet per minute, Tim took advantage of large areas of thermal and ridge lift along the crest of the ranges on the east side of the valley. Total length of the flight track over the ground was 1,237.4 kilometres, for an average speed along the track of 118 km/h.

"200" Trophy (*best 5 "novice" flights*)

This trophy, for the best five flights in Canada of a pilot with less than 200 hours of solo time at the start of the year, was won by Mel Blackburn of the Canadian Rockies Soaring Club. Mel, who had logged only 50.8 solo hours at the beginning of the season, flew a total of 1336.6 actual kilometres in his new PW-5 for his five best flights. The longest was 314.5 kilometres on a declared course. All flights, with the exception of one landout, began and ended at Invermere airport in the Columbia Valley of British Columbia.

Certificate of Achievement

Vaughan Allan has been awarded a Certificate of Achievement for his pioneering work in utilizing mountain wave for distance flights. Building on the achievements through the years of other wave explorers such as Dick Mamini and Mike Glatiotis, Vaughan achieved some remarkable distance flights in 2002. Furthermore, his detailed mapping and analyses of his wave flights will encourage others to test the limits of wave flying in western Canada.

COMPETITION TROPHIES

These trophies were awarded at the Nationals at Rockton (more details in *free flight 4/02*):

MSC trophy –

15m class Champion *Walter Weir*

Wolf Mix trophy –

Standard class Champion *Jörg Stieber*

CALPA trophy –

Club class Champion *Adam Zieba*

Dow trophies – best assigned task flown

15m class 307.5 km @ 102.5 km/h *Walter Weir*

Std class 311.5 km @ 103.8 km/h *Dale Kramer*

Club class 278.3 km @ 92.9 km/h *Adam Zieba*

Carling O’Keefe trophy – Best team – *not awarded*

SOSA trophy – Best novice – *not awarded*

OTHER TROPHIES & AWARDS

FAI Paul Tissandier Diplomas

This prestigious diploma, established by the FAI in 1952, is named after Mr. Paul Tissandier, who was Secretary General of the FAI from 1919 to 1945. It may be awarded to those who have served the cause of aviation in general and sporting aviation in particular, by their work, initiative, devotion, or in other ways. The following Diplomas were awarded to Canadian glider pilots for the year 2001:

Walter Weir

Walter is well known within the soaring community and has been an active contributor at the national level for many years. He is the chairman of the FAI Awards Committee of the Soaring Association of Canada and has homologated Canadian applications for FAI badges for more than a decade. He is also a recognized name on the competition scene and has competed in numerous contests in Canada and the United States.

George Dunbar

George Dunbar has been a pioneer in Canadian soaring and an active participant since approximately 1940 when he flew with the McGill Gliding Club. After World War II, he was instrumental in the formation of the first Maritime province club, the Gull Gliding Club of

Dartmouth, Nova Scotia. George served as a director of SAC starting in 1954 and later held various positions such as Pacific Zone Director, Trophy & Awards chairman, Director-at-Large, and the Alberta Soaring Council secretary-treasurer.

He has been very active in sporting and contest matters over many years including crewing at four World Contests. His fame as the “Father of Computer Scoring” arose from his years as a scorer at the Canadian Nationals. He developed the first computer scoring system for the 1969 Nationals at Innisfail using a time-shared remote computer terminal connected to a mainframe in Seattle. George continues to give his expertise and encouragement to the sport that has benefited so much from his outstanding contributions over more than 60 years.

For info on previous recipients, see pages 56-58 of “Book of the Best”, 2001 edition, available on the SAC documents webpage.

Walter Piercy trophy (*instructor of the year*)

Named Instructor of the year by Ian Oldaker was **Denis Pépin** of Club de Vol à Voile Québec. Denis has demonstrated by his actions, leadership and professionalism a genuine interest in flight training standardisation within his club. He organized the 2002 instructor course held in Québec and he helped in the flight training portion of the course. He is well respected by his peers and has been a long-time driving force for the club and gliding general in Québec. He is considered to be a worthy winner of this annual award.

Hank Janzen trophy

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

Named by Ian Oldaker for best contributions to gliding safety was **Marc Lussier**, Montreal Soaring Council. Marc has always been a promoter of flight safety in the club, having held positions in the club of Safety Officer, Chief Tow Pilot, and now the deputy Chief Flying Instructor. He has contributed numerous lectures, student refresher clinics and Safety talks. In addition to his efforts at MSC, Marc’s contributions are also recognized in other regions of Québec and in the Air Cadet movement. He has run several instructor courses including the one at CVVQ in 2002. He is well appreciated by his colleagues and his students and is considered a worthy winner of this award.

Roden trophy (*club soaring skills development*)

This trophy is awarded to the club that, for its size, develops the soaring skills of the largest numbers of its pilots and is consistently aggressive in badge development.

This year, the club winning the Roden Award achieved a higher score than any other winner in memory. The 27-member **Great Lakes Gliding Club** awarded a total of 33 badges: 22 A and B badges, five Bronze badges, six C badges, and one Silver badge. Second in the race was the Vancouver Soaring Association, which has made a tradition of being among the leaders in awarding badges. Badges provide glider pilots at all skill levels with a strong motivation to continually increase their skills and accomplishments in the sport.

Recommendations for SAC Trophy Awards

Criteria for the SAC Canadair, BAIC and "200" trophies are almost identical to those for the on-line contest (OLC). The latter competition has the advantage of showing rankings throughout Canada and internationally within hours of flight completion. It has become a primary reference for Canadian pilots wishing to win awards, and the leaders of the OLC were the only ones who applied this year for the SAC trophies mentioned above. It would appear that the only pilots who might apply for SAC trophies and not be listed in the OLC are those who use barographs and cameras.

I suggest that the SAC Board consider finding a way of merging the OLC results for the three trophies above with the SAC awards, thereby making the on-line winners the winners of the SAC awards. As mentioned above, required changes to the respective terms of reference would be minimal.

This year the Stachow trophy was awarded to six pilots, each of whom reached the height limit of FL 280 in the Cowley wave. I have consulted widely in the meantime, especially with Mr. Stachow, and agree with him that in future exact absolute altitude should continue to decide the winner, and that barographs should be calibrated after the flight claim. This might mean that those attempting to win the trophy might have to plan their flights on forecasts available a day or more before the attempt, in order to arrange requisite air-space clearances.

After a number of years as Trophy chairman, I wish to resign. I appreciate having had the opportunity to serve SAC in this capacity.