

**SOARING  
ASSOCIATION  
OF  
CANADA**

**ANNUAL REPORTS FOR 2011  
& 2012 AGM Minutes**

*The following information is SAC's report on the activities of the Association in 2011.*

*The full financial statement is available on SAC web site.*

# MINUTES – 2012 SAC AGM

17 March, Aviation Museum, Hamilton, ON

## Introduction

The 67th annual general meeting of SAC opened at 12:45 with a quorum present. SAC President, Sylvain Bourque opened the meeting with a welcome to everyone.

The SAC annual trophies were presented by John Mulder, Dan Cook and Dan Daly. (The recipients are listed on page 25 in the Trophies chairman report for 2011.)

### Motion #1

Moved by Keith Hay, seconded Tom Coulson, that:  
*“the 2012 meeting agenda be accepted.”* Passed

### Motion #2

Moved by Sergei Morozov, seconded Roger Hildesheim, that:  
*“the minutes of the 2011 AGM be accepted.”* Passed  
(These minutes are in SAC Reports on the website.)

## Presentation of reports

**Insurance – Keith Hay** Keith noted that the on-line renewal system begun in 2011 was working well. There were problems with the accuracy of the SAC member database at the SAC Office, with errors and omissions that affect the verification of member insurance policies. An example would be non-reporting by clubs of Life members as a result of no fees being processed. Work is underway to include environmental damage coverage within the premises liability.

**Treasurer – David Collard** David noted the dangers of being a SAC auditor, given that the last two have died following SAC AGMs. The 2011 global financial problems caused losses to the SAC trusts. On questions regarding the large differences in budgetted items from last year, he explained that it arose largely from rearranging pots of money to better reflect the true costs of different functions of SAC (example. the FT&SC meeting expenses shifted to that committee from “Meetings & Travel”). The condo still resists being sold.

Concern was expressed from the floor on the general use of SAC trusts. The proposed membership fee schedule for 2012 is unchanged, and the budget is marginally larger.

**Dan Daly – Safety** Dan presented a brief overview of the 2011

accident/incident stats. He noted the increased emphasis that other countries are placing on national safety programs.

### Motion #3

Moved by Tom Coulson, seconded Tony Burton, that:  
*“the Frouin Group be appointed to audit the 2012 financial statements of the SAC.”* Passed

### Motion #4

Moved by York Soaring, seconded Jim Carpenter, that  
*“whereas each year for more than ten years our Association has reported an excess of revenue over expenses, for year 2012 the SAC Regular Membership fee will be \$89.00.”*

A good discussion followed. York Soaring’s basic concern was that SAC did not have programs in place to address the long-term problems of the sport, a focal point being the steady loss of membership. Ideas were expressed on the current use and means to make further use of SAC funds. The Board stated that it understands the concerns presented and is committed to exploring ways to improve growth in membership and retention of current members. Examples were given of initiatives that were being worked on at present.

On a ballot vote, the motion was defeated 1047 to 129

### Motion #5

Moved by Dennis Froese, seconded Jim Fryett, that:  
*“the 2012 budget with its associated membership fee schedule be accepted.”* Passed

### Motion #6

Moved by Dave Springford, seconded Ian Oldaker, that:  
*“the activities and decisions of the SAC Board for 2011 be approved.”* Passed

## New Business

Jay Allardyce, Prairie Zone director, spoke to a new national committee being formed to study means by which SAC can assist clubs with marketing the sport.

### Motion #7

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

# SAC BOARD OF DIRECTOR REPORTS

## **SAC PRESIDENT – Sylvain Bourque**

We are fortunate to be surrounded by a wonderful team of volunteer directors and committee chairmen and members with different professional backgrounds and aeronautical experience who complement each other. I'm proud to be part of this board that has such a good variety of backgrounds and a huge involvement in the soaring community. Let me take this opportunity to thank them for their hard work with SAC. The Board consists of:

*Sylvain Bourque*, President and Eastern Zone Director. I first flew gliders in 1994 and am an active member of AVV Champlain, involved in training, towing, and in accounting as Treasurer. I'm a Class 1 glider instructor and have a Commercial Pilot Licence (CPL). I've organized the winter French ground school in the Montreal area since 1995, am an aeronautical radio examiner, aviation language proficiency test examiner, and an authorized person for gliding licensing. I fly a Pegase with two other partners. My work is a field production cameraman instructor and a supervising technician for Radio-Canada in Montreal.

*Eric Gillespie*, is the Ontario Zone Director. He started gliding in 1998. Since then Eric has flown in various parts of Canada, the U.S. and New Zealand. He has flown and owned a wide variety of gliders including an ASW-17 (the actual glider that flew the first-ever 1,000 mile flight). He is an active member and instructor at SOSA. When he isn't soaring, Eric rides motorcycles, cross-country skis, and practices law.

*Jay Allardyce* is the new director for the Prairie Zone, replacing John Toles. Jay began to hang around the airfield at the age of seven and started taking lessons as soon as he was able to reach the rudder pedals at the age of twelve. Jay has been flying gliders continuously for thirteen years now and has a particular passion for cross-country. He is an instructor and towpilot at the Winnipeg Gliding Club, has flown in several competitions and was the Junior OLC champion for Canada for several seasons. Jay recently got an ASW-19 with two other partners and looks forward to many long cross-country flights in his new glider.

To fund his gliding addiction, Jay works in business development at an aerospace company that overhauls jet engines and enjoys playing hockey, tennis and cycling when he can't be in the air.

*John Mulder*, Alberta Zone director, SAC V-P and Secretary, started gliding with the Air Cadets in 1983. A few of his achievements are Diamond Badge #103 completed in 2010, glider instructor, Canadian ATPL, FAA ATPL, AME, MDM for home-built aircraft, and past management positions with commercial and business aviation companies in Alberta. John shares a Genesis 2 with a clubmate, a Jantar with wife Carol (she's a clubmate too!), an ALPIN TST-8 (two-seat motorglider) with his father, a Duster with four clubmates, and a Citabria towplane.

He is currently a Standards Captain with WestJet and he lives in Alberta with Carol and four children.

*David Collard*, the Pacific Zone director, was first exposed to gliding in the 1950s at the Gatineau Gliding Club. He joined the RCMP in 1957, and soon after its Air Division with whom he flew for seventeen years. While in Regina, David became active with the Regina Gliding and Soaring Club as a glider and towpilot. He also has his CPL. He has earned a Gold Badge with 2 Diamonds. A memorable experience for him was crewing for Ulli Werneburg at the World Championships in Paderborn, Germany in 1981. David now flies with Pemberton Soaring Centre and owns a Genesis 2 with a partner. David and wife Pamela have four children and four grandchildren.

I'm taking this opportunity to thank all the SAC committee chairmen and members for their tremendous work. They are, in alphabetical order:

Tony Burton	<i>Free Flight</i> editor
Dan Cook	<i>Flight Training &amp; Safety</i> , with members Gabriel Duford, Richard Sawyer, John Toles and Joe Gegenbauer
Dan Daly	<i>National Safety Officer</i>
Paul Fortier	<i>Technical</i> , with members Chris Eaves and Wolfgang Weichert
Keith Hay	<i>Insurance</i>
Roger Hildesheim	<i>Canadian Records</i>
Derek Mackie	<i>Aeroclub of Canada</i> , SAC representative
Scott McMaster	<i>Airspace</i> , with member Roger Harris, Tom Fudakowski and Bram Tilroe
John Mulder	<i>Website</i>
Ian Oldaker	<i>OSTIV</i> chairman and Canadian delegate
Pierre Pepin	<i>Peter Corley Scholarship</i>
Phil Stade	<i>Trophies &amp; Awards</i>
Jörg Stieber	<i>Sporting</i> , with members Walter Weir, Chris Gough and Derek Mackie
Jörg Stieber	<i>IGC</i> Canadian delegate
Guy Theriault	<i>Medical</i>
Walter Weir	<i>FAI Badges</i>

If you believe and are willing to participate in SAC, contact your zone director or a committee chairman listed at [www.sac.ca](http://www.sac.ca). I wish that 2012 will be your best soaring season.

## **PACIFIC ZONE – David Collard**

The Pacific Zone consists of four clubs: Canadian Rockies Soaring Club, Silver Star Soaring Association (inactive in 2011), Vancouver Soaring Association and Alberni Valley Soaring Association. There are also three commercial operations: Invermere Soaring Centre, Pemberton Soaring Centre and Vancouver Island Soaring Centre.

The clubs in the Pacific Zone will long remember the tragic news of 3 September when we lost Ray Perino and Keith Watson of CRSC in a fatal mid-air collision in the vicinity of Invermere. Both Ray and Keith were very active at their club and will be missed by all in the SAC soaring fraternity that had good fortune to having shared their company.

**SAC Youth Bursary Program** It seems like only yesterday when back in the summer of 2008 I met Ray Perino and asked for his ear on some ideas of SAC supporting youth and a bursary program. I had asked Ray if CRSC was using the Youth Flight Canada (YFC) program and if not, why not. We both agreed that the YFC program had many merits but he advised that the rules of the program did not allow for a small club like theirs to take full advantage of the YFC offering. Thus the SAC program was formulated to be as flexible as possible to allow as many SAC clubs/youth as possible to benefit from the program. In reading the tribute to Ray in the 11/4 *free flight*, I now have a better understanding of why he was so supportive of youth all his adult life. I am thankful to have met Ray that summer four years ago and the suggestions he offered in developing the SAC Youth Bursary Program.

It was most gratifying to see two clubs in the zone continue to take full advantage of the SAC Youth Bursary Program with VSA (1) & CRSC (1) candidates. The feedback I have received has been very supportive of the program and the benefits gained for all involved.

Listed below are the club reports received for the 2011 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".

I am looking forward to the 2012 soaring season and the opportunity to visiting each club site.

**Alberni Valley Soaring** – *Margaret Ames* AVSA's 2011 season was delayed until July due to lack of a towplane. Approximately 25 hours were flown in the PW-5 with no incidents. Members were also involved in other sports which was a contributing factor to a low activity season. We expect to start operations in May and anticipate a more active year. Enlarging our small active membership continues to be a priority.

**Canadian Rockies Soaring** – *Wes James* CRSC trained two SAC Youth Bursary students in 2011. Charlie Pastuszka and Bennett Leong, both aged 15, began their flights in June and within three weeks both had soloed. CRSC would like to express its appreciation to SAC for facilitating our students' applications. Both the students and the club are very proud of their achievements.

September 3 was a tragic day when we lost two accomplished pilots to a fatal mid-air collision. Ray Perino and Keith Watson will be missed by all.

CRSC finally received our prepaid FLARM units in October 2011. We had expected to have received them in time for the start of the 2011 soaring season. Our intention is to have a PowerFLARM

unit installed in every member's glider for 2012 and to have a unit available for visiting pilots. Wishing all favorable soaring in 2012.

**Vancouver Soaring** – *James Swank* The 2011 flying season had a full spectrum of highlights, challenges, and set backs. The most important and positive note is that we fulfilled our #1 Rule which is: *to fly gliders safely and have fun*. In this respect we had fun, and more importantly VSA members were able to have fun without any significant incidents.

Safety in our flying operations must remain our priority. There were some incidents reported through our incident reporting system and these have been reviewed by our Safety officer, CFI and Safety committee.

The 2011 budget was based on 44 full time equivalent flying members and the actual full time equivalent members came in at 41 so we did not meet the projected membership. Consequently the number of flying hours in 2011 was below budget as well.

**2011 winter maintenance** We organized the first winter maintenance day on 20 February, where VSA members pitched in to polish and wax the Grob 103 and the Twin astir (VSA and VSX) The second maintenance day on 5 March was hampered by significant snow on the airfield, but the crew was able to move the Blanik L-23 into the clubhouse and to transport the Grob 103 to Chilliwack where it was rigged for its annual inspection.

**Hangar Raising** The VSA hangar was erected 26/27 March and the members pitched in to get the clubhouse and shelter storage trailer ready for operations. In addition, the rest of the fibreglass fleet was polished and waxed.

The flying operation began 1 April. Unfortunately, there was a problem with tracking down a weak link and season check flights did not begin until later in the afternoon. This serves as a reminder to VSA members that all aspects of glider logistics must be in place for a successful operation to be achieved. Remember the basics: Airworthy glider + Instructor/pilot + proper weak links and tow ropes + airworthy towplane + tow pilot = minimum requirements for flying operations.

**Clubhouse and grounds** The clubhouse continues to be maintained to a reasonable standard. The tile floors were stripped and waxed by a local janitorial company to keep them maintained in good shape. Cleaning services were provided by Debra Bateyi who has done a great job of keeping the clubhouse clean.

Some maintenance was done on the VSA lease grounds with applications of lime and fertilizer and seeding in some areas. In addition, we limed and fertilized a limited area on both the glider landing and takeoff areas. The Fraser Valley Regional District has told the VSA that there is no budget money for airport turf maintenance. This is an issue that the VSA will have to continue to push, as both the glider and power runways continue to degrade without any maintenance. This is and will be a safety issue as there are significant holes forming that can damage both glider and power landing gear components.

*Gravity Sports hang glider operation* The VSA was informed in early 2011 by the Fraser Valley Regional District that Gravity Sports had taken out a lease on the terminal building offices and were planning to run a commercial hang gliding operation utilizing a winch. The VSA worked closely with both Gravity Sports and the FVRD and the Hope Airport manager to develop joint safe operating procedures in order for both the VSA and Gravity Sports to run their operations safely and smoothly. The VSA and Gravity Sports were both able to conduct safe flying operations in the 2011 season.

### **Gliders**

**C-GVSJ – Grob 102** A significant problem with VSJ's rudder was discovered during the 2011 spring annual inspection. The rudder was almost falling off as the hinge mounting area was cracking. Initially this problem was thought to be a rigging problem with the rudder travel/cables etc. The rudder was sent out to XU aviation in Ontario for repair. The repaired rudder was then remounted by our AME and the glider was flown. The AME did a check on the rudder approximately one month later and found the same "cracking" problem.

Long story short, it appears that the rudder (purchased new a few years earlier) was flawed from the factory. As the rudder itself was repaired a second time by XU aviation without the benefit of the fuselage, the solution for repair will require an eccentric bushing to be machined and installed to compensate for the incorrect rudder alignment. The glider is not airworthy at this time.

**C-GVSA – Grob 103 Acro** The Grob 103 continues to be the workhorse of our training fleet. VSA is currently in the shop. Firkus Aircraft is installing new canopy hinges and associated glass repair as well as repairing some minor damage forward of the nose wheel and also in the tail area. The canopy hinges had been repaired in the past, but were not repairable this time.

**C-GVSX – Grob Twin Astir** VSX is currently stored in the VSA clubhouse. If the members elect to choose the budget option that includes four gliders, then VSX will be moved down to Chilliwack to Morgan Aviation for its annual inspection. There are no issues that I am aware of with VSX aside from the missing gear door.

**C-GVSL – Blanik L-23** The Blanik continues to be a major component of our training fleet. When the glider was derigged at season end, there was a problem removing the elevator due to corrosion of the pins/sleeves. During the annual inspection the AME was able to "clean up" this problem. I believe that as the Blanik is tied down outside, it will be prudent to remove the elevator and inspect, clean and lubricate the pins/sleeves to minimize corrosion of this area. The glider is currently stored in the clubhouse and is airworthy and ready for flight.

**C-GVSI – DG-505** The DG-505 has had the majority of its annual inspection completed in addition to three Technical Notes (TN) that are required. Morgan has completed two and the third requires minor fibreglass work, which is being done by Firkus Aircraft.

**C-GVSV – Blanik L-33 Solo** The L-33 Solo was grounded in late August due to a problem on both wings with creasing/buckling of the skin. Although the exact source of the damage is not known, it appears to have been caused by ground handling or excessive downward force on the wing tips. The VSA board of directors has approved the repair of VSV by Morgan Aviation and the glider is currently in Morgan's shop. The spars are not cracked and a repair involving the installation of a doubler plate will be performed. It will be sold once the repair is completed.

**One week courses** The VSA held two one week gliding instruction courses in 2011. The courses were held 6–10 June with Jim Snow and James Swank instructing. The second course on 11–15 July was run by Jim Snow with additional instructing help from David Pearson, Tim Daniel ( AVSA), Ray Ochitwa and Gerry Binnema. I would like to thank Jim Snow for his leadership and commitment to ensure that the VSA was able to run these two courses.

**SAC/VSA Youth Bursary** The VSA awarded one SAC/VSA bursary in the 2011 season. Nicholas Popp was awarded the bursary. Nicholas made very good progress and was able to solo in late August.

**Air Cadet League/VSA partnership** Once again the VSA hosted the air cadet advanced soaring school for one week in August. The Cadets brought their towplanes and gliders to Hope and in addition VSA instructors flew with cadets in VSA gliders to introduce them to flying higher performance gliders and advance soaring techniques. This is the third year the VSA has hosted this program and we look forward to a continued relationship with the cadet program in the future. The VSA receives revenue for glider and facility usage. This revenue was much needed by the VSA due to our reduction in membership and flying activity. Thanks to all the instructors who participated in the cadet camp.

It should be noted that the school was almost cancelled due to the presence of the Gravity Sports hang glider winch operation. In the end, the Cadet leadership was able to give the green light to the school based on the existing VSA/Gravity joint operating procedures that were developed in the spring.

In closing I would like to thank the VSA board of directors for their contributions to running the VSA as well as all VSA members who contributed to the success of the VSA in 2011. I look forward to a safe and successful soaring season in 2012.

### **ALBERTA ZONE – John Mulder**

The club reports that follow provide the details of the 2011 season in Alberta. Some notable accomplishments by Alberta pilots would be highlighted with mention of Walter Mueller who flew his Open Cirrus on 29 October 2010 in Grande Prairie to celebrate his 90th birthday, and his Diamond distance triangle out of Chipman in May 2011 at 91! You can read about Walter's accomplishments in gliding that began in 1937 on the Alberta Soaring Council website at [www.soaring.ab.ca](http://www.soaring.ab.ca) and select the 2011 season edition of ASCent magazine.

The winch purchased by the Alberta Soaring Council arrived this season and saw some significant use as instructors were checked out on the launch method and many pilots were introduced to winch operation. Much effort has been put into a program to successfully and safely train pilots to use this type of launch and I expect the number of winch launches in Alberta will increase significantly in 2012.

My work on the SAC board continued to focus on the website and membership activities while supporting the other Board members in their initiatives. I would like to thank John Toles for continuing to support the Board after he stepped down as the Prairie Zone Director in 2011. I was asked to represent the Prairie Zone until a new director accepted the position, but without the continued participation of John, the Prairie Zone representation certainly would have been less than desired. I welcome Jay Allardyce as the new Prairie Zone director and look forward to working with him on the Board. He will bring some youthful perspective to the organization that will benefit us all. Good soaring in 2012.

**Cu Nim – Pablo Wainstein** The season began with lots of snow on the field. Everyone was getting a little anxious so we ploughed the snow for our towplane to take off so it could go to High River for maintenance. After a couple of weeks the weather brought some sunny days. In the meantime, the towpilot check-flights were done in High River and soon enough the season started in high gear.

At our spring AGM, I was surprised to be nominated and elected as president, taking over from John Gruber. I was still an enthusiastic student, so at first the club's decision felt odd, but now I think the combination of older member experience and (my) new blood is a good one.

Spring, though a little late, brought some cross-country flying but you had to pick the day as the good weekends were sparse this year. Early in the year Phil Stade and Wilf Plester took the IS32 Lark to Three Hills and back, while Tony Burton turned at Drumheller. Well done! Steve Hogg had a 630 km flight in Invermere and added a total of 5540 km according to the OLC declared flights during 2011. Wow! It is inspiring for new pilots to see the enthusiasm for cross-country flying gaining momentum at the club. Let's keep it up.

Although we had to go through the season with only one trainer, the K-21 performed beautifully and has been a great glider to have. We need two trainers though, and at the last club meeting, the fleet planning committee recommendation to buy a DG-1001 was approved.

During the summer the winch purchased by ASC arrived. What a nice machine! If you have not winch launched before I highly recommend it. Although, as everything in flying, safety during winching must be taken very seriously, it allows the further development of all your piloting skills. Decision-making, low rope breaks and being efficient in centering that first thermal are daily challenges when winching. An aerotow seems so leisurely for decision-making compared to a 45 second winch launch.

We now have four very active female members. Girls, keep up the enthusiasm! Your keen interest, added to the enthusiasm of other clubs in Alberta like CAGC, started the idea of having a provincial female pilot get-together in 2012. The event is being planned and will include female pilots from all different branches of aviation. You name it, we will try to have it.

In August the club hosted a fly-in breakfast in conjunction with the Calgary Flying Club and the Recreational Aircraft Association (RAA). After serving around 40 breakfasts, food started to diminish and smiles grew. People enjoyed the company of good friends, tried gliding and had a great day on a sunny August day. The rest of the summer brought more good flying and the Cowley camps, although wet in the fall, were as always, fun to participate in. The fall wave camp brought lots of rain, but the days that were flyable had pretty good conditions.

It's 1 November as I write and the season has not ended yet! Flights of over 3 hours along the mountains have highlighted this October. Who might have thought it? Gerald Ince and Guy Peasley in their Duo Discus set the tone this past month.

The gliding community lost our dear friend and longtime tow-pilot Barry Bradley to cancer and our friends from Invermere suffered the loss of two of their pilots in an accident. Our sincere condolences to their families and friends.

**Central Alberta – Drew Hammond** Two words describe the gliding season at Innisfail this year: Cold, Wet. Planning for the season in the months preceding the usually terrific spring conditions included a cross-country fun match, Provincial contest at ESC, Nationals and a winching weekend, none of which worked out well for us due to conditions on the days planned. For the first time in our club's history we logged fewer cross-country kilometres on the OLC than the previous years, and had only twelve flying days to the end of June.

Thursday, 7 July topped the charts with a tornado touching down near Innisfail bringing with it savage winds and hail. Luckily we did not suffer any damage to club equipment. One member was not so lucky – even though his K7 was safely stowed in a hangar, large hailstones penetrated the skylight and damaged the wing and aileron of the glider. Glider trailers situated on the field fared well, with only a few extra hail dents. This served as a great reminder to ensure that all equipment is properly secured at the end of each day's flying and be vigilant to changing weather conditions. Shane Cockriell was at a camp site eight miles away with his family and witnessed the touch-down of a funnel very close by.

The new ASC winch made its way to our club in late June, we did some mid-week and evening flying performing check-flights and tested out the new equipment. A great time was had by all attending and everyone agreed the new winch is a great asset. CAGC members, having done much winching in past years, were especially interested in the quality construction and creature comforts afforded by this new equipment. Phil Stade did a fantastic job in communicating and assembling people from the other clubs to converge on Innisfail to

have some fun and learn the ropes of winching. These events do so much to unite the clubs/members in a common goal.

The club winch was sparsely used this year as daily attendance did not provide the numbers to staff its operation. We did run it a few days and it performed well with the new synthetic line, providing launches consistently over 1000 feet using just the grass runway area. Arrangements have been made to extend the useful length of line deployed to over 3500 feet with launches of 1500+ the norm.

Training flights dominated the season. Students capitalized on extra time available from instructors not flying cross-country. They made great strides developing and improving their skills this year. Student membership is up, with nine on the books now. They really anchored the club this year and provided ample energy to keep operations active. We are looking forward and hoping for a stronger season in 2012 so these students can capitalize on the skills they acquired this year to solo and soar.

The year passed without any major incidents. Given that the activity level at the Innisfail airport increases each year, this is no small feat. Communications with other users of the space remain as the best tool to safely coordinate local light traffic, skydiving operations and itinerant traffic. At first it all seems an unmanageable level of activity but after observation, a pattern of coordination emerges. All this adds a level of complexity for CAGC students not typically found at other Alberta clubs; however, it serves to strengthen their knowledge and awareness. Student airmanship benefits greatly while instruction has the added burden of a congested airfield. Sharing the airfield with so many other users really makes it a fun and active place to spend the weekend. Overnight camping is popular with both skydivers and gliding club members.

As with all clubs, the season does not end with the blanket of white snow. CAGC has active projects that will take us through the winter as preparation for the sure-to-be boomer flying next year. Ongoing rebuilding work on the Twin Lark is progressing nicely; the spar repair and belly skin repairs were expertly completed, and paint on the fuselage is complete. That makes the ship 90% ready with sanding/painting on the wing, instrumentation, and final rigging left to complete. John Mulder is working on the re-certification and will oversee the final assembly and rigging to ensure that everything is done to the exacting standard required. Our club is so lucky to have such talented people.

As with all equipment that tends to sit for long periods of time, we experienced some maintenance problems with the power train on our winch this year. The lesson here is, don't wash it, it will leak. Given the simplicity of this equipment, all of this can be overcome with a little winter work to resolve dried out seals. The Bergfalke is in need of a new canopy and plans are underway to replace the aging plastic.

Getting together in the winter months is a lot of fun for our members and serves well to keep the interest alive and facilitate a forum for soaring discussion.

**Edmonton Soaring – Brian Murray** The Edmonton Soaring Club had an interesting year. We started with some executive shuffling. Our club president, Gary Hill, decided to move into the Treasurer role, which vacated the president role that I have accepted. Henry Wyatt took on the long-empty position of Events Director, which allowed us to get a handle on events planning this year.

Near the end of last year, we were made aware of the high voltage DC power lines that were planned for our area. One such option was right on the path for final, and would have shut down operations. Fortunately, after some communication, they chose a route that would not interfere with our airport.

Early in the year, headed by Gary Hill, the club members made a resolution to purchase a Perkoz two-seat glider. We are now excitedly awaiting its arrival in the spring of 2012. We are ordering the glider with hand controls in order to participate in the *Soldier On* and *Freedom's Wings* programs, and we are also working towards making our clubhouse handicapped accessible.

On 21 May we held 'Davey Day', a fly-in event to celebrate the life of Dave Puckrin. I have never seen the club more full than on that day; the entire flightline was packed with planes and the parking lot was filled with cars. Quite a few good memories were shared of Dave and he will be missed.

One of our club members, Scott Holmes, created a Facebook and Twitter account for the club. It was quickly picked up by some of the younger members and has become a good way for them to keep in contact.

The soaring season started strong, but was dampened by excessive rain. Even on days where it wasn't raining, the field was simply too wet to fly from, leaving us stuck to the ground. We rescheduled two flying weeks, but kept being thwarted by the weather. Undeterred, 29 May turned out to be our best soaring day in years. Bruce Friesen set four different records while Walter Mueller accomplished his Diamond Distance at the age of 91. On that day, I also accomplished all three legs of my Silver Badge requirements in a single flight.

Some of our members, who are also former Air Cadets, put in a mammoth amount of effort and organized a Junior Soaring Camp in late August. Our camp would not have been such a success without the efforts of Scott Holmes and Jason Acker, as well as the time given by our towpilots and instructors. We are planning to hold the camp again next year with the hope of inspiring more young people to take up soaring. One such person who was once inspired by a student camp is a club member, Selena Boyle, who represented Canada at the Junior Worlds competition this year.

In recent years, our hangar doors had become a major issue as they were hard to open and were covered in jagged edges. This year, one of our members, Dave Scott, took on the project and designed and installed new doors for us. They are a magnificent piece of work and are universally considered to be a massive improvement.

In September, we took a Blanik L-23 up to Cold Lake in an attempt to help kick start their club into flying again. It was quite an experience to land and take off from a military base.

Next year we hope to have our ASW-15 back in the air as well as have the Perkoz flying with people from *Freedom's Wings* and *Soldier On*. I would also like to take this opportunity to thank everyone at the club for all their work in keeping everything running smoothly. Without their efforts, we wouldn't be flying.

## **PRAIRIE ZONE – Jay Allardyce**

2012 started off with a change on the SAC board of directors as John Toles stepped down from his zone director post after many years of service to the Canadian soaring community. I would like to take the opportunity to thank John for his hard work and dedication over the many years he served on the board. I would also like to introduce myself, Jay Allardyce, as the new zone director for the Prairie Zone. I look forward to serving the clubs and members of the Prairie Zone for many years to come.

**Saskatoon Soaring Club** The soaring season was again strongly influenced by weather. The area has set three weather records in the past year – the wettest month on record (June 2011), the driest month on record (Sept 2011) and the warmest month on record (Jan 2011). We are now officially into a drought cycle – six continuous months with less than half the average annual precipitation. It will be interesting to see what 2012 provides for soaring weather.

The 2011 season started with a successful ground school with ten participants. As a training glider was a necessity, we negotiated the lease of a K7 glider from the Prince Albert club for the season. The K7 was used for all instructional and intro flights and one flight test. Soaring and student training activity was quite high considering the number of days lost to weather early in the season.

It was a good year for the soaring pilots, but much of it out of province. Hank Hees completed his Silver with a local flight. He accompanied Skyler Guest to Chipman, AB for an ESC flying week where Skyler flew the three legs of his Silver. Roy Eichen-dorf took his ship to Cowley and Invermere where he had many good flights including personal bests for altitude (Cowley) and distance (Invermere).

The winch was tuned up and put back into service in August. After some initial (and interesting) currency flights, Hank and Skyler were both trained and certified by Lyle Ashe as winch drivers. Lyle got current on winch launch as an instructor, and helped train Skyler as a winch launch instructor. The winch launch was well accepted with launch heights around 1200-1500 feet common, and some as high as 2000 feet. The plan is to continue a combination of aerotow and winch activity in 2012.

A new propeller on the towplane increased the safety margin for launching the K7 and improved overall towing capability. The club is shopping for a replacement two-seat glider, and hopes to have one in place for the coming season.

**Prince Albert Gliding and Soaring** The 2011 AGM was held in the home of Dennis and Lynda Mountford on 10 April with six members in attendance. All officers were returned to the positions that they held the year before.

During March and April Dennis, Rob and Keith worked on getting the winch ready for spring. On 24 April Ralph Pedersen drove in from Tisdale and did the annuals. Flying started in earnest on 1 May with annual proficiency checkflights.

Because of poor weather during June, July, and August not much flying took place, and on weekends when the weather kind of cooperated, members were not available to fly. Therefore our hours were down compared to past years with only 12.5 hours being flown.

On 25 September, the club held a BBQ for members and invited a number of prospective new members to participate; a good time was had by all. This year we continued flying up to 22 October. Although there was not much snow to the end of December, there were too many things going on to be able to get enough people together to come out to fly.

This year we had three Cadet members flying with us, and two of our members made use of the \$500 SAC Youth Bursaries.

We bought 12,000 feet of *Spectra* rope although it hasn't arrived yet. All parts for the new lead-in for the winch, to accommodate the Spectra, have been made and powder coated, and when the Spectra arrives we will install them on the winch.

**Regina Gliding and Soaring Club** The club reported that three students kept their limited resources busy in 2011.

**Winnipeg Gliding Club** The Winnipeg Gliding Club had a great 2011 season. The season saw 758 flights, which was a bit below what we were hoping for, but the number of flights was still exceptional considering a large portion of May was a write-off due to wet field conditions.

The club decided to schedule a flying week this year in June to take advantage of the typically strong soaring conditions in June. Fortunately, we had great weather that week and several long cross-country flights were recorded. The week ended well on the Saturday with some of the best soaring conditions Manitoba has seen in several years. Several flights over 400 kilometres were flown on this day and many personal bests were recorded.

The club netted several new members and we saw several students solo. Both Tanis Scott and Natalia Gadowska-Pelletier soloed towards the end of the 2011 season. Among other achievements was the completion of several badge legs by a number of members. Gib Kostiuik and Tim Fulcher spearheaded an endeavour to encourage more badge flying within the club and it seems to be paying off. Tim completed the requirements for his C Badge. Tim, as well as Gib and Pat Pelletier, completed the height gain and duration portions of their Silver Badge. Andrzej Konarzewski also completed his Diamond Goal and Gold Distance with a nice 300 km triangle.

The club also had a particularly excellent year on the OLC. The club placed seventh among Canadian clubs with just over 21,000 kilometres flown during the season and had several pilots in the top fifty. Another noteworthy achievement for the club was having two junior pilots within the club take first and third on the Junior OLC contest. The OLC has been great for our club as it has fostered competition within the club and given all cross-country pilots within our club a reason to push themselves a little harder.

## **ONTARIO ZONE – Eric Gillespie**

2011 was not an easy year for gliding clubs in Ontario. A very wet start to the season put most operations well behind their normal schedule. Fortunately, the weather finally began to dry out airfields in late May or June. As a result, most clubs appear to have been able in the end to enjoy some reasonable flying. At the same time, a number of clubs have reported significant maintenance expenses related primarily to towplanes. Particularly for smaller clubs, this poses major financial challenges. However, it appears that most clubs have been able to raise the funds necessary to complete the work required. This is a real compliment to the ingenuity and commitment of the members at these clubs.

The Blanik L-13 issue continues to be a major concern. To date, the options to put these aircraft back into service have been limited and expensive. Given that they were often the primary trainer, this has created significant limitations for many clubs. Bonnechere Valley has brought forward an interesting initiative where they are trying to organize clubs with L-13s to see if cost savings can be realized by grouping work. Please contact their president, Erik Hagberg at [Hagberg@sympatico.ca](mailto:Hagberg@sympatico.ca) if your club would like to explore this option. It could be a much more cost-effective resolution to this issue.

While the weather did not entirely cooperate, the National Soaring Championships held at SOSA attracted almost 40 pilots from all across Canada. This up-swing in participation is clearly positive. The 2012 Championships will be held at York Soaring and organizers are hoping that as many or more pilots will be able to attend. Lastly, SOSA introduced a winch launching operation late in the 2011 season. Many thanks to the members of Toronto Soaring who also assisted in the training and development of this program. The cost of the winch, purchased used, was very affordable. Winch launches including fuel and maintenance costs are now well under \$10. Operations can also be conducted when the field is too wet for aerotowing. Toronto Soaring is one of the smaller clubs in Canada, with SOSA being one of the larger. Both have now demonstrated that winching can work. Given the relatively low cost and benefits this may be something for other clubs to also consider.

### ***Bonnechere Soaring – Erik Hagberg***

Bonnechere had a tough year. We were already suffering from the no-fly AD for Blanik L-13 from the fall of 2010. Our Blanik was our main club airplane and used for all instruction. It was clear it would be out of service for 2011 as well and that would be a big loss.

At the beginning of the season, when our towplane undergoes its annual, our AME became concerned about paint wear at the propeller tips that could indicate a propstrike. Our field is loosely packed dirt, so a gentle prop impact could have gone unnoticed. After a series of lengthy and increasingly sophisticated measurement, the AME became convinced that a propstrike had indeed taken place, thus making an engine stripdown necessary. As the engine had 1500 hours on it anyway, we decided to go for a time zero engine replacement despite the extra cost. The whole process took quite a while and the replacement engine was delivered to us in September. It turned out that its installation required the replacement of some other parts as well and it was not ready to fly until the end of that month. With little of the season left, we decided to scrub all glider flying for 2011, although we did fly the towplane to break in the new engine.

So, in summary, the club did not have any glider flights in 2011. As a result we had difficulty holding onto our members, although six signed on. And our finances are depleted as a result of the towplane engine replacement. However, we do have a working towplane. We hope to bring our remaining two-seater, an old 2-22, into service this year and at least operate with it for now.

### ***Great Lakes – Tom Robertson***

In 2011, Great Lakes Gliding Club introduced its new Jantar into the fleet, allowing club members to stretch their cross-country legs much further. Towards the end of the season, we decided to re-cover the fabric on one of our Krosnos, with most members of the club participating in the stripping of the old fabric off the airplane – we're all looking forward to fresh fabric and paint on the glider this coming season, when she'll be joined in the fleet with a Ka6CR purchased from one of the club members.

A couple of other off-season activities to note: several club members are regularly participating in a weekly Condor flight simulator on-line contest organized by the club president, Tom Robertson. We're also running our ground school again this year, which has attracted a dozen potential new members to the club.

### ***London Soaring – Bill Vollmar***

LSS conducts flight operations each weekend and Fridays between 1 April and 1 November, weather permitting. 2011 has been an interesting year. We started off with a wet spring and a delay getting the towplane ready to fly. The first spin checks were flown 21 May.

With only two students at the beginning of season wait times for the L-23 were not a problem. As the season progressed it became clear the cost to bring the Blanik L-13 back into service was more than it was worth and the demand for training flights was low. London Soaring conducts flight operations each weekend and Fridays between April 1st and November 1st, weather permitting.

2011 has been an interesting year at London Soaring. We started off with a wet spring and a delay getting the towplane ready to fly. The first spin checks were flown May 21st. Over the

course of the season about 400 flights were made by members. The need to attract new members was identified and efforts were made with static displays at the St Thomas Air Show and later the Waterloo air show.

Dave Turnbull resigned as Safety Officer due to ill health and Wayne Bezner Kerr accepted the responsibility mid-season. Cal Gillett, after many years on the Board of Directors, resigned as Treasurer and was replaced by Gerry Edwards. Charlie Pastor towed each Friday during the season to allow more members to get in the air.

London Soaring became a chapter of *Freedom's Wings* this season. This organization provides funding for soaring clubs to introduce people with disabilities to soaring. We are one of several chapters in Canada. Cam Watts has taken on the responsibility of contacting local agencies to offer inspirational flights to disabled individuals. Initially we intend to offer flights during the week with a goal of ultimately offering flight training to these individuals.

As we ended the flight season for 2011 we also ended the second year of our three year financial plan to restore the engine replacement fund and build up a reserve to upgrade our aircraft. We added \$700 to the fund this year and expect to do much better in the coming year. At the Annual General Meeting in December the annual dues were increased to \$1000 and an annual equipment levy of \$300 was approved.

A challenge to the club and club members in the coming year will be the changes to the configuration of the air strip. The instructors will work on new flight and ground handling procedures before next season. The towpilots will devise new landing and take-off procedures to accommodate the narrowed field. A second challenge will be to drain the wet area on the west side of the field.

Seminars will be held over the winter every second Saturday to help keep members current in their flying knowledge and skills. Finally I would like to thank the members of the Board for the fine job they did this year.

#### **Rideau Valley** – *John G. Mitchell*

Flying hours at RVSS were about the same as previous year (2010) and lower than the 5 year average. Total flying hours 301 vs 282 (2010). Average hours per glider was 53 vs 48. Our 5 and 10 year average for these numbers is 84 and 79.

Two of our members participated in the MayFly competition, held annually in the spring at nearby GGC. Conditions only allowed a single race day of the three which are scheduled.

The club did some repairs to the clubhouse (new fascia and eavestroughs) and minor repairs to the existing T-hangars. The solar panels at the operations shack were upgraded. Low battery charging was (previously) the cause of poor radio performance.

Our towplane fuselage was completely overhauled, and is ready for another 40 years of service. Due to a ground mishap the

aircraft wing was removed, transported to Rochester, Wisconsin and repaired. The factory was able to return this wing to service in a very short period of time. At the end of the season the towplane engine was removed and sent out for overhaul. This will be a significant expense for the club, but the engine had reached the 1500 hour point, so the overhaul was expected.

The number of new students was very low, which was the primary reason for the reduction in flying hours. A new membership promotion is planned for 2012. We did add one additional instructor (Tom Stieber) to compliment our existing instructors.

A new PIK-20 single seat glider was added to the field, and good interest in X-C flying and "Interclub Contest" flying. The Interclub Contest, in particular, is very popular and encourages new and experienced pilots to participate. I would recommend this activity for any club trying to promote X-C activity. We had one successful 5-hour duration flight, and a few attempts.

Two members owning their own gliders participated in the Lake Placid Wave Camp and reported a very successful trip. Recently, the camp has adopted a fly-week which significantly adds to the chances of flying good wave days. The fly-week weather was remarkably warm and camping on the airfield, usually only for the hardy, was quite comfortable and members from at least five clubs took the opportunity to mingle at ground level and above. GGC organized a wonderful BBQ one evening and the folks from the LKP Flight Centre joined the fire, food and festivities. Our Grob 103 did not make the trip to Lake Placid this season, so no new RVSS members were introduced to the event or graduated to P1 at that location.

There is a lot of interest in the "Intro Ride" program, which is advertised on the web. The primary purpose of this activity is to find new student pilots, but it also generates a lot of activity, and increases club visibility with the public.

#### **SOSA** – *Dave Springford*

During the 2011 season SOSA hosted the National Soaring Championships and drew a total of 37 competitors from Quebec, Ontario, Manitoba, Alberta and the USA. SOSA also held two Youth Camps during the month of August. One camp was for the top Air Cadets from the Quebec region and the second camp was an open camp for any licensed youth pilot. During these two camps, we introduced about 20 youth to soaring and what lies beyond the license stage of a glider pilot.

We flew a total of 3225 flights during the 2011 season, of which 1514 were instructional flights. A factory demonstrator Puchacz was acquired by the club to add to our training capacity, particularly in the stall and spin stages of training.

In the late fall, a winch was trialed at SOSA to determine the feasibility of winch launching on our narrow runways. The trial was a complete success and SOSA has now purchased the winch and is working on procedures to incorporate winching into our training.

#### **Toronto Soaring** – *David Ellis*

In 2011 our membership numbers grew slightly over the previ-

ous year and the club remained in good shape financially. We flew as often as we could, weather permitting, and enjoyed the social gatherings regardless of the weather.

2011 was a quiet year compared to the previous years (mostly due to the weather), but we saw a number of our pilots attending competitions throughout the year and four of our club members competed in the Nationals.

As reported last year, clear flight paths in and out of our airfield remains our major concern with the ongoing wind turbine construction activities in Ontario and the addition of another line of transmission towers on the Bruce to Milton corridor to the south of our field. We have been working with Hydro with the intention of re-aligning our N-S runway so it will provide more clearance from the hydro towers.

## **EASTERN ZONE – Sylvain Bourque**

L'année 2011 fut une bonne année au Québec sur le plan météo mais exceptionnelle sur OLC. Trois des quatre clubs du Québec ont terminé dans les 4 premières positions sur OLC Canada et MSC au premier rang. Bravo ! Comme en 2010, les clubs de la vallée du St-Laurent a eu la chance d'avoir une plus belle météo que le reste du Canada. Le printemps fut hâtif, caractérisé par un faible enneigement printanier. Les clubs de la région de Montréal ont débuté leurs opérations vers la mi-avril. Durant l'été, il n'a plu que quatre samedis et dimanches sur 27, offrant des conditions météorologiques parfaites pour la quasi-totalité des fins de semaine estivales. Les conditions chaudes d'été se sont poursuivies jusqu'à tard à l'automne, diminuant grandement la saison d'onde de cette période de l'année. Les clubs de notre zone ont eu une excellente saison et ont fait un nombre record de bons vols. Ceci aide à la rentabilité des clubs et à la modernisation de leurs biplaces d'entraînement.

*2011 was a good season for Quebec weatherwise and exceptional on the OLC. Three of the four clubs of Québec finished in the top four of the OLC, and MSC in first place. This is great! As in 2010, clubs from the St-Laurence valley had the chance to have a much better weather than the rest of Canada. Spring came quickly because of the low snowfalls. The clubs in the Montreal region started their operations mid-April. During the summer, it rained only four Saturdays and Sundays out of 27, resulting in perfect weekend weather for almost the entire summer. The warm season continued in late fall, giving a hard time to the wave season usual at that time. Eastern zone clubs had a perfect season and made a high number of good flights. This helps clubs to be profitable and to modernize their club trainers.*

**Montreal Soaring Council (MSC)** No report submitted.

### **AVV Champlain – Claude Tanguay, Secrétaire**

Une saison pleine de succès tant au niveau des activités de vol à voile qu'au niveau des investissements. Nous avons élaboré un plan de développement à long terme pour notre club.

Notre saison a débuté le 14 avril pour se terminer le 26 novembre. La météo ne nous a pas toujours souri durant cette

saison, mais le club totalise plus de 1500 vols pour 91 jours d'activités. Nous avons opéré au moins un jour par semaine soit le vendredi. Ainsi, nous totalisons plus de 155 vols pour ces journées soit le double par rapport à l'année dernière. Nos instructeurs ont réalisé plus de 656 vols d'instruction. Nos deux nouveaux planeurs biplaces (ASK-21) et la bonne forme de nos deux avions-remorqueurs (2 x Cessna 150) ont contribué à ce succès. Nous avons augmenté le nombre de vols de familiarisation et avec invités. Le tout fut possible grâce au travail de nos instructeurs, nos pilotes passagers et nos pilotes-remorqueurs qui ont su respecter les principes de sécurité et d'efficacité de l'AVVC.

À ce titre, la sécurité demeure la préoccupation principale de tous les membres que savent motiver notre instructeur-chef et notre officier à la sécurité. Ce dernier a mis sur pied depuis quelques années une procédure pour rapporter les incidents/accidents. Un compte rendu périodique d'incident et d'accident est publié (avec respect de l'anonymat) aux membres. Par ces mesures proactives, l'aspect sécurité est en hausse à Champlain.

De plus en plus de membres acquièrent des monoplaces. Il y a ainsi plus d'intérêt pour le vol voyage. Le club dispose de deux planeurs pour permettre aux membres de réaliser des vols voyages. Lorsque nos pilotes d'expérience réussissent des vols de 500 kilomètres et des vols de sept heures, cela motive les autres à sortir. La bonne gestion et le soutien des membres assurent une bonne santé financière du club.

Ainsi, nous avons acheté une tondeuse de type commerciale. Notre gazon est court. Les décollages et les atterrissages sont plus sécuritaires. En fin de saison nous avons fait asphalté une autre portion de la piste. Cela permet de réduire le nombre de bris sur nos appareils. De plus la saison peut débuter plus tôt. Nous réussissons à faire valoir nos droits auprès des agences québécoises de protection du territoire agricole. Nous avons les coudées franches pour nos projets immobiliers.

*The soaring season was very successful. Our activities began on 14 April and we closed the club on 26 November. The weather was not always on our side, but we got gliders airborne more than 1500 times on 91 days. Operations during the week took place at least one day for 155 flights. The club doubled the number of take-offs made last year. The club did more than 656 instructional flights using our two brand new ASK-21s. The good maintenance and appropriate operation of the towplanes contributed to this performance. A lot of "ab-initio" flights were done.*

*Safety is a big issue for l'Association de Vol à Voile Champlain. The CFI and the safety officer lead and motivate all members to avoid major incidents. The practice of incident reporting has an important place in the club. The safety officer presents a periodic incident/accident report for all members (with anonymous references). By using this proactive approach, safety increases at Champlain.*

*The members' desire for cross-country is important. They purchase private aircraft. The club has two single-place gliders for cross-country. Experienced pilots show the way. Some have accomplished a 500 km flight (out and return) and stay airborne for more than seven hours. Not bad for our eastern weak conditions.*

*The club bought a commercial lawn mower to give our grass an "Airman's haircut", and the main cause for groundloops is eliminated.*

*After closing the soaring operation, AVVC let a contract for asphaltting a new section of the runway. Then, the finish of our aircraft will suffer no more and the towplane propellers will have a longer life.*

*AVVC make points when it is time to protect our right to operate an airport listed on AIP Canada. Then it's easier to make investments for improving our property.*

**Aéroclub des cantons de l'est** – Marc Arsenault, Chef Pilote  
Nous avons accueilli trois nouveaux élèves au cours de 2011. Un nouveau solo parmi eux. Nous avons fait l'acquisition d'un appareil biplace (Duo Discus XLT) qui s'est avéré un excellent choix polyvalent qui répond bien à nos besoins. Notre membership s'est maintenu à 16 membres. Notre opération à Bromont en espace aérien réglementé s'est avérée un franc succès et ceci en parallèle à l'opération des Cadets et des vols locaux habituels.

*We welcomed three new members in 2011. One of them managed to accomplish his first solo. We have acquired a new two-seater (a Duo Discus XLT) which turned out to be an excellent choice properly addressing our needs. Our membership has been maintained at 16 members. Our new Bromont airfield operation within regulated airspace has been an overall success, in parallel with Air Cadet and local operations.*

**CVV Québec** – Pierre Beaulieu, CFI  
La saison 2011 du Club de Vol à Voile de Québec (CVVQ) ne passera pas à l'histoire comparativement à celle de 2010, notamment en raison de la météo défavorable en début de saison et du timide camp d'onde de Baie-Saint-Paul à l'automne.

En 2011, on compte un total de 987 vols par rapport à 1304 en 2010, et ce, pour 50 membres actifs, soit deux de moins que l'année passée. Le graphique ci-dessous fait état du nombre de vols effectués chaque mois lors de la saison 2011. Il est possible de constater qu'au mois d'avril 2011, on dénombre seulement 4 vols, alors qu'il y en avait 114 au même moment en 2010. Pour le mois de mai 2011, il y a eu 142 vols versus 202 en mai 2010.

Malgré une saison longue à démarrer, 1184 heures de vol ont été réalisées durant la saison 2011. La durée moyenne des vols effectués est de 1,11 heure. De plus, plusieurs beaux vols de longue durée ont eu lieu en 2011. En voici quelques exemples : 17 vols de plus de 5 heures, 4 vols de plus de 6 heures, et 2 vols de plus de 7 heures.

Au classement On-Line Contest (OLC), nous avons terminé l'année avec un total de 29,438 points soit, 27,233 kilomètres effectués par 22 pilotes.

En ce qui a trait à sa situation financière, le CVVQ est en bonne position. Aussi, grâce au bon travail du comité de renouvellement de la flotte, nous avons fait l'acquisition d'un planeur DG-505 Orion qui permettra entre autres la formation sur campagne.

Pour ce qui est de la formation, elle s'effectue maintenant sur le L-23 et le Puchacz en remplacement du défunt L-13. Pour la saison 2011, il y a eu 230 vols d'instruction ce qui a permis notamment à deux élèves de réaliser leur premier vol solo.

En ce qui concerne les incidents, on constate une nette amélioration qui est attribuable au nombre de vols en baisse et à l'excellence du travail réalisé par le comité de sécurité tout au long de l'année.

En conclusion, nous sommes aussi très préoccupés par la baisse du nombre de membres au CVVQ, tout comme dans tous les autres clubs en Amérique du Nord. Par conséquent, nous avons mis sur pied un comité de recrutement et nous avons bon espoir de renverser la tendance dès cette année.

*The 2011 season was very different than 2010, it started late with bad weather during weekends of April and May. Baie St-Paul (the wave camp) was also less generous with only a few days giving the possibility to reach an altitude of 13,000 feet compared to 21,000 feet last year.*

*It started slowly with four flights in April and 142 in May compared to 2010 (114 in May and 202 in April) for an end-season total of 987 flights (1304 in 2010) with a loss of two active members to fifty members. Fortunately we did register some nice flights: 17 flights of more than 5 hours, 4 flights of more than 6 hours, and 2 flights of more than 7 hours. In the OLC, we accumulated 29,438 points and 27,233 km by 22 pilots.*

*Club finances are in good position, we added a DG-505 Orion that will be used for cross-country training. With the loss of the L-13 we now use one L-23 and one Puchacz for training. We had 230 instruction flights and brought two students to solo.*

*We don't have many incidents to report compared to last year, probably due to the fact that we have fewer flights but also to the nice job of the safety committee we created last year.*

*Finally, we are concerned with low membership so we created a committee to find new ideas to reverse that tendency and we are optimistic they will succeed.*

**Air Currency Enhancement Society (ACES)** – Robert Francis  
It's been a slow year, struggling to bring a two-seater online. We only have our 1-26 operational and key members are busy with personal lives to field regular flying ops, so little flying was done this past year. Hoping to more this season.

# TREASURER'S REPORT for 2011

David Collard

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2011 is the third year of transition from our old accounting system to one that is compatible with that being used at our new home at the COPA office. Last year I reported that: *"The services of the Otus Group were used to make this changeover and will show its true value going forward when reconciling line items from the prior year to the current year. With the death of Mr. Kent Whittaker, CA, who had audited the Association's financial affairs for many years, the services of Watson Folkins Corey LLP of Ottawa, ON have been used for the 2010 Audit."*

Shortly after our AGM in 2011, Mr. Corey died and as a result we have a new auditor, at the Frouin Group, for our 2011 financials. One of the challenges with the changes in auditor's is having consistency in the report so that our members can track past performance. Your patience is asked for again with this year's financials. The 2011 statements are in the SAC website Document Vault under "Minutes and Reports".

Here are some of the details of note on the 2011 statement.

- The SAC Youth Bursary program third year saw 17 youth benefit with bursaries being awarded across Canada
- Canada participated in the Junior World Gliding Championships and SAC shared in the funding – see the Junior WGC funding report for full details.
- In 2010 I reported that, *"The SAC office condo was listed for sale in late 2010 and as of 28 February, 2011 an offer has been accepted with the planned closing date of 1 April, 2011."* This offer did not close and a second offer in the latter part of 2011 also did not close due to a fraudulent proposed purchaser. The condo is currently listed and we expect to sell it in 2012. When sold the net proceeds of the sale will enhance the Pioneer Fund and used to the benefit of all SAC members.
- SAC financials show an operating loss for 2011 primarily from the requirement to show current market value of our investments versus book value. This loss in investment values is reflected in the Trust Fund balances for the year.
- 2011 will show a negative return for the SAC investments due to a the poor market condition in the latter half of the year.
- SAC's overall financial structure, with a mixture of secure interest income and equities has served us well and has contributed to our financial stability.
- The value of our portfolios declined slightly in 2011 and the outlook although turbulent to date in 2012 is positive.
- The capital gains of our funds account for the bulk of the increase in SAC's financial positions during the past twenty + years.
- Membership fees will remain unchanged from those of 2011 and in nominal terms for the past 6 years, in after-tax, inflation adjusted terms, they are at a historical low, while at the same time services have increased.
- For many years we have been working to reduce or eliminate government fees and regulation over-kill where possible. Areas where we have had some success, directly or lobbying with others, include:

- the elimination of the Industry Canada fee for aircraft radios (\$45 several years ago and going up),
- introduction and preservation of the Class 4 medical,
- the reduced aviation medical charge,
- the inclusion of gliders in the owner-maintained aircraft category,
- the inclusion of retractable wheel gliders in the owner-maintained category,
- the ability to fly motorgliders on the strength of a glider pilot licence,
- the ability to use "advanced ultralight" aircraft to tow gliders,
- modification of transponder requirements for gliders,
- reduction or elimination of new ELT requirements for towplanes,
- elimination of TC involvement in towpilot requirements,
- the reduction of expanded controlled airspace incursions.

Of course some of these changes occurred a few years ago; however, the point is that they were SAC-inspired and may not have occurred but for SAC. All of this has worked to the advantage of the Canadian gliding community.

The year to year operation of SAC has been funded primarily from membership dues with some assistance when needed from our unrestricted fund. The guiding principal is that we should cover our costs of operations from the current members who benefit from SAC's oversight.

There is a motion from York Soaring asking for the membership dues for 2012 be set at \$89.00. It is the BOD's position that this can only be accomplished by either eliminating some of our current programs and corresponding expenditures or taking money from our cash reserves. We do not recommend either of these two alternatives. We are of the opinion that we should pay our way each year from membership dues, as recommended by your BODs and currently proposed. Our cash reserves are used as a means of providing stability from year to year without having to make large membership fee changes. We do not recommend a deficit budgeting model.

A request to York Soaring to provide the financial back-up material for their motion has been unsuccessful to date. It appears they are using past surpluses created primarily from our Trusts as the financial argument backing their motion for reduced annual dues. Market volatility over the past ten years has caused very little net gain being made net of donations.

The efforts of club treasurers in getting membership dues to the SAC office in a timely fashion are appreciated as it helps reduce the workload on Tanya.

I wish you all a safe and successful 2012 soaring season with unending lift in all quadrants.

## 2011 Junior World Contest Funding Support

David Collard, SAC Treasurer

At the 2009 SAC AGM in Hamilton, a motion was passed to support SAC competitors for three years at \$10 per member up to a maximum of \$10,000 per year towards the cost of attending the World contests for both the Junior and Senior competitions in alternate years. This support from SAC was to be based on matching funds raised by the competitors. The team representing SAC/Canada at the JWGC in Musbach, Germany in August 2011 were Selena Boyle and her team captain / crew Chris Gough.

The following is a summary of the fund raising efforts of Selena, assisted by her crew, friends, and SAC members at large, together with expenses claimed and the SAC JWGC support.

	World Contest	Cdn Nats
1 Raffle sales (WestJet tickets, etc.)	\$4,630.67	
2 Donations via Youth Flights		
National contest support		\$1,050.00
World contest support	295.82	
3 Nationals BBQ	\$1,116.00	
4 Previous BBQs	450.00	
5 Edmonton BBQ	80.00	
6 Aeroplan Pts donated – 137,934		
Points used 120,000 = \$1,940 saved		
Total raised	\$6,572.49	\$1,050.00
Total expenses submitted	\$10,335.46	\$2,031.47
Donation raised for JWGC & Nats	(6,572.49)	(1,050.00)
JWGC funding support by SAC (1/2)	* 3,762.97	** 981.47
* SAC JWGC funding support	3,762.97	
** SAC Cdn Nats Junior entry fee	200.00	
** SAC Junior contest support (Selena)	781.47	

The attendance of Selena Boyle at the 2011 Canadian Nationals for training purposes prior to the JWGC was recommended by the Sporting committee and approved by the SAC Board. In addition to the above support for the JWGC, the following Junior competitors at the Canadian National Soaring Championship (SOSA) from 29 June to 8 July where each reimbursed \$200 to offset some of their entry fee: Jay Allardyce, Emmanuel Cadieux, and Selena Boyle.

### 2012 SAC membership fee schedule

Category	1/2 season		
Club affiliated	\$120	\$60	Affilié au club
Corporate	120	60	Société
Spousal	60	30	Époux(se)
Junior	60	30	Étudiant
Youth (Air Cadet)	0	0	Jeune
Associate	60	30	Associé

- Membership fees are eligible for a tax receipt.
- Half year rates are applicable after 1 August, but for new members only.
- Toute cotisation est sujette à reçu pour fin d'impôts.
- Les tarifs demi-saison s'appliquent le 1er août, et pour les nouveaux membres seulement.

## SAC Youth Bursary Program – 2011

David Collard, SAC Treasurer

The SAC Board of Directors thank those clubs who have supported the program in 2011 and hopefully more will see opportunities to use the program in 2012.

### Vol à Voile Champlain

Simon-Pierre Dupant – age 25  
Yannick Côté-Prud'homme – 18

### Canadian Rockies Soaring Club

Charlie Pastuszka – 15  
Bennett Leong – 15

### York Soaring Association

Robert Carmon – 17

### Edmonton Soaring Club

Jordon Stefaniuk – 16  
Daegan Banga – 16

### Vancouver Soaring Assn

Nicholas Popp – 16

### SOSA

Jacob Christie – 16  
Robert Zachemski – 15

### Rhodielyn Padila – 19

Justin Harrison – 17

Shane Underwood – 18

Jacob McKinley – 16

### Gatineau Gliding Club

Luba Goyaniuk – 19

Ajay Sahai – 17

Danielle Fish – 16

Rather than applying for three bursaries at the usual \$500 each, ESC decided to give a flying credit of \$200 to each of the eight applicants in order to allow more youth to benefit from an equal matching amount from the SAC Youth Bursary Program.

If your club wants to explore the approach taken by ESC please contact me at [dacollard@telus.net](mailto:dacollard@telus.net) or toll free 1-866-745-1440. I welcome your call to discuss ways in which we can expand the SAC Youth Bursary Program.

### 2012 SAC BUDGET

REVENUE	2011	2012
Membership	\$103,000	100,000
Flight Training & Safety	10,500	13,000
Sales	7,000	7,000
Free Flight (ads & subscriptions)	1,500	1,500
Investment income	12,500	15,000
Other	3,500	2,300
total	<b>\$138,000</b>	<b>\$138,800</b>

### EXPENSES

Salaries & professional fees	27,000	27,000
Occupancy	6,000	4,500
Office expenses	6,000	4,000
Telephone	1,000	500
Postage	3,000	1,000
Depreciation	4,500	4,500
Cost of sales	3,000	3,000
Free Flight	20,500	23,000
FAI / Aeroclub	7,000	7,000
Flight Training & Safety	12,000	27,000
Meetings and travel	18,000	14,000
Publicity	4,000	1,000
Worlds	10,000	10,000
Bursaries	12,500	10,000
Other	3,500	2,300
total	<b>\$138,000</b>	<b>\$138,800</b>

# COMMITTEE REPORTS FOR 2011

## **AIR CADETS – David Collard**

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

The early exposure of youth to soaring is a concept supported by SAC and was expanded in 2009 with the introduction of the SAC Youth Bursary Program. Our records to date show that approximately 50% of the participants in this program have or have had an Air Cadet affiliation. At SAC we see these youth involved with Air Cadets as potential SAC members when they leave the Air Cadet movement due to age or at a later stage in life.

As a result of some benefits seen to both organizations, a one week program of advanced soaring was offered. As a result of the success of this program it has been expanded by the Air Cadets to each of the regions. The model will vary by region due to challenges of our vast country, finances available by Air Cadet region, and the capacity and availability of SAC clubs in the respective regions to become involved.

The 2012 winter issue of *free flight* has a good article on how York Soaring increases their club flight activities through their ongoing support of Air Cadet camps and youth programs supplemented by their members, the YFC and SAC Youth Bursary Program.

Many clubs have advised me that they find they have Air Cadet members coming to their club in order for the youth to complete their glider training after having been CT'd (ceased training) in the Air Cadet program. This has usually come about as a result of the individual not completing the prescribed Air Cadet training model in the flight time allotted. With the more personalized training offered at the SAC clubs, these individuals successfully complete their glider training. This goes a long way in helping these youth restore their self-confidence and return home with their heads held high. Needless to say when they return to their respective Air Cadets units in the fall the potential humiliation of having been CT'd has been reduced.

The SAC BoD sees the evolution of these joint efforts as part of an ongoing need to actively promote the future sustainability of soaring in Canada.

## **AIRSPACE – Scott McMaster**

2011 was a relatively quiet year. Activities consisted mainly of monitoring ongoing reviews and studies in an effort to identify and mitigate issues that might negatively affect soaring's interests.

In the east, the ongoing Windsor/Toronto/Montreal (WTM) corridor project is moving toward completion. Throughout the year a number of meetings between NavCanada and WTM stakeholders were attended by various members of this committee. A couple of issues have come up that are potentially negative but most have been addressed and for 2012 there appears to be nothing of significance happening for soaring pilots in the WTM area.

Looking forward, 2013 will see some changes on the west side of the Toronto Terminal Control Area (TCA) but most will have little direct impact on soaring in the area and a few may even turn out to be positive. There are indications of some issues arising in the Ottawa and Montreal TCAs and hints that the scope of the WTM review may have been expanded to include Quebec City. This will no doubt keep the committee busy next year.

In the west activity was concentrated on the Edmonton TCA review and the Calgary TCA redesign. The Edmonton airspace review is ongoing with the goal of increased access for the Chipman gliding operation. Due to the complexity of the airspace redesign including reclassification by Transport Canada, map publication dates, etc. we expect changes and implementation sometime in 2013. The Calgary redesign is to accommodate a new parallel runway scheduled for opening in 2015. This redesign has the potential to affect Cu Nim but it is still in the preliminary stages so as yet nothing is defined well enough to make note of.

On a more general level, the glider transponder exemption is still under pressure. This waxes and wanes depending on events but overall the pressure is building steadily. It is not obvious when or even if it will reach a critical mass but it is something that clubs in airspace with large amounts of jet traffic need to be aware of. All the proactive measures clubs have put in place over the last decade have helped tremendously, but it only takes a few "incidents" to put the issue back on the front burner.

On a happier note the profile of SAC at the national airspace level remains fairly high and generally positive. While we are not always able to get an ideal solution to all issues we continue to have a place at the table and generally we are having our concerns heard by sympathetic ears.

**Scott McMaster**, Chairman

## **FAI BADGES – Walter Weir**

2011 was good for C badges and Silver, but pretty bad for total badge legs. Of the 27 C badges 13 came from Air Cadets attending camps at York Soaring. Let's hope that many of them continue soaring. There were very few badges and badge legs from the west this year mostly due to unsuitable weather.

Judging from the activity I saw on the OLC I was expecting a few Gold and Diamond height claims from Baie-St-Paul and Lake Placid – but there were none. The most important badge flying error continues to be failure to visit the start gate when on a Diamond Goal flight. It's a shame that this simple omission at the beginning can nullify a lot of hard work.

Badge & badge leg statistics, 2002–2011												
	02	03	04	05	06	07	08	09	10	11	5 yr avg	% of avg
1000 km	2	0	0	0	0	0	1	0	1	1	0.6	167
750 km	-	-	-	1	1	2	1	0	2	1	1.2	83
Diamond	2	1	1	1	0	1	0	0	1	0	0.4	-
Gold	5	7	2	5	1	2	3	4	2	2	2.6	77
Silver	19	19	7	7	13	16	9	10	9	11	11.0	100
C Badges	357	26	18	33	19	27	21	23	19	27	23.4	115
Badge legs	111	99	51	47	60	90	40	55	58	36	55.8	65

Of the 36 badge legs, 12 were Diamond, 4 were Gold, 30 were Silver.

## FLIGHT TRAINING & SAFETY – Dan Cook

**Accidents report** See the separate report by National Safety Officer, Dan Daly. We were all saddened at the mid-air report from Invermere and extend our condolences to family and friends. Mid-air collision between gliders is the major threat identified by OSTIV and of major concern in Canada. Some additional trends that are of concern include: pilots continuing to attempt to take off in conditions beyond crosswind limits or demonstrated crosswind capability of the aircraft, poor off-field landing assessments and/or late decision making, and a lack of proper aircraft handling in ground operations. See also contest safety next.

**Contest safety** The IGC is making efforts to look at improving soaring safety and will start with a focus on world contest safety. A separate article on this subject has been prepared for *free flight* with more details. The FT&SC is examining ways to reduce accident risks for our contests. To this end, recommendations have been made for the amendment of the Contest Cookbook to incorporate a Contest Safety Officer and make a pre-contest hazard assessment/risk mitigation plan. The SSA has indicated that one of their major goals is to see 100% use of PowerFLARM in their contests. Our committee would also like to see PowerFLARM use maximized in Canadian contests.

**SAC simulators** The central region SAC simulator is being moved from York to GGC. York has their own simulator and a GGC has offered to host. The western region simulator is being used in a trial to train a small number of junior Air Cadets on the SAC program. The aim will be to see how effective the simulator training has been when they transition to an actual glider. The hope is to get a few transition flights done at a SAC gliding site to complete the trial in the spring. Clubs interested in

giving one of these simulators a trial should contact a committee member.

A smaller cabinet-sized 3-screen simulator using commercial off-the-shelf controls (such as *Logitech G940* joystick/pedals/throttles for spoiler/flaps) is being constructed and will be tested this spring. If its utility is demonstrated, plans will be drawn up and made available to clubs. These units are similar in principle to those utilized by the Air Cadets for power flying but with 120 degree horizontal visual area at eye level to capture motion sensation. The US DOT Volpe Centre R&D team's conclusion is, after many years of engineering study, that pilots learn primarily from visual cues rather than motion senses. Therefore a moving platform is not required if the field of view is sufficient.

The small cabinet can be secured and does not need much storage area and is reasonably portable. SSA magazine has written many recent articles in their "Condor Corner" on how to use the simulators effectively. FT&SC concurs that an effective training program may involve new student pilots starting with a home set-up with Condor under the mentorship of a club instructor, progressing through the curriculum using the SAC Instructor Course demo flights and student practice. The club instructor could monitor the lesson via Skype and webcam on a second computer or via e-mail with Condor recording capability. A few US trials so far indicate dramatically reduced practical training time (50%) is needed in the aircraft the following spring. I have found that the simulator is highly effective for recurrent training. The key is a disciplined approach to the training and effective instructor feedback.

### Instructor course ground school

No major feedback has been received from clubs, except that it has been recognized as a lot of work went into the project. I have not had any negative criticism yet, except perhaps on some wording used in one demo. I know there are some weaknesses in the videos and some should be re-recorded at a later date. Of interest, no instructor numbers were issued by SAC in 2011. I know of several students working on the course ground school, but none who have finished the program. I have also not administered any instructor exams. How do we measure success or failure of the initiative? What is our risk analysis on the approach? One area could be the possibility of instructors trying to replicate spin scenarios too low, as seen in spin entry videos? Perhaps clubs may find the challenge too great to mentor the ground school? Please let FT&SC know about your concerns/comments.

The preparatory ground instruction demo videos are about half completed and I hope to finish them by spring 2012. These could also be used for the simulator training along with the flight demo videos. The DI Demo video production has been attempted twice without success due to technical problems. The L-13 was the basis of the video and in light of recent developments that decision will likely be revisited. Hopefully shooting will take place next summer.

**SAC AGM** Forums selected for the AGM include flight training and pilot development discussion for senior instructors/

CFIs. The FT&SC will trial a Skypecast of this seminar with locations across Canada for other senior instructors to participate.

**FT&SC Blog** Site checkout and type check-out information was posted on the FT&SC blog. Past safety reports were also consolidated and put in Documents section of the website to assist in training of new pilots on safety issues. Before first solo, new students should be directed to read these reports so they are aware of the safety issues and hopefully not repeat the same mistakes.

**Personnel changes** Sylvain Bourque, SAC President, has been nominated the Director for Safety and Eric Gillespie, Ontario Zone Director, has been appointed FT&SC liaison for the SAC Board. John Toles becomes the Paririe Zone representative to the committee.

### **OSTIV Training & Safety Panel**

Ian Oldaker, Chairman of the OSTIV Training & Safety Panel, attended the 19-20 Sept meetings and a joint meeting with the Sailplane Development Panel. The TSP panel discussed national accident reports but no significant trends or definitive mitigations were identified. Of note, with computer-controlled winch systems, clubs were not experiencing as many safety problems and, in particular, the incidents with weak links have been dramatically reduced. The panel agreed that they should develop a proposal to the IGC on how to improve contest safety.

The two panels discussed that LET [the Blanik manufacturer] has completed destructive and non-destructive testing on some L-13 spars and has developed an inspection procedure to identify fatigue and forwarded to EASA for approval. The hope is the costly AD solution might be avoidable in some cases, which is good news.

Sweden and USA are actively pursuing development of the use of simulators in training, with the US taking lead. The UK reported that when champions lose interest training with simulators, use of them drops off.

### **National Safety Program Status**

SAC accident reporting has been about 50% this year and we have received only a few club annual reports and no safety audits. We can do much better! An annual club report template has been prepared and posted on the Training and Safety section of the SAC Documents section. Simply fill in longhand if you wish and scan or mail to SAC. These reports are needed by December each year to provide accurate data for the Safety committee to make their report. If the club is still flying, use 1 November as the fiscal year end for safety reporting. Events after that date can be reported the following year.

If you have been following soaring safety in the USA, you will see that they are also concerned about their accident record, and their Soaring Safety Foundation is looking at ways to address the trend.

What has been the problem with implementing safety programs in Canada and why is participation so weak? Essentially, the barriers are that clubs find the process too difficult and

some do not want to make the effort or can't do the work due to lack of volunteers. There may be a fear of liability litigation when safety policy and procedures are stated and perhaps not followed by a club. Club safety culture sometimes does not support formal effort for safety management (proactive measures). Also, the belief may be that only the pilot is responsible for their safety and this is not the club's responsibility. There may be a belief that formal policy and work takes the fun out of the sport.

The long lead time of program/process outlives efforts of champions who come and go in clubs. There is no legislation requiring mandatory programs in gliding – our participation is voluntary. Transport Canada has mandated some commercial aviation operations (excluding commercial gliding) for formal Safety Management Programs (SMS). Last and not least, the nature of our Association's leadership is one of advice and guidance – not management, policy, regulation or enforcement. If we cannot solve these barriers, I see the time when we may get swept up into mandatory government programs. Look at the hoops the gliding community in Europe is faced with the formation of EASA!

Dan Cook: Chairman  
Dan Daly: National Safety Officer  
members: Joe Gegenbauer, Gabriel Duford,  
Richard Sawyer, John Toles  
SAC BoD Liaison: Eric Gillespie  
OSTIV TSP Chairman: Ian Oldaker

### **FREE FLIGHT – Tony Burton**

The 2011/4 issue was the 178th to come out of our house since Ursula then I began editing *free flight* in 1981. Thanks to Ursula for her highly expert copy proofing. Thanks also to all you photographers, particularly Maria Szemplinska who has a very good eye for composition (her gliding photos have been appearing internationally). And thanks again to all who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content.

This year I created pdf files for eleven more years of old issues from 1970 to 1980. They have been added to the *free flight* archive on the SAC website. The project continues as time and inspiration allows.

Make use of the 81,000 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).

Please let me know what you are doing at your club that is of interest or value to others across the country, and give the office and *free flight* changes to your address, phone number, e-mail, or contact person.

**INSURANCE – Keith Hay**

FOR THOSE WITH QUESTIONS or comments regarding the insurance plan, use the SAC insurance committee address <insurance@sac.ca>; it’s usually the quickest and easiest way to reach me. I do try to reply to people within a couple of days. The basics of the plan is outlined in “Insurance 101”, an article on page 26 of these reports.

As you can see in the graph below, our insurance loss ratio “blipped up” last year due primarily to a couple of high value total losses. Despite this, our long term averages continue to moderate slightly which is good news both for our fleet and our continued insurability as a group.

SAC continues to apply a “Claims Surcharge” to those having claims in the last three years. This amount is in turn credited to all owners with a claims-free record in the form of a “No Claim Bonus” at each renewal. For 2011, the plan paid a total of \$8191 to those owners and clubs with claims-free records.

**2012 renewals** As I write this report, we are in the process of readying Requests for Proposals to send to interested underwriters in the Canadian market. The responses will be evaluated and we will finalize any changes for the 2012 plan. At this time we aren’t anticipating an increase to our premium rates. The 2012 policy year will run from 31 March 2012 to 31 March 2013. As usual, coverage will be extended through 30 April 2012 to renewing owners to allow for the renewal process; however, it is important to complete your renewal before 30 April. Failure to do so could cause your coverage to be void in case of an incident, with no payment of your claim.

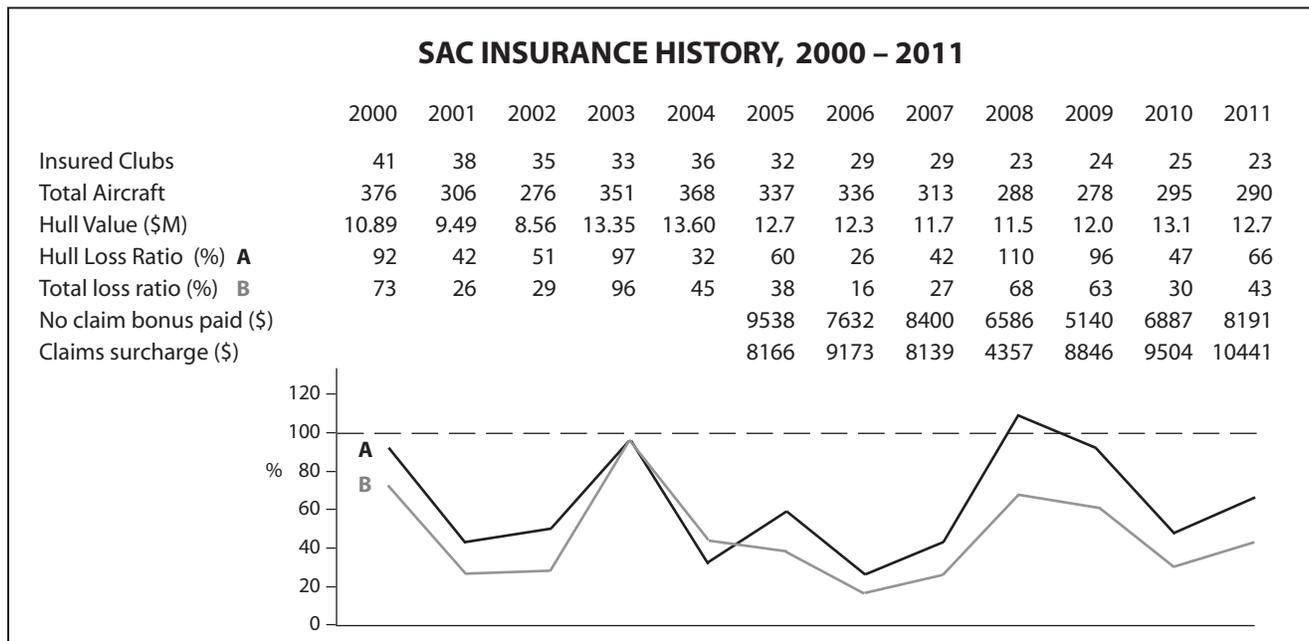
Club renewal packages this year will be e-mailed to each club insurance contact as soon as available in late March. Private owner renewal notices will be sent out via e-mail.

Clubs and owners will again be able to renew their insurance on-line again. The most common issue we had was invalid or missing e-mail addresses. Let us know if you have changed yours. I’ll be posting updates and availability on the SAC Roundtable insurance forum. Due primarily to the size of club renewal payments, clubs will need to continue submitting their payments via cheque. 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 a situation where your insurance coverage may be considered void in the case of an accident or claim.

It’s also 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. Be sure to include life members, cadet/youth members and pre-solo and solo students. Make use of the on-line membership list submission from the SAC website so that the SAC list is as current as possible. If you have questions regarding this update process, contact John Mulder on the SAC Board of Directors.

Starting in May, we will be validating private owner renewals for SAC membership. I will be e-mailing any private owner not showing as a current 2012 SAC member based on the club lists submitted to the SAC Office. We had quite a few cases last year where there was no record of a current SAC member.

**Glider trailer insurance** As one driver found this year, this insurance only covers physical damage to the trailer itself. All other damage comes under the auto policy. Clubs and anyone towing a glider trailer that is not their own (e.g. a club trailer) need to be aware of this – provincial Motor Vehicle Acts consider the trailer to be “part of” the towing vehicle, so we are not able to offer “third party” liability coverage for the trailer.



In an accident involving a glider trailer, any damage to the towing vehicle, other vehicles, or people will be claimed and paid by the car owner's insurance. It is particularly important to ensure that anyone towing a club glider have adequate liability coverage under their car policy.

**Fuel tank spill coverage** Most property insurance, including the policy for our club premises, specifically excludes environmental damages. Some clubs have already approached us in this regard due to government requirements for fuel storage. We are working on sourcing separate insurance coverage for fuel spills from tank storage.

Tank specific insurance policies exist for both above and underground storage tanks. The policies usually cover on-site clean up costs when tanks have leaked their contents into soil and/or groundwater. Tank specific policies may also cover liability to third parties, such as neighbouring property owners, for injury and property damage. However, these policies are restricted to pollution directly or indirectly related to the specific tank(s) underwritten in the policy.

Proper fuel storage and physical environmental protection is important. Depending on the club's location and the volume of fuel, a relatively minor fuel spill can easily result in a \$300,000 or more bill. In some cases, there are government regulations specifying minimum standards for any "new" fuel storage facility. Although existing fuel storage may not currently require upgrading, this could change as concern over environmental protection increases.

Although we are looking at affordable options for insurance coverage, the cost will likely be driven by the number of participating clubs as well as the details of their individual fuel tank setup. One of our first steps will be to survey clubs about the details of their fuel storage facilities.

Regardless of any insurance coverage, clubs need to be proactive in demonstrating care and attention to proper fuel storage and management. Some things to consider:

- Does your club have procedures in place should a fuel spill occur? Are they written down? Where are they kept? Do those regularly involved in fuelling know where the written procedures are kept? Do the procedures include reporting requirements to regulatory authorities and directions about what to report to the authorities? Is there a regulatory authority reporting phone number clearly written on the procedures manual? Are these procedures reviewed with members on a regular basis, especially those regularly involved in fuelling? Is this member training documented?
- Do you have fuel spill "mop-up" kits and other liquid containment equipment readily available in the event of a spill?
- Do you regularly monitor the condition of your fuel tanks for leakage, corrosion, damage? Or, do you have a contractor undertake this for you? For above ground tanks, do you regularly inspect the structural elements of the tank to ensure their integrity (tank support structures, tie-backs, etc?)
- Depending on the age of your tank, have you considered upgrading to a "double-wall" tank?

- Do you have spill retention berms surrounding your fuel tank to prevent spilled fuel from spreading – otherwise known as secondary containment?
- Do you have sturdy fencing (eg. metal pipe bollards) around your fuel tank to protect against vehicular and other collisions with the tank?
- Do you have old still-in-use tanks (either in-use or out-of-use) that should or must be decommissioned according to regulatory standards?

Here's hoping for a fun, challenging and safe year of flying for everyone in 2012.

## RECORDS – Roger Hildesheim

Record flying activity was a western event for 2011. Tim Wood once again showed us the potential of the Columbia valley while Bruce Friesen broke three Club class records in one flight! Even more impressive is that Bruce was flying his Standard Austria, the last model of high performance wooden gliders built by Schempp-Hirth in the 1960s.

Tim has taken to launching from other locations in the Columbia valley in order to maximize distances and this strategy worked well for his record breaking 614 km Free Out and Return flight this year. Tim has also been looking to take a run at some records using the Cowley wave but things just didn't connect for records...yet!

Bruce had the flight of a lifetime in *Scarlet Lady* this year and showed us all how the club record class can put record flying within reach of anyone with good skills, independent of how much money you have invested in your aircraft. Bruce connected to dots of superior skills and weather to set two triangle distance records and one triangle speed record (85 km/h) on a flatland thermal flight from Chipman, Alberta.

So went the 2011 record season, mountain flying and flatland flying. Flown by two very skilled pilots in aircraft that are technically generations apart. I hope that the milestones set this year will inspire all of us to go out try to beat a record (or three) in 2012.

### **2011 record flights**

<b>Pilot</b>	<b>Bruce Friesen</b>
Date/place	29 May 2011, Chipman, AB
Record type	Free Triangle Dist, Territorial, Open & Club
FAI category	3.1.4d
Sailplane type	Standard Austria C-FPDM
Distance	512.2 km (609.5 km Club)
Previous record	Tim Wood 481.0 km (2007 Open) Tony Burton 515.7 km (2004 Club)

<b>Pilot</b>	<b>Bruce Friesen</b>
Date/place	29 May 2011, Chipman, AB
Record type	Triangle Distance, Territorial, Club
FAI category	3.1.4h
Sailplane type	Standard Austria C-FPDM
Distance	599.2 km
Previous record	Tony Burton 515.7 km (2004)

Pilot **Bruce Friesen**  
 Date/place 29 May 2011, Chipman, AB  
 Record type 500 km Speed Triangle, Territorial, Club  
 FAI category 3.1.4j  
 Sailplane type Standard Austria C-FPDM  
 Speed 85.1 km/h  
 Previous record Tim Wood 78.6 km/h (2010)

Pilot **Tim Wood**  
 Date /place 4 June 2011, Elko, BC  
 Record type Free O&R Distance, Territorial, 15m  
 FAI category 3.1.4b  
 Sailplane type DG-400 C-GETW  
 Distance 612.6 km  
 Previous record Ian Spence 596.7 km (2009)

## **NATIONAL SAFETY OFFICER – Dan Daly**

This year we had 14 accidents and two fatal accidents, below our annual average of 19 accidents and 1.5 fatal. Fifteen incidents were also reported or detected on CADORS. It is difficult to do trend analysis with such a statistically small sample. However, this is a good problem to have and we now need to report and track incidents to develop our recommendations. After all, to *“learn from the mistakes of others, you won’t live long enough to make them all yourself”*, we have to know what problems individuals and clubs are having.

Clubs are requested to examine their incidents/accidents and complete their analysis each fall so that they can share information of their findings by December. This year, we are particularly interested in club plans with respect to PowerFLARM, including private owners.

Pilots may also participate individually in the SAC National Safety Program by dual reporting directly to SAC/FT&SC. Remember, all safety experts say that if you are not reporting incidents (at your club), it’s not because you don’t have any, it’s because your reporting system is not working! In the military, increased incident reporting is considered a very good thing, and the sign a safety culture exists.

### **Reported Accidents**

**Mid-Air** One SZD-55 and a Grob-102 destroyed. Two fatalities, at least \$50,000 hull on one aircraft.

My heart fell in September when a GGC visitor who worked for Transport Canada took me aside and told me of the mid-air collision in Invermere, with two fatalities. Recreation of the accident by examination of the traces shows a head-on mid-air, with one glider eastbound, one westbound at 7000 feet asl.

*Analysis* This accident may have been preventable with PowerFLARM, had it been available. Only one of the two pilots had ordered it, however. Gliders are exceptionally small targets to see. The setting sun was behind one of the gliders, and it is nearly impossible to see one into the setting sun.

### **Off-field landings**

**Club Libelle** No injury – \$5000 claim

*Analysis* Day cut off early, and pilot was too far from home field (unfamiliar area). Questionable field selection and a low circuit entry (400 agl from flight recorder) contributed to landing in an uneven, rocky field. Previous decisions had left the pilot with few options. A good airstrip was in the vicinity but it was hard to see and unknown to the pilot. Waiting too long to commit to landing contributed. *Safety Officer* note: I did that several years ago, landing beside an airport I hadn’t seen.

**Nimbus 2** No injury – self-insured/under repair

*Analysis* Unable to continue a cross-country flight, the pilot selected and assessed a field, intending to land on a path between two fields with crop in them. On final, a bail of wire was in the landing path which had not been seen from above. The pilot climbed over but drifted to one side of the path; while recovering back to it, a groundloop occurred which broke the fuselage. The accident occurred after several long, hot and humid days of flying, which may have contributed.

**ASW-20** No injury – \$10,000 to aircraft, \$2500 to field

*Analysis* No accident report submitted. The pilot was on a cross-country task, selected a racetrack. Aileron was damaged as the aircraft was turned to follow the curve of the racetrack. Low time cross-country pilot, probably pressing to maximize points at a contest; late decision to land with poor field choice.

**Twin Lark IS-32** No injury – \$15,000 claim

*Analysis* 7000 foot altitude loss in 20 km, 10 km short of the airfield (note, you normally expect to get about 10 km per thousand feet in a 40:1 aircraft). A field (1 of 3) was selected for landing, at 1100 agl. Topography made a crabbing final necessary – 35 degrees off. Uncommanded left groundloop started shortly after touchdown, stick pushed full forward to protect tailboom, 180 degree rotation with damage to the left aileron.

**ASW-15** No injury – \$750 claim

*Analysis* On a cross-country flight, returning to the airport, thermals weakened. At 2500 feet, determined the field was out of reach, elected to do off-field landing. The pilot determined that the private road would provide an easy retrieve. During the crosswind landing, both wings struck the ground at times, and there is underlying fiberglass delamination.

*Pilot analysis* “Shouldn’t have landed on the private road with 15m wings. What looked to be a packed gravel wide road turned out to be lots of loose and large stones, 12 metres wide. Most fields in the area were suitable, but I chose this one to avoid handling the glider over fences and ditches; not something I will consider in future outlandings.” *Safety Officer* note: This club does not use the Bronze Badge training plan and this was also the first flight of the year for the pilot.

### **Gear-up landings**

**ASW-20** \$10,000 claim

*Analysis* The pilot thought the gear was down. Possible better marking of gear and checklist use are suggested as corrective actions. (*Safety Officer* note: I “got that sinking feeling” on my

previous glider, where a component had failed – it is a terrible feeling (but the roll-out is short)).

**LS-8/18** \$2,500 claim

*Analysis* No accident report; grass airport made this less expensive (but no less embarrassing).

## Towplanes

**L-19** No injury – \$50,000 claim

Towplane retrieving glider at nearby airport ground looped, causing main gear to collapse and damaged propeller.

**YST-263** Slight injury – no report

*From CADORS* During tow of glider, aircraft experienced engine problems and climbed to a sufficient altitude for the glider to be released. The towplane couldn't make it back, and selected a road for landing, running into the ditch. The pilot had slight injuries and was taken to the hospital.

**Pawnee** incident – pitch trim jam

During the morning tow shift the pitch trim became jammed in the full up position; after landing, the trim was returned to service. This was reported to the afternoon towpilot, who noticed that the trim was hard to move at times and slipping at others. Eventually, the trim became inoperable, jammed full nose down. The aircraft was grounded for repairs. (AME has filed a Difficulty Report with TC).

**Pawnee** incident – near upset

Plan was to change runways by launching from one with a crosswind to one more into wind. Wind 20 kts gusting 25-30 100 deg off. Towplane nose swung right when tail raised; glider was out of position to the left. Towplane was just airborne when towpilot felt tail raise, full back stick didn't stop pitching, towplane "settled firmly" onto the mains, with a crab heading off the runway. Towpilot was reaching for the release handle when the glider was recovering its position. Towpilot "extremely shaken" and required ground runway change.

Note – a very close call – upon reflection, "I should not have allowed myself to depart this runway with a glider on tow".

## Others

**H301** Canopy loss on take-off (no accident report)

*from CADORS* At 150 feet on tow, lost canopy, damaging horizontal stab and elevator. Released and returned to field. After landing, it was noticed that one aileron was not connected; the pilot had been interrupted during rigging.

*Analysis* Good example of "first, fly the aircraft". It would appear that checklists could have prevented each accident.

**Motorglider** Hard landing, causing propeller strike. (\$45,000) – no injury.

## Incidents (no significant damage or injuries)

- Two undetected glider pass each other within 50 feet during ridge soaring.
- L-33 wing damage detected on Daily Inspection (broken ribs inside – good DI!)

- Near miss – glider and Jazz Dash 8 at 8000 feet.
- DuoDiscus cracked canopy (no further data).
- K-21 and Scout damaged in hangar repositioning (\$7500)
- Trailing accident – Puchacz and trailer – \$5000 each (car a write-off, not covered by our insurance – wrong reaction to trailer sway after brake on one side locked up. Driver speeded up, Cobra manual says to brake.
- Tied-down aircraft struck by tractor during ground handling (\$7500).
- Propeller strike detected on DI (\$15,000) – not previously reported.
- While rigging Twin Lark, wind blew fuselage over, damaging elevator (\$2500).
- Glider was being disassembled to put in trailer with one man de-rigging kit. Wing was blown over off wing dolly in strong crosswind, damaging wing.
- DG-400 canopy was closed as part of take off checklist. Pilot's shoelaces were caught under canopy rail which goes past the rudder pedals. Pilot noticed he was unable to achieve full rudder movement after take-off. Landed safely and re-opened canopy to correct (poor control check)?
- Contest mass return of gliders (17) after local lift died brought home point that a mass landout plan at home field may serve contest safety well. (*Safety Officer note* – this will be a topic for another article and presentation once analysis is complete – current software tools make analysis of this type of thing very time-consuming).
- Contest pilots flying closer to cloud to maximize lift, less than 500 feet below cloud base or 2000 horizontally in class E airspace.
- Several near wheel-up landings. Usually a result of a departure from standard circuit approach or distraction near time of pre-landing check.
- Instructor reported losing situational awareness videoing his student, wing striking a plastic cone with no damage.  
*3 Lessons learned:*
  - Don't use handheld devices while instructing.
  - Don't be overconfident when the student appears to be doing well.
  - Don't let down guard during final approach on a long, hot day and you are tired.
- Hard landing on student flight: Student rounded out high, instructor thought he had skill enough to handle the situation.  
*Lesson learned:* Instructor may have to take over sooner, especially earlier in the season.
- L-23 landed gear-up. P1 had to go to the bathroom urgently, "reverted to standard checklist", forgot to put it down.  
*Lesson learned:* Standard checklist must include "gear down and locked" to avoid problems in the future with more complex gliders.
- Flying with ballast: Pilot found out after solo flight in high performance 2-seater that he had had ballast on board. First flight of the day. P1 assumed ballast would not be left in aircraft overnight.  
*Lesson learned* Pre-flight checklist must have "ballast" on it. Never assume anything. People who use ballast have a responsibility to remove it after use.
- Flight with tail dolly on: Dolly left attached during passenger ride. Towpilot noticed and notified glider pilot. Land-

ing okay. "There were few persons at the field".

*Lesson learned* Tail dolly should be sighted by pilot and wing runner before launch.

- Towing through known area of heavy sink: Pilot was out of glide range to the airport during tow in case of a rope break. Tow also hugged ridge "too closely for the comfort of the glider pilot" who couldn't release because of the height.
- Golf cart left attached to glider: Pilot jumped in and drove away, causing the glider to jerk forward.  
*Lesson learned* Always detach gliders from towing vehicles. Always check rope before driving a retrieve vehicle.
- Touchdown before threshold: Passenger flight landed in high grass before the end of the runway. P1 hadn't flown in a while, but not little enough to require a checkflight.  
*Lesson learned* Mid-season checkflights for those who have been away for a while should be encouraged. Spot landing attempts should be not right at the threshold. Given liability concerns, ride pilots' currency is an issue clubs should look at.
- Ground loop by solo student: Student landed after an hour of flying solo. He didn't round out well, touched down hard at high speed, and lost control of the glider. The glider ground looped toward the take-off line of gliders and came to a halt about a metre away from another glider. It was a hot day; student didn't wear a hat.  
*Lesson learned* Pilots need to make sure they are protected from the sun and stay hydrated. "Communications between instructors need to be improved in order to prevent misunderstandings about prior incidents involving students."
- All-out with slack in rope: Towplane took up slack and braked waiting for all-out. Glider rolled forward, making slack. Towpilot brought power up and then released brakes. Glider was slingshot out of the start. Wing runner was surprised and didn't let go quickly enough, inducing yaw. Strong winds allowed pilot to continue take-off.  
*Lesson learned* Towpilot should not apply brakes waiting for all-out. *Safety Officer comment* – wing runner should have notified glider pilot that there was slack, and done another take up slack. Also, the glider pilot should have considered releasing immediately.

### Analysis

The mid-air is clearly the most serious problem this year; it is exceptionally difficult to see another glider. Technology may help us with PowerFLARM, but the best defence is a good look-out.

The use of flight traces during accident and incident analysis makes some of the report less open to interpretation (altitudes agl), etc.

It is no surprise that low-time pilots with limited cross-country experience in contest environments have problems. The conflict between points and using rules-of-thumb you've been taught (never leave soaring distance of a good field) seems to have been won by pressing on a lot this year. I wonder if a Novice class with lead-and-follow might not be a better way to introduce pilots to contest flying.

The Nationals, in which I attended about half as Scorer, was a long, hard pull with a lot of retrieves required, tiring people out. It was hot and humid, and to me, not flying, many of the pilots were really dragging. At the safety meetings, some suggested that each pilot should make a personal decision on flying. All always did. The current structure of the contests, with Contest Director and Manager as the last decision-making body, may have to be changed, in my opinion. On one marginal day, I found out later that myself, the club CFI, and host club Safety Officer all recommended a rest day – but the day went on for one class. More on this at a later time.

To me, many of the problems could have been solved by a good checklist *which is followed* (shoelaces, canopies, tail dollies, landing gear up).

PowerFLARM is coming – the first 29 are being shipped to Alberta (first to order). I am told by competition pilots that the system works in Canada. Industry Canada will be contacted by the manufacturer for certification. The system is FCC certified in the USA.

*The following is from the FLARM Manufacturer:*

We have performed considerable testing on the units based on feedback and data we received from Uvalde and elsewhere. We greatly appreciate all the feedback and data from customers and dealers. This is where we are and how we are proceeding:

- We had a batch of substandard Flarm antennas from our supplier. The manufacturing and testing process has been improved and we have received new antennas with which all units will be retrofitted. We will add a 'Reverse Polarity SMA' adapter to all PowerFLARM. This makes it FCC legal to ship without permanently attached antenna which makes handling and replacing antennas much easier. It also allows attaching other antenna types, eg. remote antennas (currently not FCC approved).
- During our range testing, we found that two capacitors in the circuit were not optimum for the US frequency, which reduced the transmission power. Therefore, all US PowerFLARM are being retrofitted with the optimum capacitors.
- Some of the displays had defects. These are replaced. A firmware update (v1.04) has been released for better reception of ADS-B and Mode-S. It has been tested and it works great. Reception in excess of 9999 feet agl and 20 nm.
- We have found a source for high temperature rechargeable batteries and are in the process of testing them. These may be offered as an option. It is important for customers to use fresh, high quality batteries as the capacity varies considerably. And, if nonrechargeable batteries are used, do not connect an external power source with the batteries installed. Damage to PowerFLARM will result!
- Brackets are available for mounting the unit behind the panel either in a dedicated cutout or in an existing 80mm instrument hole. Mode C update is in testing.
- IGC certification is unlikely before 2012 as R&D is concentrating on the 'Brick' version and IGC/GFAC will need some time to do their testing. The Brick is progressing. We first had to get the problems solved with the portable PF before proceeding. The SSA Convention is the target date for prototype units.

- A new superior display is being developed in parallel to make sure the user experience and features of portable Power-FLARM and the Brick with remote display are the same.
- At this time, all 150+ units that have been waiting to be shipped and are being retrofitted with different capacitors. They should be completed and shipped soon. They are being done in dealer batches as they had been boxed for shipment in September. Some of you will receive them earlier than others. Your remaining portable units will be shipped as soon as they are produced.

### Conclusion

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

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

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

For those using Condor, I have noticed in particular that younger pilots with less experience and a lot of Condor time have a poorer lookout – instructors should look for this in spring checks.

We were very lucky in several incidents, none of which were new. Reviewing/posting incident reports at the flightline shack, and on-line, and having safety talks before the day's flying can allow us to learn from others.

## SPORTING – Jörg Stieber

### IGC 2011 Plenary Meeting – Jörg Stieber

I attended the IGC Plenary Meeting on 4-5 March, 2011 in Lausanne, Switzerland. A summary of the discussions as well as the full minutes of the meeting are available at the new FAI website: <[www.fai.org/igc-about-us/igc-meetings](http://www.fai.org/igc-about-us/igc-meetings)>. Two highlights for Canada are:

**Pirat Gehriger Diploma** Tony Burton received the Pirat Gehriger Diploma for his many contributions to gliding at the international level and in Canada. In particular:

- Member of the IGC Sporting Code committee since 1998

and key contributor to a major overhaul of the Sporting Code in 1999.

- 22 Canadian records.
- 25 years Executive Director of the Alberta Soaring Council.
- 29 years editor of *free flight*, one of the few gliding magazines with a wide international readership,
- many other contributions.

Congratulations on this well-deserved honour, Tony!

**Canadian proposal on COTS GPS** The Canadian proposal to use COTS GPS height with a sufficient safety margin [100m] for Silver and Gold badges was accepted as a year 1 proposal.

Unfortunately, I will not be able to attend the upcoming IGC annual meeting 2-3 March in Potchestroom, South Africa. I recommend giving a proxy with voting instructions to the US IGC delegate. The agenda of the meeting, including supporting material, can be downloaded at the above website.

### 2011 Seeding Rules – Derek Mackie

The previous version of Canada's seeding rules was written in 2000 and captured the best practices of the day. The seeding list was managed consistently and the results seemed reasonable and fair, but over time our practices evolved to where they no longer match the written rules. For instance, when the rules were written in 2000, the 18m Class didn't exist and World Class was new and not flown as a contest class in Canada. As a result, the rules stated that we would publish a seeding list for 15m and Standard, but we were actually publishing a single "FAI Seeding List".

In 2010 a project was undertaken to review and update the seeding rules to align with the evolving practices and changes in the FAI classes. When the project was undertaken, it was envisioned that it would be a simple task of tweaking the published rules and, indeed, some of the content updates were simply administrative to make them more transparent – how a pilot gets on the seeding list, or how formulae are applied and so on. However, as the rules that were being applied were documented, discussion was triggered about best practices and the direction we should take for some elements. It was decided to take a step back and confirm that the rules were meeting the overall purpose to:

- provide the Sporting committee and SAC with a tool for the selection of the Canadian National Soaring Team.
- document the contest pilot pool in Canada for historical or statistical use.
- encourage cross-country pilots to compete in head-to-head speed contests by providing a measure of skill development and experience.
- support SAC in the recognition of pilots' outstanding contest performance.

Input was initially drawn from a small, diverse group of pilots as a sounding board to get some of the basic issues on the table and clear away items that had unanimous consent. Some of the topics emerged as "hot button" items and it was opened to the competition community for wider input for resolution. For instance there were varied opinions about including contest

results other than the Canadian Nationals: WGC, Pre-WGC and US Nationals had traditionally been included. Questions arose and were debated at length: should other Nationals be allowed? If US Nationals were allowed, why not Nationals from other countries? How should contests be weighted against our Canadian Nationals – if at all? What is the “right” weighting between the most current performance versus past results: 70/30? 51/49? How far back should results be tracked?

Another important topic was the various ways to include a provision to earn seeding points while flying the other, non-FAI class. Considerable time was spent debating what classes should be defined and what they should be called.

A “town hall” meeting at the 2010 Ontario Provincials presented the founding elements and the excellent discussion provided some take-aways for further work. Refinements and discussion continued this winter and in the end, 23 pilots provided input to the rules. There were some fundamental differences in the feedback we received, not all of which can ever be resolved to everyone’s satisfaction. Nonetheless, the final drafts were distributed to the top twelve pilots on the seeding list from the previous year to confirm that the bulk of comments were captured and to gain general consensus to publish the result.

The Sporting committee feels that the resulting seeding list rules are an acceptable balance of all the ideas considered and results in a fair and transparent method. The feedback has been generally good after the first full year in use. A review will be conducted after the end of the 2012 season and, if necessary, adjustments made for the 2013 season.

### 2011 Canadian Nationals – Jörg

The Canadian Nationals were hosted by SOSA in Ontario 29 June to 8 July. With 36 competitors the Nationals were probably the best attended in the last two decades. It was very encouraging to see a record number of young pilots participating as well as good participation from western Canada.

The organizer had planned to field two handicapped classes, FAI Class and Club Class. However, due to the unexpected turnout of 27 competitors in Club Class, the contest organizer chose to split Club Class into two smaller classes, Club 1 & Club 2, rather than limiting entries. This decision which was reasonable under the circumstances and based on a broad consensus among the competitors and the subsequent discussion whether or not to award seeding points to Club 2, prompted one of the competitors to withdraw from the contest and to demand monetary compensation for his travel expenses and time lost to attend the mandatory pilots meeting. The SAC BoD reviewed the issue and found no fault with the contest organization or decisions taken by the Sporting committee. The SAC BoD tasked our committee to review the rules in this respect and recommend clarification where required.

The difficult weather contributed to 89 landouts. Despite the odds, the competition ended with six contest days for FAI Class and Club 2 Class, and five days for Club 1. Two gliders were damaged in landout mishaps. The winners were:

FAI Class	1. Jerzy Szemplinski	XG, ASG-29	4744 pts
	2. Derek Mackie	TT, LAK-17AW	4398 pts
	3. Nick Bonnière	ST, LAK-17A	4335 pts
Club Class 1	1. Chris Gough	44, LS-8-15	3592 pts
	2. A. Kawzowicz	SU, LS-4,	3219 pts
	3. Paul Fish	1W, Discus CS	3113 pts
Club Class 2	1. Pierre Gavillet	64, Libelle H201	3430 pts
	2. Jim Fryett	14, Libelle H301	2979 pts
	3. Herrie ten Cate	HK, Jantar	2550 pts

The results of FAI Class and Club 1 were submitted to the International Pilot Ranking List. Club 1 and Club 2 were both awarded seeding points.

### Recommendation for changes to Nats competition rules

Add a provision in Section 2, stating that the contest organizer may limit the total number of competitors or the size of individual classes, due to safety and operational considerations. Competitors will be accepted on a “first come – first serve” basis.

The Sporting committee also recommends to the organizers of future competitions to add a disclaimer to their published material stating that neither the contest organizer nor SAC will accept any claim for compensation for travel expenses or lost time or any other reason from any person, unless prior approval has been obtained.

**7th FAI Junior World Gliding Championship** – Chris Gough Selena Boyle represented Canada in the Club Class at Musbach, Germany flying an LS-1D. She became the second pilot to represent Canada at a Junior World Championships and the first female to represent Canada at any World Championships. The weather was challenging for most of the contest and there were landouts on every day. Selena had a rough start but put in a good showing on later days including tenth place on Day 4. Most of the other countries flying in the competitions had at least two members flying on their team. We hope Canada’s participation in Junior contests will inspire more juniors to take up cross-country flying and competition and perhaps represent Canada as well. An article about the championships was printed in *Free Flight*. A blog was also kept by the team at <[www.selenapb.blogspot.com](http://www.selenapb.blogspot.com)>.

### Pre-World Championships, Uvalde, TX – Derek Mackie

In August 2011, eight pilots travelled to Uvalde, Texas to compete in “Uvalde Glide”, the pre-World gliding championships. For some, it was a return to a site of many prior contests and to others it was a completely new experience. The last time the Worlds were held in North America, it was also in Uvalde in 1991. Jerzy Szemplinski, Nick Bonnière, Willem Langelaan and Derek Mackie flew 18m Class, while David Springford and Jörg Stieber flew 15m Class. Concurrently with Uvalde Glide, the US Nationals Open Class was held and Brian Milner rounded out the Canadian contingent.

The contest was well run with some minor issues worked out as the contest team tested their systems and processes for the following year. More importantly, the Canadian pilots had an

opportunity to acclimatize and overcome some of the unique challenges of operating in the area. Heat, dehydration and flat tires from some amazingly tough thorns were the main concerns. All in all it was an excellent experience and preparation for them; and vital for those who will return in 2012 for the Worlds. All had a good contest with a few minor difficulties with equipment. The final results were:

#### 15m Class

#9 David Springford	2W, ASW-27	95.8% of winner's score
#15 Jörg Stieber	JS, LS-8	85.2%

#### 18m Class

#4 Jerzy Szemplinski	XG, ASG-19-18	89.6%
#7 Derek Mackie	TI, LAK-17a-18	73.9%
#11 Nick Bonnière	ST, LAK-17a-18	65.8%
#13 Willem Langelaan	OX, Antares 18S	48.8%

#### Open Class

#13 Brian Milner	GJ, Nimbus 4	85.2%
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#### Canadian Team for 32nd WGC – Derek

The 2012 World Gliding Championships for 15 Metre, 18 Metre and Open Classes will be held in Uvalde from 28 July to 19 August. According to the IGC rules, each country is entitled to one pilot per class and additional pilots may be added until the contest is full. Additional pilots are added based on the country ranking on the IGC Ranking List. It is hoped that when the final allocations are determined, Canada will be able to field a team of four pilots.

Based on the above and the 2011 Seeding List, the Canadian Team for the 2012 WGC was selected:

- 18m – David Springford, SOSA
- 18m – Jerzy Szemplinski, SOSA
- 15m – Nick Bonnière, Gatineau Gliding Club
- 15m – Derek Mackie, Toronto Soaring Club
- Team Captain – Ed Hollestelle, SOSA

Ed and Annemarie Hollestelle as well as a cadre of dedicated volunteers will invest a significant portion of their summer to support the Canadian Team. The amount of time, effort and cost to field even the most basic of a team to represent Canada at a WGC cannot be overestimated. Fundraising efforts are under way and the pilots have stepped up their training to ensure a good showing. SAC support is very much appreciated by all involved and the Team is committed to make you proud.

#### OLC Canada 2011 – Jörg

The OLC numbers were slightly down in 2011, likely due to the very late start of the season in Ontario and Quebec. The last day of the 2011 OLC season was 10 October. Canadian flights in the last four years were:

	2008	2009	2010	2011
Num. of participants	248	264	268	250
Flights scored	2226	2636	2594	2513
Top km scored	407,691	448,290	450,811	410,056
Top km scored by pilot	18,150	13,529	14,935	15,781
<i>Trevor Florence in 2011</i>				
Top km scored by club	87,103	71,959	70,033	70,092
<i>MSC in 2011</i>				

#### Winners and achievements

Best flight by a Canadian, OLC – Canada

**Bruce Friesen**, Std Austria T/O Chipman, AB  
610.5 km, 888.6 OLC points – congratulations Bruce!

OLC – North America

**Jerzy Szemplinski**, ASG-29 T/O Mifflin Co, PA  
1168.6 km, 1038.3 OLC points

Four Canadians submitted flights exceeding 1000 km to the OLC North America.

#### OLC Canada Champions (6 best flights)

1. Ian Spence, Canadian Rockies Soaring Club 3646 points
2. Bruce Friesen, Edmonton Soaring Club 3596 points  
*Bruce was #4 World (Vintage) & #7 World (Club)!*
3. Tim Wood, York Soaring Association 3569 points

#### OLC Canada Junior Champions (6 best flights)

1. Jay Allardyce, Winnipeg Gliding Club 2124 points
2. Emmanuel Cadieux, MSC 1875 points
3. Justin Gillespie, Winnipeg Gliding Club 1365 points

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

1. Wilfried Krueger, York (7th overall) 5414 pts
2. Jerzy Szemplinski, SOSA (22nd overall) 4484 pts
3. André Pepin, MSC (41st overall) 3938 pts

#### Chris Gough joins the Sporting committee – Jörg

The committee welcomes Chris as its fourth member. He is an accomplished contest pilot, having competed in various Canadian Nationals and the Junior Worlds in Finland. Most recently he placed first in Club 1 at the Canadian Nationals 2011 and acted as Canadian Team Captain at the Junior Worlds 2011 in Germany. Chris is an inspiration to our young pilots and will bring the perspective of the next generation of champions to the table. He will continue to administer the contest letter registry.

#### Thanks

I want to thank my fellow committee members, particularly Derek who put a tremendous amount of work and energy into the new Seeding rules. Thanks to Ursula Wiese for maintaining the *Book of the Best* and for keeping our feet to the fire when new competition classes require trophies to be re-aligned. Also thanks to all SAC members.

#### TROPHIES & AWARDS – Phil Stade

The beginning of the flying season is a great time to encourage club members to make use of the OLC. What are your flying goals for 2012?

#### Flight Trophies

**Canadair Trophy** – Best 6 flights of the year – Motorglider

**Ian Spence** – Canadian Rockies Soaring Club  
3646.5 OLC points, 4053.9 km, 675.7 km average

This is the third year in a row that Ian has won the Canadair Trophy – Motor Glider. His qualifying flights all originated at the Invermere, BC airport in his Ventus 2CT

1. May 30	Distance / OLC Points	792.7 / 705.0
2. Jun 5	Distance / OLC Points	727.4 / 660.8
3. Jul 10	Distance / OLC Points	687.2 / 619.1
4. Aug 6	Distance / OLC Points	622.3 / 563.4
5. Aug 4	Distance / OLC Points	609.4 / 552.8
6. May 18	Distance / OLC Points	615.0 / 545.3

**Canadair Trophy** – *best 6 flights of the year* – Pure Glider  
**Bruce Friesen** – Edmonton Soaring Club  
 3595.8 OLC points, 2663.9 km total, 444.0 km average

Bruce's third year as winner of the Canadair Trophy – Pure Glider is a demonstration of the disciplined approach he brings to flight planning. The Standard Austria, C-FPDM, has been his ride since 1984 making it clear that knowing one's aircraft makes a difference when it comes to winning! Five of his flights were flown from the Edmonton Soaring Club field at Chipman, Alberta. The July 28 flight with an average speed of 103.8 km/hour, a wonderful speed for the 'Scarlet Lady', was flown from Cowley.

1. May 29	Distance / OLC Points	610.5 / 888.6
2. May 20	Distance / OLC Points	477.2 / 652.1
3. July 28	Distance / OLC Points	442.5 / 562.0
4. May 27	Distance / OLC Points	384.4 / 512.8
5. July 1	Distance / OLC Points	382.2 / 506.4
6. July 23	Distance / OLC Points	367.1 / 473.9

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

**BAIC Trophy** – *Best flight of the year* – Pure Glider  
**Bruce Friesen** – Edmonton Soaring Club  
 1. May 29 Dist / OLC Points 610.5 / 888.6  
 Speed 72.7 km/h

**"200" Trophy**  
*best 6 flights* – pilot under 200 hours P1 at start of season  
**Steve Hogg** – Cu Nim Gliding Club  
 2580.8 OLC points, 2716.4 km, 452.7 km average  
 All of Steve's flights originated at Invermere, BC and were flown in his ASW-20B, C-GHGD

1. July 6	Distance / OLC Points	631.0 / 587.4
2. July 2	Distance / OLC Points	515.5 / 486.6
3. June 30	Distance / OLC Points	438.8 / 416.2
4. July 7	Distance / OLC Points	350.8 / 367.7
5. May 21	Distance / OLC Points	395.5 / 364.6
6. July 29	Distance / OLC Points	384.9 / 358.3

**Stachow Trophy** (*highest flight*)  
 The trophy was not awarded for 2011 since no flight exceeded the 5000m gain of height requirement.

### **Nationals Competition Trophies**

A successful and well-attended Nationals was held 29 June to 8 July at SOSA.

**CALPA trophy** – Club class 1 Champion  
**Chris Gough** – LS-8 – 3592 points

**CALPA trophy** – Club class 2 Champion  
**Pierre Gavillet** – Libelle H201 – 3430 points

**Wolf Mix trophy** – FAI class Champion  
**Jerzy Szemplinski** – ASG-29 – 4744 points

**Dow trophy** – best task flown, Club not awarded  
 best task flown, FAI not awarded

**SOSA trophy** – best novice not awarded

**Carling-O'Keefe** – best team not awarded

### **Other Trophies**

**Walter Piercy trophy** (*instructor of the year*)  
**Tom Coulson**, SOSA

Tom Coulson has taught 165 instructor flights this year which is close to his average over the last five years (170). In addition, besides teaching he functioned as the club's Chief Tow Pilot, lead instructor for week long summer youth camp (for seven years now), and club finance committee member for flight billing. Also he has been co-running the club's Tuesday night flight instruction for the past twenty years.

Special mention for other instructors in 2011 included: Daniel Houde - MSC, Ray Perino - CRSC, Frédéric Chauvin - ACE, Phil Stade and Kerry Stevenson - Cu Nim, and Paul Chalifour, Eva Dillon, Paul Moggach – York

**Hank Janzen Award**  
*(club or pilot with best contribution in the year to flight safety)*  
**Trevor and Bryan Florence**

Trevor and Bryan Florence provided the accident analysis following the glider mid-air collision at Invermere in 2011. Their detailed work with the GPS data and accident analysis showed that the accident was a head on collision and not a thermalling accident as originally thought by witnesses. In addition, their analysis found the sun's angle behind one aircraft and the likelihood of terrain masking behind the second aircraft, were possible factors making visual detection more difficult.

Ironically, in the weeks before the same accident in which Ray Perino was fatally injured, he was discussing with the chairman of the FTSC our shared concerns about the higher risks of collisions in the Invermere area due to terrain and traffic factors. He indicated he was an advocate of the use of PowerFLARM when it became available to reduce the risk. He was always very careful in his instruction to students on safety matters, and meticulous in detail about proper lookout technique to reduce risk. The work done by these members of CRSC demonstrate the risk and the limitations of a diligent look out. We hope this award draws attention to the importance of wide use of this technology for risk mitigation and the importance to maintain an effective look out.

**Roden trophy** – *club soaring skills development*  
 Not awarded for the 2011 season as there were no club submissions.

# “Insurance 101”

all about your SAC insurance coverage

**Keith Hay**, insurance chairman

**W**HILE THIS TOUCHES THE MAJOR POINTS, the plan coverage summary is available from your club treasurer, and each private owner should receive the coverage summary along with their new insurance certificate on renewal. This will help ensure that not only you know what is being provided, but also what your responsibilities are. Claims reporting guides are also available to keep in your aircraft should an accident occur.

## Who and what is covered?

- All SAC members (student and licensed) when piloting SAC insured gliders and towplanes. Everyone receiving formal instruction as a regular club member should be a SAC member. There are currently no requirements for specific experience. It is important for both members and clubs to ensure that all (both student and licensed) club members' SAC membership and dues have been submitted in a timely manner to the SAC Office to ensure coverage. This is especially important to private glider owners, as their glider insurance coverage is dependent on being a current SAC member. Covered are:
  - Guest members (FAI affiliated members eg. SSA, BGA) when piloting SAC-insured aircraft.
  - Private and club aircraft listed under the plan are insured for “pleasure and club business”.
  - Gliders – instruction and rental to club members and guests.
  - Towplanes – towing gliders and instruction of towpilots but *not* any other use of the towplane for hire or reward (this means club members and the towplane are *not* covered if members are using them for personal pleasure flying and log time accumulation).

## Hull coverage

This is the coverage that covers most accident damage to your aircraft. It covers the aircraft and its normally installed permanent equipment. You purchase a specified value of coverage for each aircraft that should reflect the value of the aircraft and its normally mounted equipment and instruments. This does *not* include your glider trailer. It is not a good idea to “under-insure” your glider. One way to view this is that the insured value should be an amount that you would be happy to receive if your glider suddenly disappeared from your trailer.

There is currently a \$500 deductible per incident for hull coverage. There are options to increase the hull deductible to either 5% or 10% of the hull value, providing a decrease in the premium. Many other aviation policies and recent proposals have higher minimum deductibles.

## Glider trailer coverage

This optional coverage is available which pays for physical

damage only to your glider trailer. It does not provide any payment of damage to towing vehicles and other vehicles or personal (self or others) injury in the case of an accident. Coverage is for a maximum of \$15,000.

## General aircraft liability

This coverage provides payment in the case of damage to third party property, and bodily injury to third parties that may occur involving your aircraft while it is “in motion”. An example of covered property damage would be crop damage during an outlanding.

This is also the coverage which provides protection to the club and SAC in the event of an injury during an aircraft incident to a bystander, intro passenger or other guest who is not a SAC member or FAI guest. Claims in this area are the ones that are potentially HUGE. Imagine the medical bills should a bystander or passenger be injured while operating your glider. Coverage is available in \$1M and \$2M limits per private aircraft and \$2M limit for each club aircraft. There is no deductible for this coverage.

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

## Airport Premises liability

Coverage for all clubs in the plan is mandatory. This covers airport premises and operations other than aircraft to a liability limit of \$2,000,000. This coverage provides important protection to clubs for damages and injuries that could occur on their airfield (owned or leased), which do not involve aircraft. An example of this would be a guest being seriously injured by tripping in a gopher hole. This does *not* provide general liability or property coverage for your clubhouse or other facilities. This coverage in the general marketplace typically costs a minimum of \$2500. Our cost is \$185/club. The Premises liability coverage also provides \$100,000 of additional coverage specifically for “Instructor Errors and Omissions”.

## Claims service and legal representation

The insurance company provides claims adjustment and legal representation for all claims. Legal costs of defending a claim, particularly liability claims, can be substantial and are paid over and above the coverage limits purchased. We continue to have an excellent level of claims service from our insurance company. ❖